

Latitude 38

VOLUME 342 December 2005

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Damn (fine) Yankee

★
Happy
Holidays
from all of us
at Pineapple Sails.
We'll be closed from
December 24 through
January 1.

Geoff and Brad Clerk call *Flotsam*, their Yankee One-Design, a "thoroughbred." Designed in 1937 and built in 1963 by their great uncle, Alameda boat builder John Linderman, the class website says "*Flotsam* incorporated fir full-length planks, laminated oak frames, and bronze reinforcements where necessary and desirable."

Geoff and Brad's dad had chartered the boat in the late 60's, and they were thrilled to be able to purchase her in January of 2004. Determined to keep the boat traditional and confident of the boat's soundness, the Clerks made few changes.

One change they did agree on: new Pineapple Sails. They knew the folks at Pineapple Sails would listen to their concerns and respect the boat's traditional rig, while designing and building quality sails with performance in mind.

Powered by Pineapples, *Flotsam* has placed first in the Alameda Interclub Series two years running and won the Marconi II division of October's Jessica Cup.

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PHOTO: CHUCK LANTZ, WWW.CHUCKLANTZ.COM

*Flotsam**

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Passage Yachts: Providing Quality

ARC Anyone?

The Atlantic Rally for Cruisers has become a very popular event, attracting about 200 yachts for the annual 2,400 mile offshore race.

Interestingly, far more Beneteaus have participated in this race over the past three years than any other brand: 96 boats.

In a recent article, *Yachting World* magazine listed the top 10 boat models chosen by participants and the reasons for the choices. Four Beneteau models made the top 10 list: the 50, 473, First 40.7 and First 47.7.

Simply stated, the Beneteaus were chosen because they are fast, well balanced, easy to sail, strongly built and very comfortable above and below decks for extended passages.

Beneteau 473



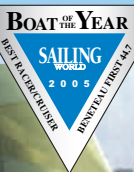
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First 44.7



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First 40.7



Beneteau 323



Beneteau 343



Beneteau 373



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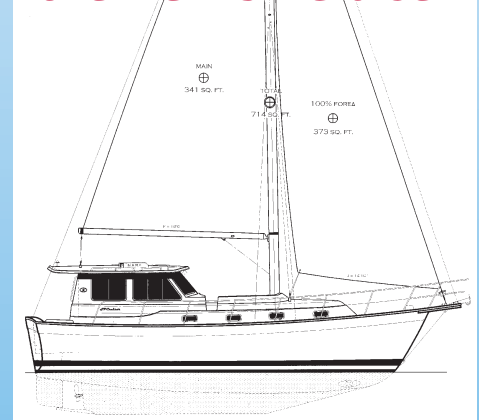
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Cover: Nels Torberson's Morgan Out-Island 41 *Bronco*
sails past the Coronado Islands at the start of this year's Baja Ha-Ha.

Photo: Latitude/Richard

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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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52' JEANNEAU, 1999	\$210,000	45' BENETEAU FIRST 45f5, 1991	\$139,000
52' NAUTICAT, 1984	\$346,000	45' S&S, 1980	\$100,000
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34' 1997 Hunter 340	\$88,500	42' 2000 Catalina 42mkII	\$195,000	51' 2000 Jeanneau 52.2	\$429,000
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Ocean Alexander Altus 42



Dyna 55, 2000



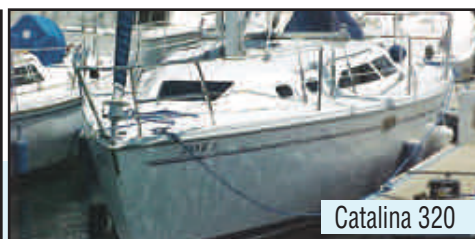
New Ocean Alexander Altus 48



Catalina 36 • 1984 1987, 1990, 1995



Catalina 42 MkII • 2003, 2005



Catalina 320

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Catalina 42 MkII	2005	225,000
Catalina 400	2001	189,500
Catalina 387	2004	199,955
Catalina 380	2000	149,000
Catalina 36	1990	68,000
Catalina 36	1995	96,000

Catalina 36

1984	57,500
1987	67,000
1997	80,400
1989	53,900
2000	79,500

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Catalina 36 Mk II
Catalina 42 Mk II
Catalina Morgan 440

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Hunter 34	1998	78,500
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Beneteau 32	2000	89,000
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*Designed by
Robb Ladd*

Tayana Models:

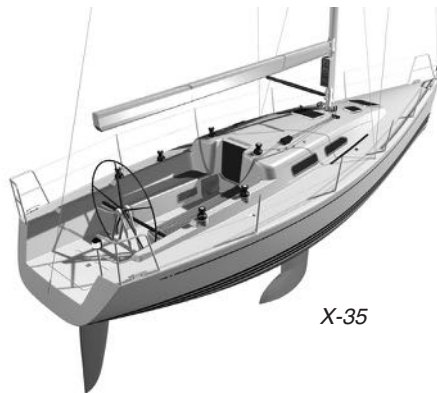
**37 • 42 • 48
52 • 55/58
64 • 65**



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X-35

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X-43 • X-46
X-50 • X-55
IMX-70
X-73**

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2005 TAYANA 48 DECKSALON. Refer, freezer, air/heat, genset, washer/dryer, Leisurefurl main, ProFurl headsails, electric primaries, custom leather interior. **\$405,000.**



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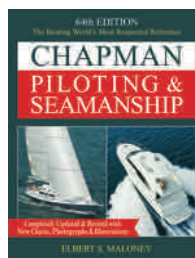
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43' HANS CHRISTIAN TRAD'L, '80. Incredible cruise inventory. Furling jib & staysail, full batten main, watermaker, radar, new rigging. \$185,000.



42' VAGABOND ketch, '82. 3 double cabins, 2 heads/showers. New upholstery, water heater, batteries, bilge pump, bottom paint. \$129,500.



32' DOWNEAST cutter, '78. New Westerbeke diesel with only 100 hours. Avon RIB and 25hp outboard. \$37,500.



43' CAL SLOOP, '70. Fast traditional racer/cruiser, custom interior, extensive inventory. \$69,000.



41' CHEOY LEE OFFSHORE KETCH, '79. Equipped for cruising, major upgrades and excellent sail inventory. \$85,000.



38' HANS CHRISTIAN TRADITIONAL, '80. New rigging, gel coat, spar & boom painted with LP, Monitor vane, complete electronics. \$99,500.



39' CAL SLOOP, '78/79. Shows TLC of original owner. Rebuilt Perkins diesel, many upgrades and newer equipment. \$67,000.



34' C&C SLOOP, '78. Loaded with inventory, beautifully maintained! All systems replaced and updated to better than new. Call for specs.



46' BOWMAN KETCH, '72. New Perkins diesel, newer spars, complete refit 00/05, new sails. \$180,000.



MORGAN 41 OUTISLAND SLOOP, '74
'99 Yanmar 50hp, generator, wind generator, solar panels, 3 inverters, new hardwood floors.



37' TAYANA CUTTER, '82. Perkins 50hp diesel, radar, GPS, solar panels, furling genoa, spinnaker, inflatable. \$89,900.



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27' PACIFIC SEACRAFT ORION, '84. Beautifully finished, maintained. Dsl, refrig, full boat cover, 2 furling headsails, spinnaker. \$72,500.

Some boats shown may be sisterships.

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32' Vancouver Pilothouse, 1986
\$79,000



46' Hunter 460 Cutter Sloop, 2000
\$235,000



37' Irwin
Cutter
Ketch,
1979
\$59,900



44' Kelly Peterson, 1976
\$129,000

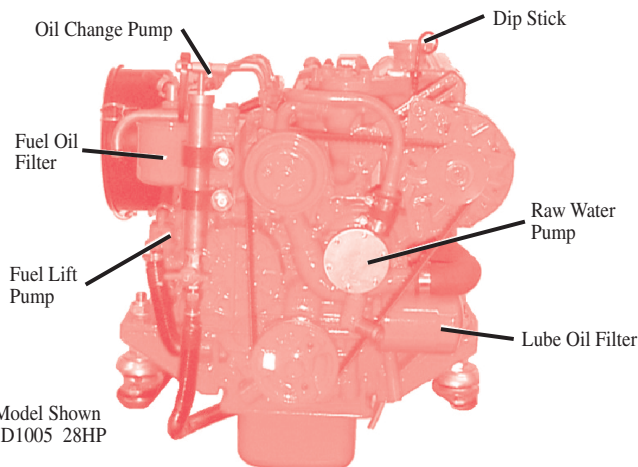


Ericson Cruising 36, 1976, \$49,900
Ericson 35 MkIII, 1982, \$63,000

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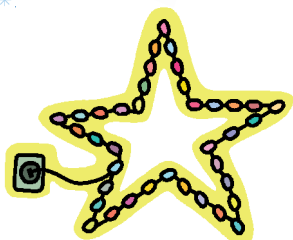
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San Leandro Marina 14th Annual Lighted Boat Parade

"Music on the Bay"

Saturday, December 10, 2005



5 pm Refreshments with Santa and his Elves ★ 6 pm Lighted Boat Parade
Award presentations following the parade at San Leandro Yacht Club

Award Categories: Best Yacht Club, Best Power Boat, Best Sailboat, Best Dinghy, Best Themed Boat
Free guest berthing available on December 9 & 10

Donations of non-perishable food or packaged toys can be donated at the event which will be given to a local charity.

BOAT OWNER ENTRY FORM

Deadline for Submission of Entry Form: Wednesday, December 7, 2005

Mail/Fax to San Leandro Marina, 40 San Leandro Marina, San Leandro, CA 94577 (Fax: 510-352-0449)

Boat Owner/Contact Name _____ Phone Day/Evening _____

Mailing Address _____

Boat Name _____ Yacht Club/Organization _____

Boat Length _____ [] Power [] Sail [] Other _____

Will you need free guest berthing? [] Yes [] No

Thank you for participating in this year's lighted boat parade! Please briefly describe your boat decorations/theme for announcement by the Master of Ceremonies as your boat passes the judging area:

For more information please contact the San Leandro Marina at (800) 559-7245 or (510) 357-SHIP.



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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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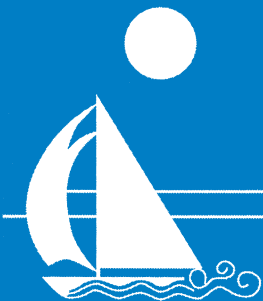


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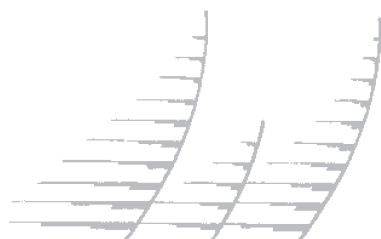
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CALENDAR

Non-Race

Dec. 3 — 29th Annual Lighted Boat Parade, Oakland/Alameda Estuary. Starts just after the sundown, which is about 5 p.m. Jointly sponsored by the Oakland YC, Encinal YC, and Marina Village Yacht Harbor, the theme is 'Holidays Around The World'. Entry fee is \$20. Participants are encouraged to donate food, new unwrapped toys, and money at designated drop sites to help the Oakland Firefighters Random Acts of Kindness and the Alameda Food Bank. Call the Oakland YC at (510) 522-6868 for details.

Dec. 3 — Sail-A-Small-Boat Day at Richmond YC, 11 a.m. to 4 p.m. A free and fun opportunity to test sail more than a dozen different dinghies. Info, (510) 237-2821.

Dec. 7 — Singlehanded Sailing Society TransPac Seminar #3, Communications & Electronics For Offshore Racing. Singlehanded to Hawaii next year? Come and get first-hand tips from sailors who successfully play with these toys such as SSB radios, computer-based charting and weather forecasting, radar, etc. Starts at 7:30 p.m. at the Oakland YC. Singlehanded TransPac Seminars will be held the first Wednesday monthly through June 2006. Visit www.sfbaysss.org or contact race chairs Ben and Lucie Mewes at 510-522-2894.

Dec. 9 — Crab feed and silent auction for Aquatic Protection and their programs to protect the ocean. Call (415) 235-0756 to find out where. Save taxes while saving the oceans.

Dec. 10 & 11 — Open Boat Weekend at several boat dealers and brokers in Marina Village, Alameda. For info call (510) 521-0905. It's also an Open Boat Weekend at dealers and brokers at Ballena Isle Marina in Alameda. Call (510) 523-5528 for details.

Dec. 10 — San Leandro Marina's 14th Annual Lighted Boat Parade, with 'Music On The Bay' being the theme. Parade starts at 6 p.m., and the awards are presented after at the San Leandro YC. Bring non-perishable food and packaged toys to be given to local charities. For info, call (800) 559-7245.

Dec. 17 — 18th Annual Boat Decorating Contest at Pillar Point, beginning at 6 p.m., with a party following at Half Moon Bay YC. Shari, (650) 726-4382, ext. 4.

Dec. 25 — 364 shopping days 'til Christmas. A Swan 86 looks good under the tree.

Jan. Wha? — Watch for the January mega sailing 'unshow and sale'. It's so damn big they haven't be able to figure out when to hold it! Featuring Catalina, Hunter, Jeanneau, Sabre, Caliber, Beneteau, Island Packet, and Wauquiez. Dates when we get 'em in the January *Latitude* and *Electronic Latitude*.

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

April 19-23 — Strictly Sail Pacific, Jack London Square, the West Coast's really big all-sailboat show.

Racing

Dec. 11-16 — 2005 Corum Melges 24 World Championship, Ocean Reef Club, Key Largo, FL. Local sailors heading down include Philippe Kahn (who has drafted Russell Coutts to do tactics), 16-year-old Shark Kahn (who stunned the yachting world by winning the event in 2003), Seadon Wijzen, and Jeff Littfin. Info, www.2005corumn24worlds.com.

Jan. 1 — Master Mariner's New Year's Day Race and Chili Potluck, Richmond YC. (415) 364-1656 or www.mastermariners.org.

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

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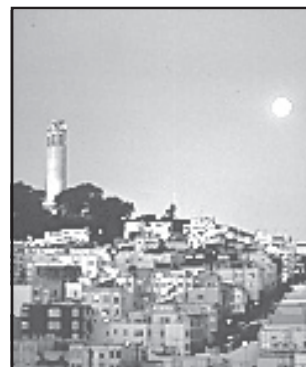
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CALENDAR

Jan. 21 — Richmond YC Little Daddy Regatta. Big Daddy isn't until March 11-12.

Jan. 22-27 — US Sailing's Rolex Miami Olympic Classes Regatta (OCR), a Grade 1 ISAF event featuring competition in 13 Olympic and Paralympic classes. www.ussailing.org.

Jan. 28 — Three Bridge Fiasco, one of the oddest and most entertaining races ever invented. Sail the course any which way you want. Details, www.sfbaysss.org.

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

Feb. 21-24 — San Diego-P.V. Race, a 1,000-mile downwind race followed by MEXORC. See www.sdy.org for more.

April 1 — This is new and crazy — the Bay Area Multihull Association (BAMA) race to Aleutians Islands and back. www.sfbama.org.

June 24 — 15th Biennial SSS Singlehanded TransPac. Info, www.sfbaysss.org.

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

Midwinter Regattas

ALAMEDA YC — Estuary Midwinters: 12/11, 1/8, 2/12, 3/19. M.L. Higgins, (510) 748-0289.

BERKELEY YC — Midwinters: 12/10-11, 1/14-15, 2/11-12. Bobbi Tosse, bobbi@jfbat.com.

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

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

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

GOLDEN GATE YC — Seaweed Soup Series: 12/3, 1/7, 2/4, 3/4. Gary Salvo, (916) 215-4566.

LAKE MERRITT SC — Robinson Memorial Series: 12/10, 1/8, 2/11, 3/12. Duncan Carter, (925) 945-6223.

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

REGATTA PRO — One Design Midwinters: 12/10, 1/14, 2/11. Info, jzarwell@regattapro.com

RICHMOND YC — Small Boat Midwinters: 12/4, 1/8, 2/5, 3/5. Kers Clausen, (510) 237-1307.

SANTA CRUZ YC — Midwinters: 12/17, 1/21, 2/18, 3/18. SCYC, (831) 425-0690.

SAUSALITO YC — Sunday Midwinters: 12/4, 1/8, 2/5, 3/5. SYC, (415) 332-7400.

SOUTH BAY YRA — Midwinters: 12/3, 1/7, 2/4, 3/4. Jim Benson, benson95033@hotmail.com.

SOUTH BEACH YC — Island Fever Midwinters: 12/10, 1/14, 2/11, 3/11. Sherry, (650) 302-1187.

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

Mexico, The Season Ahead

Feb. 1-5 — Zihua SailFest, Zihuatanejo Mexico. For five days, cruisers and locals gather in perhaps the favorite cruisers destination in mañanaland for two reasons: to have fun, and, more importantly, to raise money for the Netzahualcoyotl School for Indigenous Children. These kids, many of whom are orphaned, can't attend Mexican schools until they learn to speak Spanish. Last year was the fourth year, and \$30,284 U.S. was raised — thanks in a large part to matching funds raised by the Bellack and Underwood Foundations. See www.zihuaifest.com.

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The J Boats crew has unveiled the new 41' J/124, built for the joy of sailing!

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CALENDAR

Feb. 27 — Pacific Puddle Jump Party Kick-Off. *Latitude* 38, Paradise Marina, and the Vallarta YC team up to host a final get-together for South Pacific-bound cruisers. It gives everyone a chance to compare notes and finalize radio skeds one last time, and also gives *Latitude*'s Andy Turpin a chance to interview you and take your photo for the magazine. Open only to people who are Puddle Jumping this year. For details, email andy@latitude38.com.

Mar. 28 — Pirates For Pupils Spinnaker Run For Charity, Punta Mita, Banderas Bay. *Latitude* and others host this 12-mile spinnaker run — one of the most pleasant in the world — to Paradise Marina in order to raise money for the schools at the village of Emiliano Zapata in Punta Mita as well as around Banderas Bay. Sail your own boat or make a donation to sail on someone else's. But watch out for the whales! For info, email richard@latitude38.com.

Mar. 30-April 2 — The 14th Annual Banderas Bay Regatta is three days of 'friendly racing for cruising boats' and three nights of fun. The sailing conditions and the Paradise Marina venue couldn't be better. Everybody plays it safe because they are sailing their homes, and entry is free. It's the perfect time and place to have family and friends fly down and join you in the tropics. In fact, you'd have to be nuts to miss this one.

The Regatta is part of the month-long Festival Náutico Vallarta. For details visit www.banderasregatta.com.

May 4-7 — Loreto Fest. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for ham tests, dinghy and other water activities, the Candeleros Classic race, and lots and lots of participant created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit www.hiddenportyachtclub.com.

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

December Weekend Currents

date/day	slack	max	slack	max
12/03Sat	0310	0509/1.9E	0755	1057/2.4F
	1331	1716/5.3E	2113	
12/04Sun	0849	0021/3.9F	0402	0601/1.9E
	2205	1148/2.3F	1422	1807/5.2E
12/10Sat	0238	0543/3.2F	0845	1150/3.9E
	1544	1840/3.0F	2137	
12/11Sun	0927	0009/2.5E	0330	0631/3.1F
	2245	1241/4.4E	1637	1941/3.4F
12/17Sat	0303	0504/1.6E	0809	1053/2.1F
	1333	1703/4.6E	2110	
12/18Sun	0854	0019/3.4F	0347	0546/1.6E
	2153	1137/1.9F	1415	1746/4.4E
12/24Sat	0124	0431/2.5F	0745	1034/2.9E
	1443	1718/1.8F	2015	2244/2.1E
12/25Sun	0209	0515/2.4F	0821	1123/3.4E
	1533	1819/2.2F	2125	2341/1.9E
12/31Sat	0202	0402/2.0E	0651	0953/2.7F
	1233	1611/5.7E	2010	2315/4.2F
1/01Sun	0248	0452/2.2E	0744	1043/2.8F
	1324	1659/5.7E	2056	

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46' Elliott Tourer (14m), '97, Bravado 375,000
45' Wauquiez Centurion 45s, Angelline Reduced 389,000
43' Mason ketch, '81, Tiramisu* 112,000
43' Saga, '02, Wind Shear* Reduced 275,000
43' Tiara, '00, Rasca* 479,000
43' C&C Landfall, center cockpit** 129,000
42' Moody, '01, Jezebel** Reduced 275,000
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36' J/36, '81, Impetuous** 55,000
36' Beneteau 36.7, '02, Summer & Smoke... Reduced 134,900
35' J/109, '03, Conundrum* 227,000
35' J/109, '03, hull #44, Traveller** 239,000
35' J/105, '01, Kanzeon* SOLD 133,000
35' J/105, '00, Nirvana 119,000
35' J/105, '01, Trickster* 119,000
35' J/105, '00, Despicable* 118,000
35' J/105, '00, Pendragon* 127,000
35' J/105, '02, Quicksilver* New Listing 129,700
35' J/35, '93, hull #323, Raptor Pending 64,500
35' J/35, '84, Uncle Bill** Reduced 43,000
35' J/35, '85, Fast Feather** 54,900
35' J/35, '85, Shaken Not Stirred** Reduced 45,000
35' Schock, '85, Rivalry** 34,000
35' Cal MkII, '80, Calliope* 45,500
35' Santana, '79, Spirit of Bombay SOLD 19,500
34' Sabreline Sport Sedan, '01, Roundabout Reduced 259,000
34' Beneteau Oceanis 350, '90, Alcione Pending 58,500

34' Ericson, '88, Annie G* New Listing 55,000
33' J/100, "New" SOLD 135,000
33' J/33, '89, Phase Loc** 54,500
33' Aphrodite 101, '78** 25,000
32' Melges, prototype 95,000
32' J/32, '02, Loon* 168,000
32' C&C 99, '02, North Star SOLD 110,000
32' J/32, '97, Stringendo* New Listing 134,000
30' J/30, '79, Circe** 21,000
30' J/30, '79, Garuda** 29,900
30' J/92, '92, hull #10, Triple Dog Dare** Reduced 53,500
29' J/29, '81, Macs* 26,900
29' J/29, '84, Zulu* 25,000
24' Melges, '99 New Listing 32,000
22' J/22, Joy Ride 12,000

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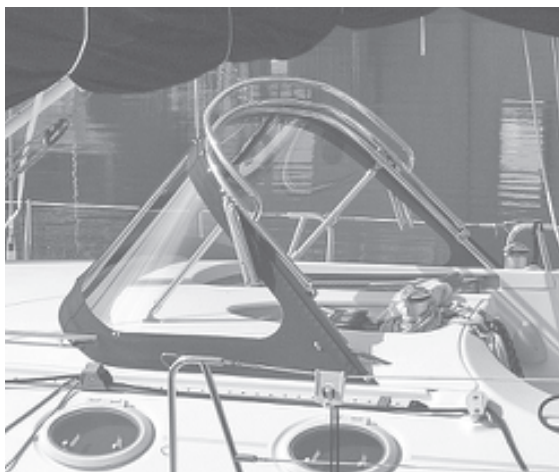
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LETTERS

↑↓ HOW DID SHE END UP ON THE REEF?

Greetings from Spain! I found your article on the loss of the Lagoon 55 catamaran *Emerald Jane* very poignant — and such stories can't help but move a cruiser. I am confused, however, regarding how exactly they ended up on the reef. If they were miles away from Manuae Atoll, then what did they hit? Is there a reef south of the atoll that is uncharted?

Catastrophes such as theirs can be more than just 'moving', they can also be instructive. Was this, in fact, a navigational error? I'm not meaning to be judgemental. Believe me, were it not for sheer luck, I'd have lost my boat several times.

Another time you carried an article about a boat lost near Suva, Fiji. Again you failed to tell us *why* the boat ended up on the reef. I was, however, able to formulate my first rule when on the reef: Panic! The skipper of the boat in question thought there was no hurry, as the wind was light, seas small — but then things changed quickly and he lost the boat. So, by 'panic', I mean get the boat off the reef now!

I had an opportunity to practice this principle in the Solomons when we ran onto a reef with eyes — on the bow — wide open. I thought it had been deep enough to cross to an anchorage,

but it wasn't. Fortunately, it was in protected waters. In any case, I got to work instantly: dinghy in the water, bow anchors kedged astern, full astern. It took awhile, but in the end we were



COURTESY J. & J. SILVERWOOD

The loss of 'Emerald Jane' on a reef in French Polynesia — was it a navigation error?

afloat once again. Just getting the weight off the bow makes a big difference, and all the jerry jugs and other heavy items would have been next.

At the moment I'm waiting in southern Spain for a window to get to the Straits of Gibraltar and down to the Canary Islands for the Atlantic crossing.

Scott Bradley
Ini
Spain

Scott — We always try to report the cause of sailing accidents in the hope that doing so might lessen the chance of the same thing happening again. Boatowners, however, sometimes have reasons — usually to do with insurance companies — to be reticent. So we're not always successful.

But in the case of the loss of the *Emerald Jane*, John and Jean Silverwood, who were on a conference call with us, seemed perfectly forthcoming. They just don't know what happened. Shortly before dark, they saw the island, figured they were clear of it by several miles, but nonetheless steered a course further away for a greater margin of error. But a while later they went right up on the reef. They didn't recover their charts, so it's hard to say if there was a problem with the GPS, the charts, or what.

↑↓ YOU PUBLISHED A CHART OF THE WRONG MANUAE

I was so sorry to read of the tragic loss of the catamaran *Emerald Jane* and the resulting heroism of the Silverwood

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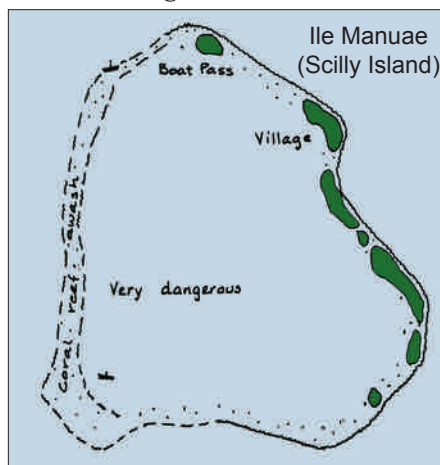
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LETTERS

family. However, it appears that the chart you published on page 123 is of a different Manuae Atoll than the one they struck.

Manuae Atoll (Scilly Island) is the most westward atoll in French Polynesia, and has a dangerous submerged reef on its south and west sides — presumably on which the *Emerald Jane* came to grief. The other Manuae Atoll (Hervey Island),



LATITUDE / ANNIE FROM CHARLIE'S CHARTS

Manuae Atoll (Scilly Island) lies west of Tahiti.

which was erroneously charted in the *Latitude* article, lies several hundred miles southwest, and is part of the Cook Islands. I'm sure *Emerald Jane* was nowhere near this other island.

I'd also like to make a correction on another November letter. Bill Huber's recollection that I once sailed

a yellow 505, the name of which was so controversial that the Los Angeles YC made me tape over it, is a good story. But he has mistaken me for somebody else.

Skip Allan
Historian, Capitola YC
Capitola

Readers — We indeed published a chart of the wrong Manuae. The correct one appears here. Our apologies.

↑↓ OH NO, NOT MORE TASTELESS BOAT NAMES!

I heard the following over the VHF radio in Newport Harbor a few months ago.

"Master Baiter, Master Baiter, this is U.S. Coast Guard, over."

Then, while still transmitting, I heard the Coastie say in a low voice, "What a stupid name!"

Rob Spakowski
Raka
Newport Beach

↑↓ I WONDER IF THE WIFE KNOWS HIS BOAT'S NAME

I saw a smallish powerboat in Texas that had been christened *Stabbin' Cabin*. I wonder if his wife knew. If I'd seen the boat in California, I would have thought it belonged to Charles Manson.

Pat Moriarty
Reliant, Catalina 320
Austin, TX

Pat — It sounds like a single man's boat to us, as we're not sure a woman would marry a guy with a boat named Stabbin' Cabin. On second thought, some women in Texas might be stimulated by a powerboater with taste like that.

↑↓ SOLO AROUND THE WORLD FROM THE WEST COAST

Do you know of anyone who has completed a solo nonstop circumnavigation that originated on the West Coast of the United States?

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LETTERS

Thanks for the great mag. Like so many others, I read it cover-to-cover each month, and always learn something new.

Ken Barnes
Privateer
Newport Beach

Ken — We don't know of anybody who has done it from the West Coast of the United States, but 63-year-old Tony Gooch did it starting from Victoria, B.C. with the 43-ft sloop Taonui. He finished in 2003. (See Latitude Vol. 311, May 2003.)

Are you asking because you have something in mind?

↑↓ THE CHAINPLATE PULLED RIGHT OUT OF THE HULL

In a recent letter, a young man wondered if a Clipper 32 would be a suitable boat for cruising out of the San Carlos area of the Sea of Cortez. In my personal opinion, a Clipper 32 is only marginally safe for sailing San Francisco Bay on a normal windy summer afternoon. And, in my opinion, it would be far from an ideal boat to use on a large body of open water such as the Sea of Cortez. The narrow 8-ft beam and the shoal keel do not provide a lot of stability for open water sailing. In addition, the rigging is only marginal for the 287 sq. ft. sail plan.

About 15 years ago, a client bought a Clipper 32 to take to Lake Berryessa for use as a weekend liveaboard. Having sailed Berryessa a number of years before, and having experienced the gusty winds out of the canyons, I warned him about sailing that design on the lake. Two months later, he called to inform me that I had been right about the rig. One afternoon he loaded two other couples onto the boat and went for a sail. A strong gust laid the boat down on her beam ends — until the port chainplate pulled right out of the hull! Then the rig came down.

In another matter, my Ham radio friends tell me that Gordon West is overly optimistic in believing the Morse Code requirement will be eliminated from the Ham test by the beginning of the year.

Jack Mackinnon, AMS®-SMS
(Senior Marine Surveyor)
San Lorenzo

Readers — Jack Mackinnon sold boats back in the '60s and has been a marine surveyor ever since. We plan to make him the subject of a Latitude Interview early next year.

Gordon West confirms that the code requirement for Ham licenses will soon be eliminated: "The FCC will likely rule on the code test drop within the next 90 days," he writes, "with an effective date this spring. Applicants for the General Class license may indeed take the written tests only, without a code test, on or after January 1, but will not be able to operate on general frequencies until after the spring date. They would need the written exam test passing certificates re-processed by the local exam team."

By the way, West will be hosting a Ham radio class at KKMI in the spring. We'll have details at a later date.

↑↓ SHE SAID THAT EVERYTHING WAS GRATIS

I promised I'd write a report on the stroke incident I helped with during the Ha-Ha stop at Turtle Bay. I was in the Ha-Ha as the hired skipper aboard Hal Kraft's Dana Point-based Contest 48CS Dawn Treader. Hal is moving out of the States, wanted to bring his boat with him, and the Ha-Ha was the perfect excuse to get going. The other crew were my friend Tom Kennigott and Hal's friend Vic.



*Season's
Greetings*

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LETTERS

We were on the hook in Turtle Bay the morning of November 4 enjoying some early morning coffee and sunshine when there was a Pan-Pan call on VHF 69 for an offshore medical emergency. Since it was offshore, no one picked up the radio. But when the caller gave the vessel name *Ulysses*, and we could see a boat of the same name in the bay, I decided to take the dink over.

Tom, the owner of the Cascade 29 *Ulysses*, was in the cockpit, as was Don Ferrell, his crewmember who he thought might be having a stroke. I identified myself as a firefighter/paramedic who retired from the Los Angeles Fire Department after 20 years, asked permission to come aboard, and I started talking with the 73-year-old patient. Don was symptomatic, as he had some slurred speech, facial droop, and numbness to his left hand. The hand business had been going on for over three days, but he had been ignoring it. The facial business was new and scared him.

Dr. John Murphy, an ER doctor who owns the Ha-Ha entry *Cadence*, then stopped by to listen to Don's neck veins and heart. He deemed them to be normal. Debbie Smith, an ER nurse from *Timshell*, also stopped by. They both agreed that Don needed further care.

The previous night Tom and Don had met a local family and had been invited to their *casa* for dinner. That family came by with their *panga* and were nice enough to transport Don and me to shore. Then they drove us up to the little clinic in the center of town. By this time Don was really having trouble speaking, and his facial droop had worsened.

When we got to the clinic, I was able to talk with a nurse and explain Don's symptoms. She took them seriously, and immediately put Don in a bed. She took his vital signs, and he was given an EKG with a very old-fashioned — but still working — machine. His vitals and heart were all good.

Five minutes later the doctor arrived. Through translation, we learned that he was very concerned about Don, and recommended that he be flown out for more sophisticated care. That's when the fun really began. I'm sorry that I don't remember the name of the woman who recommended them,



LATITUDE / ANDY

After suffering a stroke, Don Ferrell had to be flown out of Turtle Bay.

but it was suggested that we contact the U.S.-based Flying Samaritans, which is an organization of doctors with airplanes who do free medical work in Baja. I had Hal try to find their number with the Satphone and SSB on the boat.

After making sure that Don was resting well, I went across the street from the clinic to the Internet cafe and got online. None of the Flying Samaritan phone numbers were operating, and the websites seemed to only be checked periodically. I emailed the president of Flying Samaritans, but even now still haven't received a reply.

I felt it was important to get in touch with Don's family, so I asked him if he wanted me to do that. He did, and he gave me a few numbers. Unfortunately, none of numbers were current, and he was still a bit befuddled. So we had no success.

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"We are very pleased with its (*our new Hogin sail – ed.*) performance...it continues to perform beyond our expectations. This year sailing shorthanded with only one extra crew, we finished second in our class. Because of our crew limitations, we chose not to fly either spinnaker at night and instead, poled out the Hogin 110 for wing-on-wing sailing. We were more than pleasantly surprised to discover that we were able to sail on a rhumbline course and only give up four-tenths of a knot over ground when switching from spinnaker to wing-on-wing using the spinnaker pole on the jib. It gave us peace of mind that a single crew could easily handle the boat during night watch. We completed the third leg of the Ha-Ha in just over 25 hours, our best in three years.

– Ross & Jane Eichner, CS40 *Scarlett*,
Winner 2004 Baja Ha-Ha Enchilada Division

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LETTERS

By the early afternoon, Don's facial and speech symptoms had resolved themselves. But his hand was still bothering him. At this point, he was able to give me an accurate number for his son in Portland. I spoke with the son, and he agreed with all that we were doing. He was also very concerned, and wanted the number of the hospital so he could speak with his dad via bedside phone. Trying not to scare the son, I explained that Turtle Bay is a very small town and that the clinic didn't have phones beside the beds. Nor did I tell him what else the hospital didn't have. But I explained what had happened and that the doctors wanted to get him back to the States as soon as possible.

Our next idea was to drive Don to Cabo, La Paz or Tijuana, hoping that he could catch a commercial flight from one of those places to the border and then the States. Then he could find his way to a hospital by ambulance or taxi. But we were all concerned that his mental, facial, and/or speech symptoms would return, and then he would be in a bad way. But that was the best we could come up with. We just needed to find someone with a reliable car who could drive Don out, as it was going to be four hours over a washboard dirt road before even getting to pavement. Turtle Bay is very remote.

By 4:30 p.m. we were becoming more frustrated because Don's hand and arm symptoms were worsening again, and he was becoming concerned. Finally, the local family who had had them over for dinner decided to go to the nearby landing strip and ask some questions. There they learned about a company that would fly Don up to Tijuana for \$4,400 as a private charter. Don decided it was worth it and agreed.

Although the flight company — based out of Guerrero Negro — would not accept a credit card, they allowed Don's son to transfer funds into their bank account. Once that was done, the plane was sent, and arrived at the landing strip shortly before sunset. The doctor and nurse from the Turtle Bay clinic accompanied Don to the landing strip in the ambulance. I was on the phone with Don's son as they took off, and he was very relieved to get the news. He was going to try to fly to San Diego as soon as possible to be with his dad.

The other crewman on *Ulysses*, Alberto Castro, is a Mexican national who works in the U.S. for Cascade Yachts. He was allowed to accompany Don on the plane and then on to San Diego. When the plane returned to



LATITUDE / RICHARD

Behind bars at the beach party in Cabo, Wendy was of invaluable assistance to the stroke victim.

Turtle Bay the next day, he'd be able to fly back with it.

Everything worked out well. Don got to the hospital in San Diego, where at last word he seemed to be doing very well. Arturo caught the plane back the next day, and he and Tom were able to start the second leg of the Ha-Ha, albeit a day late.

Before Don was taken from the clinic to the landing strip, I had tried to get a bill from the clinic. After all, he'd been there most of the day and had been watched over closely. You can imagine what the bill would have been at a U.S. hospital. In fact, I was trying to see how much money I had on my credit card in hopes that I would have enough to front the money

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LETTERS

for Don. But the woman at the clinic sort of looked at me funny when I asked about the bill. She said that everything was "gratis." I was shocked and moved. Socialized medicine at its finest! Don had nonetheless left some cash for the staff to use as they saw fit.

Lessons Learned:

- All vessel captains need to have current contact info for crew's families.
- All crew/captains need to pay attention to what might appear to be minor symptoms, and get an exam and definitive treatment before heading offshore.
- Everyone should look into DAN insurance.
- Everyone needs to make fitness a priority.

Please don't get me wrong, as I have no criticism for Don, Tom or anyone. We all want to go sailing. Don and I even spoke about dying at sea. What a wonderful way to go. Unfortunately, if he'd done that, he would have been putting his fellow crewmembers at risk without their knowing it.

Since we were on the Ha-Ha, I'd like to say a few words about that event. I think what the Grand Poobah and others are doing for neophyte cruisers is wonderful. As stated, the Ha-Ha is not a "handholding" event, but a learning event. I liked that the Poobah encouraged proper radio etiquette and praised family participation.

After talking with many of the participants — the majority of whom had quite a bit of sea time — I learned that they also thought the Poobah and staff were doing a great job. We liked that the Poobah always encouraged questions — and said that the questions were all good, even though we can imagine that he sometimes shook his head. We also liked watching the Poobah interact with the locals and the participants.

By the time everybody got to Cabo, everyone was on their own. That was fine, because by that time they had all learned to network with other cruisers, find their own answers to questions, learn about repairs, and how to have fun. I hope you keep doing the Ha-Ha for a long, long time. Kudos to all of the organizers and volunteers.

By the way, I usually work the graveyard shift for the Avalon Harbor Patrol on Catalina, and I love it. I live on my boat *Willow*, either at Avalon or Dana Point. I'm trying to con my sis and her husband into doing the Ha-Ha next year, as my boat is ready and it would be a gas. Thanks for the great time!

Wendy Cummings
Willow
Avalon / Dana Point

Wendy — Thanks for all your great help and suggestions.

We wish we knew you were looking for Don's emergency contact numbers, as we carried those numbers for all 525 participants aboard the mothership *Profligate*.

Having had two Ha-Ha participants fly out of Turtle Bay in two years, we're going to provide the air evacuation information with the entry pack next year.

Thanks for the kind words about the Ha-Ha. If we do say so ourselves, we think it's a really great event also. It's not so much what we do, but that it's such a great course, both for experienced sailors and relatively new ocean sailors trying to gain more experience. And the people are just great. We sure hope you'll be able to do it again next year with your own boat.

↑↓ THE COST OF CRUISING IN MEXICO

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LETTERS

I have is from Social Security disability checks — which went all the way up to the incredible amount of \$1,231/month in January of this year. Nonetheless, on this amount of money I have not only been able to maintain my boat, but to improve her.

Anyone who can't lead a comfortable cruising life for themselves in Mexico on that amount — or less — needs to stop hiring people to do everything for them and actually learn how to cook and clean. That's just my two-cent's worth.

Eric Thompson
Procrastinator
South San Francisco

Eric — As any number of Mexico cruising vets have reported, a person who avoids marinas and tourist restaurants and bars can cruise like a prince in Mexico and Central America on \$1,200/month. And it's not like a guy would have to do his own cooking and cleaning, for with that amount of money he could be taking his chica out to eat for almost every meal.

So most people on Social Security really do have a choice. They can either live as though they were on a perpetual vacation in Mexico, or try to scratch out a Spartan kind of existence here in California. Yes, we know there are other considerations, such as being close to family members. But mark our words, the number of Americans retiring in Mexico to live the good life on a modest amount of money is going to dramatically increase in the next five to 10 years.

↑↓ MORE FAKE DISTRESS CALLS

Those who frequent the maritime net frequencies know that the person who calls in the hoax distress calls was back at it a number of months ago. He has been disrupting the Pacific Seafarer's Net off and on for about three years.

The first two times we got calls from this guy, we took him seriously, with the result that on both occasions the Coast Guard scrambled a C-130 fixed-wing aircraft to the location where he said a boat was sinking. Nothing was found either time. This was a fantastic waste of taxpayer's money, and needlessly risked the lives of the flight crews.

We have since been able to recognize the perpetrator of the hoaxes immediately, and therefore have been able to avoid unnecessary Coast Guard scrambles. Nonetheless, some of the instances have been reported to the Coast Guard as "possible hoaxes."

The other problem is that many Ham operators don't recognize this person as a guy calling in hoaxes. We at the Pacific Seafarer's Net know his routine and call him on it immediately.



US COAST GUARD

Phony distress calls can make resources, such as this HC-130, unavailable for real emergencies.

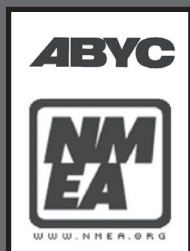
But when he comes up on 14300 after we start our net on 14313, he is usually brought up to our frequency by an operator who is not familiar with his antics. The hoaxer will then refuse to be taken off to a different frequency, thereby initiating chaos — and accomplishing his goal of disrupting our data collecting net.

It's not any operator's fault that they don't recognize the guy as a hoaxer, but if we can get the word out about him

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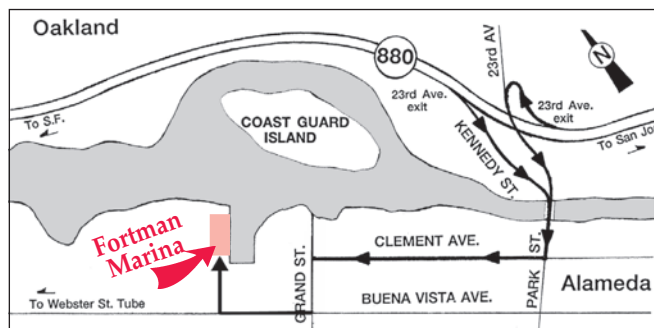
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LETTERS

— he shows up about every three months — maybe he can be caught sooner.

Here are some factoids about this loser:

- His reported 'sinking' locations change from incident to incident, but are generally between Monterey Bay and Cabo San Lucas.

- His reported lat/long positions are never correct. Most recently, he said he was near "Pedro, Mexico" — which doesn't exist. At first he reported his position as "6 North 32 South, by 122 West 22 East", which he confirmed to me twice. When he heard us making fun of the nonsensical position, he changed it to "16 North decimal 22, by 122 decimal 22 West". This placed him 800 miles to the southwest of Cabo San Lucas.

- His reported locations never agree with radio propagation conditions or beam antenna positions. In the most recent case, all stations could have copied him at his reported position, but I was the only one who could hear him. Our best hearing stations couldn't hear him at all. I heard him on backscatter propagation pointed away from him, but heard nothing while pointed at his location. His reported distance from me was ideal for that night, and other stations were loud at that distance. For this reason, an attempt to get beam headings on this guy is a must from all who are capable. We can't pinpoint him, but we can get a general idea of where he is. From past experience, we think he is somewhere between Los Angeles and San Francisco. His transmissions are pretty short, so operators have to get on it as quickly as possible.

- His "distress situation" always develops at an unrealistically fast pace. One time he said he was sinking, then he saw a boat a few miles away, and then five minutes later he said he was being rescued by the same boat. The whole thing only took about 20 minutes from beginning to end. So beware of impossibly fast-developing situations. In every case, he reports that his boat is taking on water and sinking fast.

- He often gives bogus Ham call signs and boat names. Sometimes he doesn't give a call sign at all.

- He refuses to change frequency from the net frequency — even though he usually comes to our 14313.0 frequency from 14300. He changed to our frequency, but after disrupting our net, refuses to be taken off.

- His signal is light, suggesting he deliberately reduces his power output.

- He is easily agitated. Most distress vessel operators are very open to complying with requests. This guy is not agreeable to most requests.

- He usually ends his last transmission by saying, "I'm leaving the boat!" After hearing his voice a few times, you will be able to recognize it easily.

- He hoaxes on Thursdays and Fridays, with three of them occurring on the Fridays of long holiday weekends. It's gotten to the point where I will tune into the MMSN 14.300 on the Friday afternoon of a long holiday weekend just to try and catch this hoaxter.

- His Maydays have been made between 3-5 p.m. Eastern Time.

- To my ear, he's an old gentleman, already lacking voice resonance from age, which throws his voice a couple of octaves higher.

- On more than one occasion I got the distinct impression that he was manipulating the output power to create a fade while "taking on water." He always says "Mayday" and always says he's taking on water. Of all the legit maritime emergencies I have worked, I've yet to hear anyone else use the term "Mayday."

In closing, we need to treat all distress calls seriously, but

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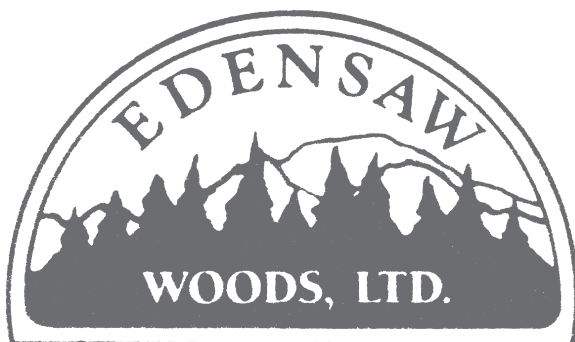
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LETTERS

if you get ambiguous answers to your queries to someone calling in distress, it might be the guy. It would be great if we could catch him.

Robert Reed

Pacific Seafarer's Net Amateur Radio Station N6HGG
Humboldt Bay, California

Readers — According to the Coast Guard, it costs taxpayers about \$4,300/hour for a C-130 sortie. Hoaxes on the long distance HF bands hurt the cruising community by increasing the possibility that real distress calls might get missed, ignored, or not responded to. They also put a tremendous amount of stress on net controllers.

Any amateur or professional shrinks want to take a crack at what compels this loser to play his game?

↑↓ **DESPITE THE HORRORS, I HAVE NO REGRETS**

I'm a former researcher in high energy physics who, at age 50, decided to escape the 'civilized world' by spending my life sailing my 46-footer *Zao*. For the last seven years, I've been cruising around the Western Caribbean, so I've been around the block. Nonetheless, I can't believe what happened to me in January and April of this year. I write to caution your readers.

Starting about 20 months ago, I'd been living in Cartagena, Colombia, for about a year, married to a marvelous woman named Adelaida. I didn't have much money, so about once a month I used to transport backpackers between Cartagena and Colon, Panama, making about \$1,000 a month. In Colombia, that kind of money makes you rich.

In May of '04, we decided to spend some time in the States, so after a number of stops and 20 days of sailing, we cleared in at Miami. By Christmas, we decided that Adelaida would fly back to Colombia while I would sail the boat back.

While in Fort Pierce, Florida, I met a couple of nice young folks — Tyler Bullock and his wife Julie Allaire — who wanted to sail down to Colombia with me. Fine. So we sailed down the coast of Florida, against the wind to the Bahamas, and then south toward the Windward Passage between Hispaniola and Cuba. Running low on diesel, on January 23 I decided to try and find some fuel at Cayemite, Haiti. While looking for a place to drop the hook, the police and some other officials with guns came by and said we needed to go through the standard clearing procedure. So we welcomed them aboard.

But once aboard, the officials commandeered my boat and wouldn't let me near the wheel. They brought *Zao* so close to shore that about 75 Haitians came out and climbed aboard! I asked the authorities to suspend the proceedings until the people could be driven off my boat. They sent one policeman on deck, while the others continued their work with me down below. The policeman on deck couldn't or wouldn't deal with them, and our stuff was being stolen right and left. I asked the officials to let me move my boat, but they wouldn't. Before it was all over — and it took five hours — we'd lost the following items:

Liferaft, two solar panels, anchor with 200 feet of rode, a gennaker in a sock, about 15 blocks, all of the running rigging including the halyards and sheets, all of the safety equipment including a GPS and portable VHF, luggage containing \$2,000 and Julie Allaire's passport, a water purifier, a digital camera, and many personal effects.

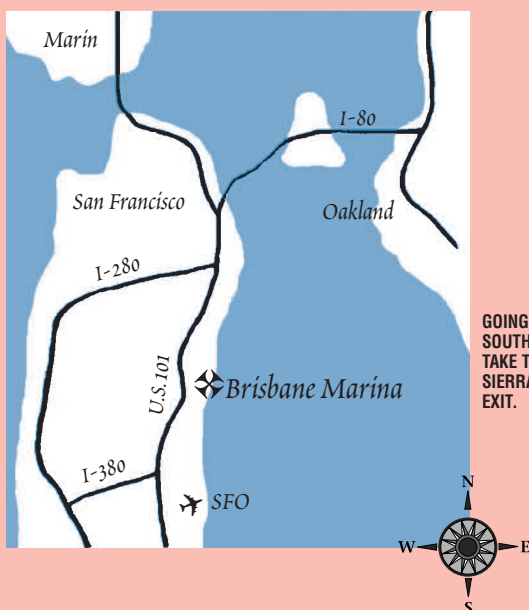
Despite having so much stuff stolen in their presence, the police chief and other officials told me that I now needed to pay them for clearing me in — and for protecting my boat against thieves! This was outrageous, but I asked the officials how

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LETTERS

much they wanted. With Tyler and Julie as my witnesses, the police chief said their fee was \$2,000 U.S.! When I pointed out that he and his men had already allowed people to steal \$2,000 of our stuff, he said that they would have taken more if they hadn't been around! Finally, I had to take them to the dock in my boat, during which time we were followed by dozens of little rowboats full of people. After more theft, we managed to sail away in the middle of the night. What a horrible experience!

After sailing south in bad weather, and being tired and stressed, we decided to anchor at Cape des Irois for the night. But after dark, a group of about 20 people pulled up our anchor and towed my boat toward shore! So Zao's bow ended up on the beach, with people clamoring aboard to grab the stuff the previous thieves hadn't gotten. When we came out into the cockpit to drive the thieves away, people started shooting at us! Meanwhile, their friends continued stealing — and even took my Carib dinghy and outboard motor.

I put out a Mayday on VHF 16 and activated my 406 EPIRB. While the thieves were taking my dinghy, I managed to apply full throttle to the main engine. They continued to shoot at us, but we got away. Some of them followed in their boats and before long began to circle us. Thankfully, the container ship *Rio Miamia*, under the command of Capt. Tonio Trigos, arrived in response to the EPIRB. His crew returned fire so the pirates fled. Capt. Tonio also had some of his crew lower diesel and water to us.

With no choice but to use dock lines I'd hidden in the bilges to replace the stolen halyards and sheets, we sailed on to Kingston, Jamaica, the nearest harbor. After five days in Kingston rigging the boat with docklines and such, we sailed — without any safety equipment — the 500 miles to Cartagena. Thanks to the sustained easterly trades, we arrived four days later.

Broke because of my troubles in Haiti and Jamaica, I needed to make some money. Alas, I soon fell into another bad situation. Having been back in Cartagena for a couple of weeks looking for passengers to take to Panama, I was approached by seven people from Peru. They agreed to pay me \$300 each to be taken to Panama. Everyone in the marina at Cartagena told me that people from Peru and Ecuador were not welcome in Panama, but I really needed the \$2,000. If you've ever had to anchor out without a dinghy, you know that I really, really needed the money.

Partially heeding the warnings of the people in the marina, I made sure all the Peruvians had valid passports and visas. Their passports looked valid, and their visas — good for two more months — had been issued by the Panamanian Consulate in nearby Barranquilla. So I didn't see any reason to not take them to Panama.

After finishing the clearing out procedures, we set sail on March 11 for Colon, Panama, with my boat in the same unsafe condition. We arrived at Porvenir in Panama's San Blas Islands the next night at 6 p.m. The local immigration office was closed, so I dropped the hook in front of their office to spend the night. I obviously wasn't trying to sneak anyone into the country.

I still didn't have a dinghy — so it was only with the help of some fishermen that was I able to get the Peruvians to the immigration office the next morning. The officials stamped my passport, gave me the usual three-month visa, and sold me a cruising permit for \$60 U.S. That was the good part. The bad part came three hours later, when the Panamanian police seized my boat and arrested me and the Peruvians! Our hands and feet were handcuffed. For the next several days,



«Pusser's for a Sailor's Christmas»

Nelson's flagship, VICTORY, shortly after breaking through the line of the combined fleets of France and Spain at the Battle of Trafalgar on October 21st, 1805. His remarkable and brilliant victory changed the course of history. Although outnumbered by almost two-to-one, Nelson was victorious without losing a single British ship. Unfortunately, he was mortally wounded. Legend has it that to preserve his body for the return voyage to England, it was placed in a large cask of Pusser's Rum. Since then, Pusser's has been known to the Royal Navy as *Nelson's Blood* and still is today.

Forbes chooses Pusser's®: “One of the World's 10 Remarkable Rums”

Forbes writes, “Pusser's is still made in the same way it was at the time of Trafalgar – in wooden pot-stills as opposed to modern industrial column-stills. This results in the most full-flavored, intense rum available anywhere.” This is what makes Pusser's the best navy rum or dark rum in the world. There's no magic about it.

Pusser's Navy Rum is the same Admiralty rum that was issued daily on board British warships from about 1640 until July 31st, 1970 when the custom was stopped. There was a great outcry from the jack tars (sailors), and many left the navy because of it. It was Churchill who said, “*It takes an endless amount of history to make even a little tradition*”. In spite of this, the Pusser's tradition was cast aside like a piece of flotsam and jetsam until Charles Tobias came along in 1979. He persuaded the Admiralty to give him the formula and the commercial rights to Pusser's. In return, and on his insistence, the Royal Navy Sailor's Fund – and numerous other naval charities – benefit substantially from the sales of Pusser's Rum.

Pusser's is also the father of grog. *Real grog* is Pusser's Rum, dark cane sugar, water and fresh lime juice. There was an Admiral by the name of Vernon in charge of the West Indies Station. He was much loved by his men who had named him affectionately *Old Grog* on account of the grogam cloak he often wore. In his days, the sailors received a pint a day of Pusser's Rum, neat, that is straight up. He was much concerned with what he called the *swinish vice of drunkenness* caused by the men drinking so much neat rum at one time. Drunkenness was common, discipline vital, and punishment brutal for the insubordination caused by the drinking. Thus, on August 20th,

1740, he ordered that the men's rum should be diluted with two parts water to one of rum, and that sugar and lime juice be added “*to make it more palatable to them*”. The men were furious that he should have diluted their daily *tot*, and thus named the mixture *grog* contemptuously from the name they'd already given him. Unwittingly, Vernon had probably created the world's first cocktail: *grog*!

In the hard long days of wooden sailing ships and iron men engaged in eyeball-to-eyeball combat, a good tot of rum before battle could make a big difference. Thus it became customary to “*Splice the Main Brace!*” (a double rum issue) before battle, and always after victory. This crusty, old term is another piece of the Pusser's Rum tradition. The *main brace* was the largest and heaviest piece of rigging on the ship; on VICTORY, Nelson's flagship, it was 20-inches in diameter. Sometimes in battle, it was badly damaged, which could lead to a disastrous collapse of all the masts and rigging. Splicing it was the most difficult of all rigging tasks, and so to those who spliced it went a double issue of Pusser's Rum. In the last 100 years or so, to say to a friend, “*Let's 'Splice the Main Brace'!*” is to say, “*Let's have a drink!*”.

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ficient old way in wooden pot-stills as all navy rums were until about 125 years ago. Today, every other rum comes from modern industrial metal stills that are low on cost and short on flavor. As a matter of fact, many popular rum brands have to add flavoring to increase their rum taste. By contrast, Pusser's is all *natural*. If you enjoy *real* things, including *real rum* in lieu of spiced-up or flavored neutral spirit that may be legally called *rum*, then you'll find Pusser's very special. Its handcrafted distillation produces an unsurpassed flavor that sets it apart from every other rum.

PUSSEY'S costs a little more because it's substantially more expensive to distill in wood than in metal. But we think you and your friends will find the difference worth every penny. For more information, including how to find it near you, visit:



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LETTERS

I was the subject of stories on prime time television and on the front page of the newspapers.

What had happened? I ultimately learned that there was a problem with the Peruvians' visas. I'm Italian, so while in custody, I was able to call the Italian embassy. All they did was give me the number of a lawyer. They wouldn't call her for me — which really hurt because I was only allowed one phone call a day for a maximum of five minutes — nor would they give me any psychological comfort.

You never want to be incarcerated in Panama. I spent the first three nights with three other men in a cell that measured six feet by four feet. Two of them had been indicted for murder and the other for drugs. But they treated me better than the police did.

The next day I managed to contact the lawyer, Giulia De Sanctis, a very nice Italian woman who specializes in civil affairs. She told me that I'd been indicted for being a 'coyote' — or trafficking in undocumented people! If convicted, I would be sentenced for five to 10 years!

De Sanctis enlisted the services of a colleague who is a specialist in criminal affairs. He told me that under Panamanian law, I wasn't even eligible for bail because I faced the possibility of a sentence longer than five years! He warned me that of the 10,000 people incarcerated in Panama, just 4,000 had been found guilty by the courts. All the others were just being held. In addition, the average time between being arrested and going to trial was 11 months! My situation was terrible.

After three days in the police jail, I was transferred to the Nueva Esperanza prison in Colon. I was very lucky to be placed in the *La Clinica* part of the prison. This was a 40 by 40-ft room that housed about 25 prisoners. There were no beds, sheets, eating utensils, or any other niceties. But for exorbitant prices, one could buy a mattress, bed sheets, a pillow, and a mosquito net — the latter of which provided some privacy. The man in the mosquito net next to me had not only cut off the head of his friend with one whack of his machete, he'd run off with it — and was proud of having done it! In the bad part of the prison, 15 people had to somehow survive in cells that were just six feet by 10 feet!

I have big problems remembering and being able to describe what my life was like even in the better area of the prison, but I'll just say it was common to find mice and lizards in our food. And during the night rats walked over us. I understand that a person guilty or suspected of being guilty of committing a crime must be deprived of his/her freedom, but I will never accept that even the worst criminal should be deprived of his/her human dignity.

After about 15 days in this 'club', and having sent many letters and passed out generous 'tips' to prison guards, I was visited by someone from the Italian embassy, and was told that the Italian ambassador would speak to the judge on my behalf. It was so difficult for me because I still couldn't understand what crime I had committed. Was it my responsibility to determine that the Peruvians visas were false? Had I not brought them right to immigration in Porvenir rather than try to sneak them into Panama?

At least I learned more about the circumstances of my arrest. The exit papers from Cartagena weren't all accurate. For example, the *zarpe* indicated that there were four of us, not eight. And somehow a signature was missing below one of the eight visa stamps. I had cleared out of Cartagena so many times that it never occurred to me to doublecheck the official's work.

There were other factors. The Panamanian Consul in Bar-



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LETTERS

ranquilla was selling visas for \$120 — the monthly salary of a university professor — under the table. Everyone but me seemed to know that Panama won't give visas to Peruvians and Ecuadorians. Nonetheless, when Panamanian immigration



COURTESY PATAGONIA

Leonardo had a great life in Cartagena, seen here. His trouble started in Haiti and Panama.

tion in Porvenir saw Peruvians with visas, they knew something was wrong. While my case was being discussed, the Panamanian Coast Guard caught a fast boat from Cartagena

close to the Panamanian shore. It was carrying 20 Peruvians who didn't have passports or visas. The Panamanians thought I was part of that, too.

Lastly, the ambitious head of the immigration department did all he could to try my case in the press and on television. I was presented as the head of the trafficking of humans between South America and North America! This was all just an allegation, of course, but it served to get him a promotion and me to spend a month in prison.

I cannot describe the horrors of my life in that prison. Having to pay enormous tips to the wardens so I could manage to keep in touch with my daughter was bad enough. How valuable it was to get a book to read! Being buoyed by my relationship with my lawyer was important. The showers, the homosexual activities that had to be done for money . . . no, no, I cannot describe how horrible it was!

After a month, Giulia came by to tell me to gather my stuff because I would be released in a couple of hours! And she was right. It wouldn't be accurate to call her just my lawyer, she's the third woman in my life after my daughter and wife. She will remain in my heart for all my years. Just as she predicted, I was found innocent of all charges. The judge even came to the prison to get me released, and to apologize for the welcome that Panama had given me. That's fine, of course, but who will repay the money I lost and for all my suffering?

Unfortunately, my troubles weren't over. My boat had a small leak when I was apprehended. After a month of leaking, the water was a foot over the cabin sole and the engine was submerged. Saltwater got into the engine, which meant that at the very least it had to be taken apart and reassembled. All the batteries were dead, and all the bilge pumps were ruined. Between the prison charges, the lawyer fees, and money spent to fix the engine, I am completely broke. While I'm no longer in a prison cell and happy to be back on my boat, in reality a boat without a dinghy is like a prison. I have no safety equipment, no radio, no bilge pumps, no possibility of sailing away — and therefore no chance of making any money.

In short, I lost about \$30,000 because of that stop in Haiti and the time I wrongly spent in prison. And now I'm stuck with a boat I can't work to make a living. If any *Latitude* readers or advertisers might see fit to help me replace some of what's been stolen — even used or broken stuff — I would very much appreciate it. I can be reached at zaoezao@yahoo.com.

As terrible as this has all been, I have to say that, even during the darkest hours of horrors, I never felt any regret for having left the 'civilized word'. I didn't miss the prestigious

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LETTERS

position in physics research, the cars, the airline travel, the nice hotels, nor the subways. And I sure didn't miss the stupidity and lies on radio and television. The sea offers the truth and freedom to all who seek it.

Leonardo Cerrito

Zao, 46-ft sailboat

Panama

↑↓WANTING TO KNOW ABOUT SAILING TO HAWAII

I'm looking to find possible past articles or publications that would help me to plan a voyage to Hawaii from San Francisco and back. I want to know the best time of year to go, the best routes to and from the islands, and the possibility of getting a slip or mooring at Lahaina.

Larry Patterson

Fresno

Larry — You'll get by far the best knowledge for a trip to and back from Hawaii at the seminars put on by the West Marine Pacific Cup and Singlehanded Sailing Society, both of whom have events from San Francisco to Hawaii next summer. But basically, the best time to sail from Hawaii to San Francisco is late June or July after the Pacific High has established itself. The High is what creates the classic trade wind conditions — although they can vary greatly from week to week and year to year. A course in the shape of a reverse 'S' usually allows you to take maximum advantage of the High, although you have to monitor it. Slower boats sometimes do well sailing a more rhumbline course, but some years that can result in sailing into a gigantic hole that's hard to get out of.

Most boats return from Hawaii in August or September, although it's usually pretty safe to do it through about mid-October. Although it seems crazy, on the return trip you head almost due north from Hawaii for a number of days until you can reach over the top of the High, and only then start heading for San Francisco. So it's like a big 'L'. The High moves, of course, so you always have to adjust your route in relation to it. Cut the High too close and you can end up becalmed for a long time.

You don't want to sail to Hawaii too early in the year — say before May — or come back too late in the year — after the middle of October — because it greatly increases the chances of really getting your ass kicked. And don't try to sail between Hawaii and the mainland during the winter.

Be warned, however, that a sailing trip to Hawaii is rarely the



STEVE CHAMBERLAIN

With a great boat like 'Punk Dolphin', and a great crew like 'Bird', sailing to Hawaii can be fantastic.

pleasure cruise that many novice sailors expect it will be. You have to assume that you'll be smacked by very strong northwesterlies the first two or three days, during which time you'll be sailing on your ear, be cold as hell and getting drenched. Some or all of the crew are likely to be seasick. After the third day, the boat will be sailing more upright and the crew will start feeling better — but don't expect to see the sun for another week. Once you get into the trades, strong squalls in the middle of the night can create unwanted excitement. The last couple of days tend to be glori-

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LETTERS

ous, but the last few miles down the Molokai Channel can be like riding down a roller coaster.

The real joy of sailing from San Francisco to Hawaii is doing it as part of the West Marine Pacific Cup, and with a crew of good sailors who know how to fly the chute and can drive in strong winds. If you've got the right boat, gear and crew, it can be one of the grandest sailing experiences in the world, with the potential for long surfs down big waves. On the other hand, if you've got the wrong boat, wrong sails and inexperienced crew, it can be more like an ordeal — even though it's almost all downwind. If you've got a 40-ft boat and would only be flying chutes during the day, it would probably take you 15 to 20 days.

The trip back would probably take 17 to 21 days. The first couple of days out of Hawaii are often pretty rough because you have to beat directly into the trades. The last couple hundreds miles out of San Francisco — 'gale alley' — can be pretty nasty, too.

You don't want to sail to or from Hawaii in a boat that isn't in excellent condition, as it's over 2,000 miles, and if you have a breakdown halfway across, you'll be in the middle of nowhere. And if you lose a mast or rudder — not that uncommon in trips to Hawaii — the Coast Coast won't come and get you until the health of a crew becomes a serious issue. Those who have had to try to drift 800 miles sideways to Hawaii at half a knot report that it's not all that much fun.

Hawaii itself is no sailing paradise. The winds and seas between the channels can be very, very rough, even during the summer. In addition, there are only a few good anchorages in the entire chain, Hanalei Bay being the most spectacular. Most of the very limited facilities are owned and managed by the state, and they are generally in very poor condition. Hawaii is one of the most anti-boating states in the union. The best facilities are the privately owned Hawaii, Waikiki and Kaneohe YCs, which are great, and the Ko Olina Yacht Harbor on Oahu, which is excellent. Asking about a slip or mooring at Lahaina is like asking where you might pitch a tent in Beverly Hills. You're going to have to anchor, and it's not the best anchorage in the world. Consider anchoring off Mala Wharf, a few miles out of town.

Sailing to, around, and back from Hawaii is not easy, which is why probably 20 times as many non-racing boats sail to Mexico instead. The only way we'd consider sailing to Hawaii is as part of the West Marine Pacific Cup or Singlehanded TransPac. Even if you'd just be cruising over, we suggest that you check out their seminars.

↑↓ **WASTED DAYS AND NIGHTS AT ENSENADA**

Ensenada now has a much-heralded 'unified services building' so that it will be easier — at least in theory — for U.S. cruisers to clear into the country and start spending much-wanted dollars. So when I arrived there to clear into Mexico one Saturday morning in October, I thought it would be a cakewalk.

The 'unified services' building is about 2,500 sq feet, and has four sections, one each for Immigration, the Port Captain, Customs, and something called *bancera* — which I had to visit three times for reasons I still don't understand. There is also a window where you can buy fishing licenses.

I arrived fresh that Saturday morning to do what John and Pat Rains call the "paperwork cha-cha." Speaking in only English, I told Garcia, the agent behind the bulletproof glass, of my aspirations. If he understood, he didn't let on. He just kept repeating a word in Spanish that I didn't understand. So I went to the Port Captain's window, where I was stone-walled



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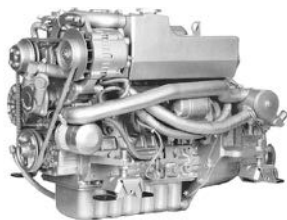
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Ericson 35 MkII, 1970.....	32,000
Jeremy Rogers OOD 34, 1980.....	37,500
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Chey Lee style Cape 33, 1973.....	26,000
Westsail 32, 1977.....	60,000
J/32, 1997.....	118,000
J/30, 1981.....	23,500
Carter 30, 1976.....	19,950
Hunter 30, 1980.....	15,000
Santana 30/30 Grand Prix, 1983.....	14,000
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LETTERS

by the same word. I gave up hoping for better results when I returned on Monday.

Come Monday, Garcia, a lumpy man who seems to have been born on his stool, provided no more help than he had two days before. I did, however, seem to detect a glimmer of a smile when he saw me wince. Unsure of what to do next, I visited the other windows. The officials behind each window looked at me as if I were a mackerel who had flopped my way into their building. They gave me no help or guidance.

Frustrated, I began to consult the tourist guides and *Charlie's Charts to Mexico*, hoping to determine what it was these people wanted. There were no forms for me to fill out in the office, so out of desperation, I filled out a piece of paper that obviously had nothing to do with my situation. And finally, I yanked out a form from the back of *Charlie's*, hoping it might initiate the process.

When I took these forms to Garcia, he indicated approval of the crumpled mess — and proceeded to fill out yet another form with the information I'd provided and from my passport. As he did, he indicated that I needed *cuatro* — four — copies. Despite the fact that he had a copy machine right behind him, he suggested I go to the Port Captain's window, 14 steps away, to get the necessary copies. When I got to that window, I was informed — after a significant wait — that I indeed needed four copies. But they didn't volunteer to let me make copies.

Garcia indicated that I couldn't just leave the building to get copies, not without going to *bancero* and paying some money. So I did that, then walked three blocks to a 'tourist friendship' office. They allowed me to make four copies for free. When I returned, Garcia stamped the copies with flair. He then sent me to the Port Captain's office, where I and my stamped forms first had to wait for a considerable amount of time.

Finally, the person at the Port Captain's office told me I needed Mexican liability insurance. I asked where I could buy it, but they didn't know. So I walked the three blocks back to the tourist information place, and they referred me to a business two blocks further away. When I got to the business they told me they didn't sell insurance. I returned to the 'unified services' office discouraged. However, a kind fisherman took pity on me and said there was an insurance office several blocks away. I walked there and was able to obtain a policy quickly and easily.

The Port Captain then started to process the four copies of my *despacho* and the like. Things went swimmingly until it came time to pay. They asked for a credit card, and I gave them one. It didn't work — even though it had worked at the *bancero* two hours earlier. The three women and one man in Port Captain's office pulled out a manual and consulted it at length while trying my card over and over again. It still didn't work. Nor did a second credit card. They read the manual some more, consulted amongst themselves, and made some phone calls. Frustrated, I asked if I couldn't just pay in cash. I could not. It was like a Mexican standoff.

The situation was resolved about a half hour later when they called over the Customs guy, who spoke some English. He told me the bank was having problems processing the Port Captain's payments, and I'd have to go to the bank in person. The bank was about 10 blocks away. I was pretty pooped by the time I got there, and when I did there were like 40 people in line. In time I was taken care of, and then marched 10 blocks back to the unified office to complete the process.

After a flurry of stamping and more paperwork, I was sent to Customs, where I talked to the kindly person who gave me instructions on going to the bank. I could sense that victory



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LETTERS

was close at hand. The Customs guy told me that I needed more copies of the documents. But happily for me, he actually went over to the Port Captain's office and made the copies of my documents, including a copy of the insurance, a document that the Port Captain had already managed to lose. Customs then told me to go to *bancero* and pay some more money.

That seemed easy enough, so I took the 15 steps to *bancero*, credit card in hand. But no, *bancero* needed more information. He wanted the serial numbers from my engine block — or at least I think that is what he wanted. So I went back to the marina and dove into the engine compartment, extracting every numerical bit of information I could from the engine. Thus armed, I returned to the *bancero* — and to eventual victory.

I then had a tourist visa in hand, a Customs clearance for the boat, the Port Captain's blessing, and some other stuff that I don't understand. I felt blessed. Pushing my luck, I went to get a fishing license. The official looked at me without comprehension for a moment or two, and then indicated that I needed photocopies of all my documents. I mentally flipped him 'the bird' and left licenseless. I think he also had a copy machine.

Norman Conrad
Anyu, Vancouver 27
Ensenada, Mexico

Norman — Welcome to Mexico, where things have improved in recent years, but where many minor officials still think their primary responsibility is to waste your time. However, we think that many of your problems stem from the fact you'd never cleared in to Mexico before, and you don't know how to speak Spanish. See the next letter. It also would have helped if you were a woman with large breasts.

↑↓ LESS THAN TWO HOURS TO CLEAR IN ENSENADA

While at Baja Naval in Ensenada, we saw your request for the experiences cruisers were having clearing into Mexico at the new facility in Ensenada. Based on our experience, if you arrive with the appropriate information, it's easy. All of the offices are contained in one large room, and there is a notice in the entry which explains the order in which one should approach the booths. The following documents are required:

- Passport/Visa Crew list (names of every person on the boat) - original and three copies
- Copy of registration of your vessel
- Copy of your boat insurance policy
- Engine serial number
- Original and copy of driver's license (to show the physical address of where you live)

If you are staying at a marina, you need to take a receipt of your stay with you. We were anchored out, so didn't need this document.

Bring the photocopies with you, as the nearest photocopy place is about three blocks away and each copy costs 10 cents. Always take more copies than required. Mastercard and Visa are accepted by most of the offices. However, you will need some cash for your fishing licenses (each person on board is required to have a fishing license, as is your boat). The amount varies depending on the size of your boat. This time they did not require a license for our dinghy, as we assured them we would not be using it for fishing.

A lot of people are concerned about taking food into Mexico, as it has been said that meat and some other products might be confiscated. No one asked us about provisions or firearms onboard, and no one boarded our boat.

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We found that an attempt at speaking Spanish, using sign language, and humor was greatly appreciated. Most officials spoke English, and there is usually someone around who will help if there is a communication problem. The officials were generally helpful and friendly when treated with respect.

It took us under two hours to complete our documentation. If we had taken enough copies of the documents, the process would have been much faster. As in dealing with any government office anywhere, patience and a sense of humor are necessities to take with you.

Lionel Dobson & Laurie McDonald
Sea Whisper
Ladysmith, British Columbia, Canada

Lionel and Laurie — Thanks for the report, as the Ensenada facility seemed to work well for you. We agree that it's important to bring all the right stuff, and to have the right strategy for dealing with officials.

Down in Cabo, fresh red meat, chicken and eggs were being confiscated — even some all-beef hotdogs in a pack. As for guns, you don't want to be caught with them in Mexico unless you've got the right permits — and they aren't easy to get.

↑↓ ONLINE AND FREE

Latitude readers should be advised that *Coast Pilot 7* is now online in PDF format — and is free. Visit <http://nauticalcharts.noaa.gov/nsd/coastpilot7.htm>.

Jeannette Heulin
Bristol 32, Con Te Partiro
San Carlos, Mexico

Readers — Jeannette is absolutely right. And as we all know, Coast Pilot 7 covers the entire West Coast of the United States from British Columbia down to the Mexican border. What a wealth of information — and at no cost!

↑↓ ROCKET SCIENCE AND EVAPORATING OCEANS

I'm writing in response to the Canadian who claimed that global warming was evaporating seawater and causing coastal rocks to be exposed and/or moved. Such ignorance can be excused in Canadians, but how can a well-regarded American periodical such as *Latitude* perpetuate such nonsense? To set the record straight:

1) There are numerous causes of global warming, but Hummers and air-conditioners are an insignificant part of it. The major culprits — which are generally not mentioned because of political correctness — are the gaseous expulsions of cattle, lawyers and citizens of France.

2) The Canadian coastal seawater is not evaporating, although it is receding from the shore. To prove this to yourself, simply look at a picture of the earth. Canada is near the top, while the Pacific Islands are near the bottom. The seawater is merely running downhill — just as anyone who studied hydrodynamics could have predicted it would.

3) Canadian coastal rocks are indeed moving. As the water recedes, the attached barnacles, mussels, and starfish that depend on wave-spray for their livelihoods push their home rocks into deeper water. Wouldn't you?

Sheesh! It's a good thing you guys went into the magazine business instead of rocket science.

Frank Lee
DeRanged
Vallejo

Frank — While a majority of scientists may believe that

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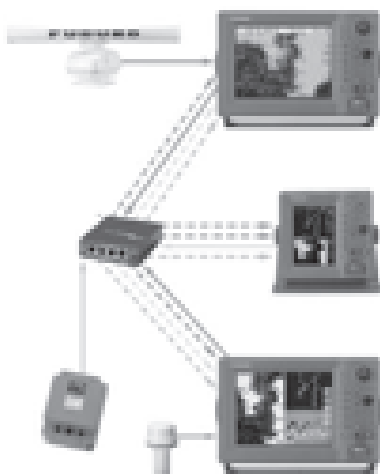




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LETTERS

we are experiencing global warming, and that it's primarily caused by the effects of man, there are those who disagree. For example, William Gray of Colorado State University, perhaps the nation's foremost authority on the prediction of hurricanes, says that the major cause of global warming is that we're coming out of a little ice age. He expects cooling to resume in six to eight years.

↑↓BAREBOAT CHARTERING FOR TEACHERS

My wife is a teacher in San Mateo, and it's unrealistic to take off on a multi-week bareboat outside of the District's summer vacation. We did it once, but it just created problems at school and for her. So, are there bareboat destinations that you can recommend for late June, July and the first three weeks of August? Hurricane-free, of course. We expect to fly to/from the location.

Advice along these lines would be most valuable for us and others with teachers in the family.

Tony & Judy Hitchings
San Mateo

Tony and Judy — Julie, our Charter Editor's wife, is a teacher also, so we understand your situation.

First off, we'd strongly recommend that you go wherever you go in June or July as opposed to August, which is when the greatest number of people — and all Europeans — take to boats en masse. Your possibilities include the Med, French Polynesia, the Caribbean, the Sea of Cortez, and the Pacific Northwest.

For culturally-minded teachers, the Med, Aegean and Adriatic Seas are great, and we particularly recommend Turkey, which is a fascinating place to visit, even though some Americans still seem afraid of it. Of course, the Med basin is packed from one end to the other, including in June and July, but you'll find far fewer sailing tourists in Turkey.

There is indeed a risk of hurricanes in the Caribbean, but in June and July it's actually quite small. Summer is not the high season in the Caribbean, so everything from air transportation to charter boats is less expensive. In addition, the winds are more gentle and seas more mellow than in the winter. It's a good time to go.



LATITUDE / ANDY

School's out for summer! Let's get our butts down to the Caribbean and open a bottle of Pusser's.

French goes on vacation. The east coast of Australia is another great place for cruising during our summer.

If you'd like to stay closer to home, the Sea of Cortez can be spectacular in June, but would probably be way too hot in July and August. The Pacific Northwest offers spectacularly beautiful cruising, although weather there is always 'changeable', and even the sunny spells are often punctuated by rain or drizzle. There's also the Northeast United States, although there's a risk of it being cool and foggy as far down as Newport. You just have to take your chances.

If there are any teachers out there who would like to add or



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LETTERS

amend our list of suggestions, please write.

↑↓ WHERE WILL WE FIND YOU?

We have another all-woman crewed charter we're going to do out of St. Martin January 13-20 on a Sunsail boat. We're going to try to visit Gustavia, St. Barth, and know that the Wanderer and Doña de Mallorca go there most every New Year's. Will you still be there on the 13th? If so, how can we find you? And where is a good place to anchor?

Back when Sunsail was Stardust, we used to Med-tie to the quay. Apparently that was prohibited, but we didn't know because the briefings were given in French, a language we didn't understand. In any event, I used to keep our boat about 10 feet off the quay and make the crew walk across the dinghy to get to shore. This made them cranky, but kept the boat safe from being slammed into the bulkhead by the surge.

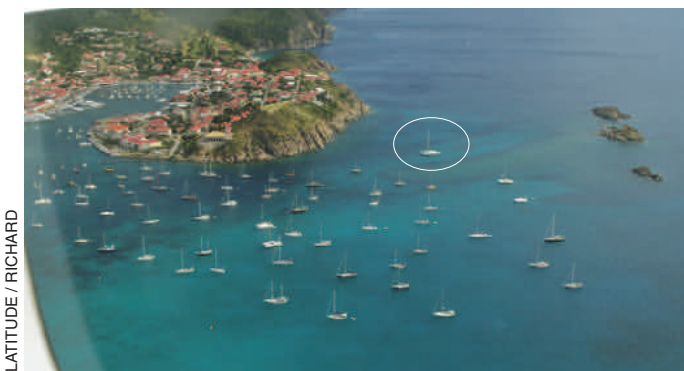
P.S. The color photos in the magazine look great!

Erik Westgard
Minnesota

Erik — Thanks for the kind words about the color photos. We like the way they look also.

Of course, we'll be back in St. Barth for New Year's — and as long as we can after that. Unfortunately, our current plans call for us to fly to the Seattle Boat Show to give a Ha-Ha presentation on January 13, so we may be gone when you get there. But you never know. The best way to find us is to go to Le Select bar and ask the bartenders if they've seen Doña. They all know her from the special type of Bloody Marys she has them make. We like to kick around the harbor in the mornings and evenings, seeing what boats and friends are coming and going. It's a great place for sailors to relax.

The best place to anchor depends on the direction of the easterly trades. If they have a lot of south, the really cool thing to do is anchor next to the Eden Rock Hotel in Baie St. Jean.



LATITUDE / RICHARD

The circle indicates 'Profligate' at Dona de Mallorca's favorite anchorage, between Fort Oskar and Le Petit Saints.

Assuming, of course, you can withstand all the glamorous people at Nikki Beach Club. If there's a lot of north in the wind, tucking up close to Publics, or Shell Beach, or going to Grand Saline works best. If the winds are straight out of the east, the regular Gustavia and Publics anchorages are fine.

Because Profligate is a cat, we didn't have to worry about rolling, so we loved to anchor in about seven feet of water between the base of Fort Oskar and Le Petit Saints. It's too shallow and often too roly for monohulls, and most multihulls like to anchor closer in, so it was like our private paradise. You might try it.

We never tie up at the quay, as it's more beautiful, private,

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LETTERS

and quiet out between Fort Oskar and the Petits Saints, but lots of other boats do. You do always have to be aware of the surge, particularly on the west side when there's a north swell running. The sound of one-inch lines snapping is something you just have to hear.

St. Barths got a tremendous amount of rain in October, so the island should be as green as she's ever been by the time you and your female crew get there. Here's our two tips for our favorite island: 1) If you don't have a great time, it's your own damn fault, pure and simple; and, 2) even though St. Barths is by far the most upscale and money-soaked island in the Caribbean, you don't need to spend a penny to have the time of your life. Not if you love sailing, swimming and nature. Have a great trip!

↑↓ ANOTHER FLOATING CRIME AREA

Latitude's ongoing critical coverage of the Ala Wai Yacht Harbor in Honolulu is spot on. One of these days I'll try to swing by Keehi and get some photographs of the mostly busted-off pilings that are a hazard to navigation. The rest are falling in. The low rents do nothing but subsidize another floating crime spot.

Keehi's location beneath the flight path of the Honolulu Airport and adjacent to the Sand Island container port means it will never be a premiere marina, but that's no excuse for it being the way it is.

Tim Dick
Kaneohe

Tim — Shortly after Roy Disney wrote his gentle and constructive criticism of the dilapidated mess the Ala Wai has become, a person in the employ of the State of Hawaii called us to complain. He explained that the letter had hurt the feelings of the sensitive Hawaiian legislators, some of whom apparently have inferiority complexes. That's too bad about their feelings, of course, but based on what the legislators have allowed to happen to the Ala Wai, their inferiority complexes are well-deserved.

That such a monopolistic 'sure thing' as the Ala Wai has been allowed to fail is such an epic example of governmental bungling that one has to look all the way to Africa for comparisons. We'd put it on par with what that numbskull Robert Mugabe has done to Zimbabwe, a one-time economic shining light of Africa that he's destroyed in just a few years. And, just as Mugabe can't fathom why anybody thinks he should give up control, the Hawaiian Legislators can't see any reason why the Ala Wai shouldn't be turned over to professional management. Idiots.

If you think we're being too hard on the Hawaiian legislators, consider this. About 10 years ago, a fish processing facility was approved for Maalaea Harbor on Maui. So the state leased a 1.2 acre adjacent lot for a site. The deal fell apart, as deals do, but the idiot state had already committed itself to a 30-year lease! That single bonehead blunder costs the state marine department \$1,000 a day on an inflation-adjusting lease that will continue to run for another 20 years. In other words, all of the slip income from the marina — the dummies only charge \$2.80/ft per month in the packed marina — doesn't even cover the payments to the guy in South America for his empty lot.

Any more questions about whether the State of Hawaii should be in the harbor and marina management business?

↑↓ AND THE ROCKETS' RED GLARE . . .

The Coast Guard is absolutely correct in demanding that every yacht be equipped with up-to-date flares. However, the

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LETTERS

number of flares they require mariners to have aboard versus the number that many experienced seamen feel a prudent mariner should carry are two different things.

The shelf-life of flares right after World War II was short because the propellant would deteriorate. So the International Maritime Organization decreed that flares were only good for two years, and at three years were no longer reliable. However, the propellant was changed in the '60s, so that flares now have a practically unlimited life — if the mechanics of the flare don't corrode away. But that's another matter.

When my flares reach their expiration date, I buy new ones. As such, I always carry the correct number of current flares. But I also save my outdated ones, so my *Iolaire* usually carries about 30 flares.

This certainly might sound like an extreme number of flares to have aboard. However, when I recommended this practice in the *Caribbean Compass*, my old friend Bill 'Billy Bones' Pringle wrote back to say, "No way should you carry over-aged flares." He explained that he'd been delivering a boat down to the Caribbean, had more than a full stock of current flares, but, like me, had some out-of-date flares as well. The Coast Guard stopped him and fined him something like \$5,000 for having the old flares! The fine was reduced to something like \$1,500 — despite the fact that he had more than a full complement of current flares. Is this not idiocy?

The fact that the U.S. Coast Guard *should* allow outdated flares to be kept on board is illustrated by two stories I heard in a bar in St. Thomas, USVI, last year. In that story, the guy told about a time about 20 years ago when a small fleet of bareboat powerboats was fishing the 'drop off' ledge north of the Virgins, and were so far out they only had a vague idea of where they were when their engine failed. When they called the charter company's home base, the manager told them to be cool and that he'd come out to get them. He just warned them not to use up all their battery power trying to start the engine or talking on the radio.

The base manager knew that the boat carried more than a dozen outdated flares — he'd been collecting them from a liferaft re-packer — in addition to the required ones. And all of the old flares were the rocket type that go up to about 1,000 feet. Because the powerboat had all the flares, the base manager instructed the people in the disabled boat to fire a flare one hour after sunset, and then additional ones every half hour after that. Then he got into his chase boat, saw the first flare, and headed for it. He altered his bearing every half hour when he saw the new flare to home in on the distressed boat's location. It wasn't until about midnight that he pulled alongside the bareboat — where he managed to get the engine started. But he'd only been able to find them because they had a good supply of outdated flares. Without those flares, he probably wouldn't have been able to find them, and the Coast Guard would have had to start an expensive air search.

A further complication of the prohibition against carrying old flares is how you legally get rid of them. The Coast Guard won't take them. You can't legally throw them in the dump. (Someone did that in the United Kingdom, the dumpster caught fire, and it caused a major conflagration in a well-known boatyard.) And in the U.K., they won't let mariners get rid of their outdated flares in parades. So what can a mariner legally do?

I've written an email about the situation to every senior editor of every major yacht magazine in America to urge them to band together and solve this Catch 22. Hopefully they will convince the Coast Guard to let mariners keep their old flares aboard — so long as they have also have the prescribed

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LETTERS

number of legal ones.

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Donald — We love you and you are indeed a legend of the Caribbean, but your letter has more holes than most old wooden boats.

First, your Caribbean bar story lends no credence to your



LATITUDE / ANNIE

Northern California sailors giving their old flares a workout at a Crew List Party at the Encinal YC.

argument because it's so dated. If a charterboat skipper couldn't get his engine started off the Virgin Islands these days, he'd simply look at the GPS to get his/her position to within about 20 inches, and then radio that to the base manager so he could come and fetch them. In this instance, using a flare to indicate one's position would be prehistoric.

Second, you and we — but especially you — have spent enough time in Caribbean bars to know not to put much credence in the stories told there. For example, in the story you told, there was a group of powerboats. If one lost her engine, why wouldn't the buddyboats tow the disabled boat back to the base?

Third, we don't believe there is a fine for carrying old flares. Mark Caplin, Safety Officer aboard the local yacht Pegasus, reports that the Coast Guard Auxiliary recommended that they keep their outdated flares onboard. And in all the times our boats have been inspected by the Coast Guard, nothing has been said about the old flares.

Fourth, Caplin said that they did a test with outdated flares, and 50% of them did not function properly. When we used to have the Crew List Parties at the Corinthian YC, the Coast Guard encouraged attendees to bring outdated flares and set them off on the club's back porch. We experienced a similar rate of failure.

Lastly, Caplin also reports that Northern California mariners can legally dispose of old flares at the Alameda County Household Hazard waste disposal office at 2100 E. 7th street in Oakland. They are only open on specific days, so call 800-606-6606 for details.

⬆️ PREVENTING SHALLOW WATER BLACKOUT

I'd also like to make a comment on the dangers of free-diving, which is deep diving without using tanks. Free diving presents many fewer hazards than does scuba diving, as no new nitrogen is introduced into the body. Of course, neither is oxygen, so when coming up from the depths the expansion of the lungs is considerable, starving the brain of oxygen, particularly when 10 to 15 feet beneath the surface.

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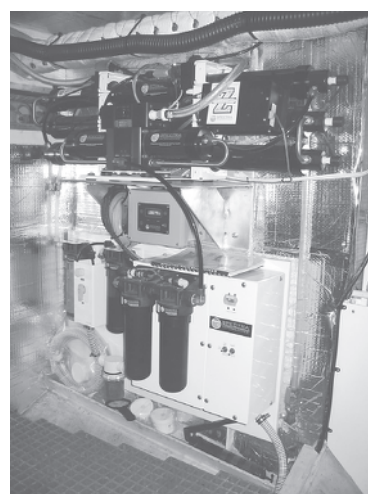
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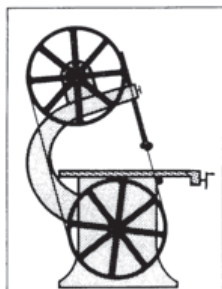


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LETTERS

However, there is a way to prevent this peril of the shallows. If you are wearing a wetsuit — and you should be, as all but the very warmest water saps the energy way before hypothermia sets in, and for protection against coral cuts and such — you will also need to wear a weight belt. If you feel you may be in danger of a 'shallow water blackout' while surfacing, you need to release the buckle of your belt and hold it in your hand. Should you blackout, your hand will relax, causing you to drop the belt. The uncompensated buoyancy of the weight belt will bring you to the surface, and the body's need of air will cause you to take a breath immediately. As you have not added pressurized air to your system via a tank, there is no danger of getting 'the bends' or air embolism as with scuba. But don't forget that the wetsuit also expands as it rises, increasing the buoyancy. So intentionally dropping a fairly heavy belt *at depth* causes the 'Polaris missile effect'. The above technique has been proven on many occasions by spear fishermen.

Another way to add a safety factor to free-diving is to clip a Spare Air bottle to your belt. These small bottles contain enough air for *one* emergency resurfacing. But as with any other compressed air system, you *must* be a certified diver, the system must be maintained and checked, and you have to breath normally on the way up because it's *compressed* air. In California, some types of spear fishing — including for abalone — prohibit the use of any 'bottled' air.

One big advantage of free-diving over scuba diving is the lack of noise. Far from the 'silent world' Cousteau first envisioned, the underwater realm is one of noise and pressure disturbances, and the slow *loud* noise of a scuba diver immediately warns everything of your presence. Fish may not be terribly intelligent, but they are definitely into self-preservation, and until proven otherwise, you are a predator! (Garibaldi, the orange guys, are an exception, as they are perfectly aware that they are a protected species.)

So skip the old UDT/Mike Nelson falling-off-the-dinghy backwards or giant-step-into-the-water entries. If you want to see more than stupid fish, stealth is the key. What you will find down there is that the great majority of life is within the upper light-filled water, and in California, the kelp-beds are as magic as the redwood forests. But caution requires a cool head and a sharp knife in case you get entangled in the kelp.

In conclusion, free-diving is an extremely safe sport, but the 'foreign element' demands attentiveness and caution.

As for the lions (sea) of Newport Beach, I, having witnessed the infestation in Monterey Harbor, suggested that a few underwater loudspeakers and a recording of an orca might be used to herd them out of their environs. Unfortunately, they felt that using such a technique might violate the law preventing panicking this protected species, resulting in injury to some of the herd. And once you've been around *aggressive* 600 to 800-lb male sea lions during mating season, you become a bit more aware that they can not only become extremely dangerous — particularly to children, pets and adults with cameras, but once they establish a beach head, be it a dock or boat, they'll do everything but pay taxes to keep it up. It is legal to use a hose or water gun on them, and it does work. But the big males are territorial and will remember you — so be careful out there!

James Wolff
Sausalito

↑↓PRIMITIVE CRUISING, DEFINITELY

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LETTERS

ers might prefer, primitive or First World cruising. Since you asked . . . definitely primitive cruising. I think the best part of cruising is seeing places that aren't easily accessible. And where you can meet people who are excited about visitors and who invite you to experience their culture. If you're going to cruise on a boat, why not go where a boat is an asset?

After a nine-year circumnavigation — '78-'87 — via the Red Sea, my husband Buzz and I both agree that the best part was the South Pacific. Even more special was the western part, specifically Vanuatu, the Solomons and Papua New Guinea.

Maureen Hatheway
Gambit, Lapworth 36
San Diego

↑↓ SEEING PEOPLE IN THEIR TRADITIONAL WAYS

I would opt for primitive cruising, as, in this ever-changing world, the chance to see people and their traditional ways might not be available much longer.

When I was a sophomore in high school, I spent three weeks among the Kuna Indians at the San Blas Islands building a church. We lived among the people, sleeping in hammocks in their huts, and going to the mainland for water and produce that is grown along the river. We really got a taste of their life long before the area became a popular tourist and cruising destination. I was even inspired to try rigging my *cayuco* at home for sailing, as they did theirs, but mine was less beamy and more prone to putting the lee rail under. I also didn't have the old flour sacks to make a proper 'Kuna sail', so I had to use an old one from a Sailfish. It might have been too large.

Boode Swain
Carmichael, CA

Boode — Playing the devil's advocate, how do you feel knowing that encouraging a traditionally primitive way of life results in a disproportionate number of children needlessly suffering and/or dying. It sort of makes us feel as though we are patronizing them — but maybe we just think too much.

↑↓ IT'S NOT AS IF IT JUST HAPPENED, BUT . . .

In 2002, my cousin Nils from Stockholm invited me and my youngest son Eric to join him and Birgitta Bodin for a three-week cruise among the Dalmatian Islands of Croatia. I'm writing because we had an incident while sailing that we still can't explain. Fortunately, nobody was hurt.

It happened while we were cruising the Nyad 36 *Cordula* from Dubrovnik toward the Kornati National Park, island-hopping through the Dalmatian Islands. On this particular segment of the trip, we'd left Hvar for Drvenik, and were sailing in a 12 to 15-knot northerly that was about 75° off our starboard bow. We were sailing under a full main and genoa. It was a sunny, sparkling day, and I was at the helm monitoring the Furuno autopilot and the crosstrack on the Furuno GPS.

Suddenly and inexplicably, the compass swung 90° to starboard — so the autopilot naturally turned the boat 90° in the same direction. Oddly enough, the GPS wasn't affected. The boat was knocked over so far that water rushed over the port rail. I quickly hit the autopilot disconnect. It was a good thing, too, because the main and genoa were both dragging in the water. Fortunately, the boat had swung into the wind rather than downwind, or we might have had an uncontrolled jibe and somebody could have gotten hurt.

We quickly resumed our proper course, but hand-steering and using visual references for navigation. After about five more minutes, the compass started reading normal again,

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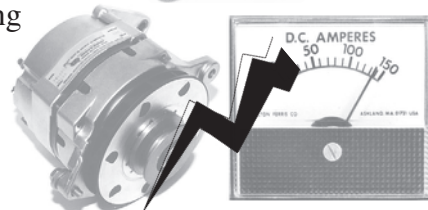
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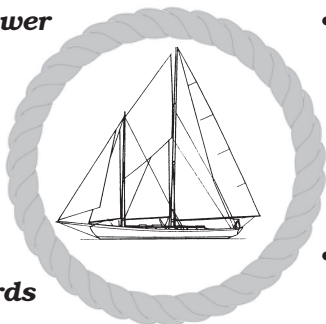
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LETTERS

agreeing with the GPS. We reengaged the autopilot, with was also behaving normally again.

What had caused such a sudden and dramatic change in the autopilot compass? We hadn't hit bottom or anything because we were in 300 feet of water. It's true that we'd been sailing in what had been naval battlegrounds in both of the first two world wars, so possibly that could have accounted for the strong magnetic anomaly that had impacted our standard issue binnacle compass and autopilot compass. Then, too, we might have passed close to a nuclear submarine, which has a huge mass consisting of the hull and reactor. Or maybe we'd sailed over an undersea power cable when it was at peak load.

We could never figure out what had happened, and none of the people we asked on the nearby islands had any explanation for the strange occurrence either. I'm a professional navigator, and personally feel that the nuclear submarine explanation is the most likely. After all, the locals would know if sunken ships were causing magnetic anomalies, and if there were electrical cables on the bottom.

Nonetheless, after three years we're still puzzled by the incident, and would be interested to hear from any sailor who has experienced something similar.

P.S. When I get each new issue of *Latitude*, I try to pace myself so that it will last an entire week. But I'm rarely successful.

Roland Larson
Sacramento

Roland — We've never had an experience like that — at least not while sober. But we seem to remember a couple of somewhat similar reports over the years from readers. Maybe someone will write in with some possible insight.

↑↓ THE CASE FOR CRUISING CATS

It goes against my California upbringing to say this, but I believe that Californians are behind the curve when it comes to cruising catamarans. It's surprising, too, because we Californians are into luxury and comfort, and cats are the most luxurious and civilized way to cruise.

I'm a member of the Santa Cruz YC, and for nearly all my



RANDY SPARKS

Randy Sparks has become captivated by cats.

life I was a mono-hull owner and sailor. But for the last few years — first down the Pacific Coast and then in the Caribbean — I've been cruising on catamarans. And I must say, you see a lot more cruising cats in the Caribbean than the Pacific.

I recently met a couple of delivery crews that were taking

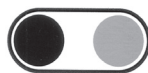
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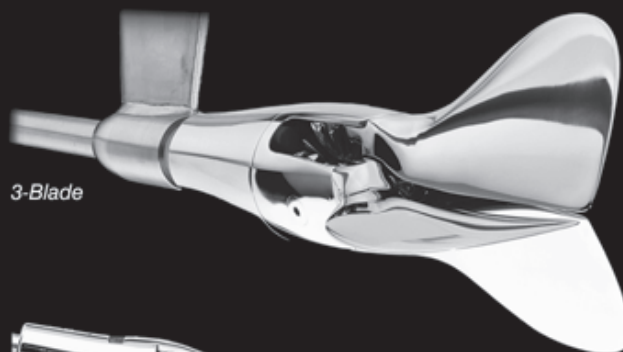
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LETTERS

a pair of brand new F/P Bahia 43 cats through the Panama Canal. Having already brought the cats all the way over from France, once they got through the Canal, they would be taking them to Bora Bora and Tahiti respectively. I got to inspect the cats and even do a test sail on one near Colon. Although the one I sailed on still had plastic covers on the cushions and woodwork, I found her to be easy to sail and extremely functional.

While in Panama, I bumped into former Northern Californian John Hawke of the 55-ft trimaran *Lady Hawke*. He says the only way to charter profitably is with a monohull over 70 feet or with a cat over 40 feet. Handling is one of the reasons.

I've done a lot of cruising in the last couple of years aboard Bruce Schwegler's Portland-based Mayotte 47 catamaran *Delfinus*, which has four spacious staterooms and four baths. The way Bruce sees it, monohulls are one boat, trimarans are a boat-and-a-half, but catamarans are really two boats. Nonetheless, I could have comfortably and quickly singlehanded *Delfinus* to her next destination, even in a blow. That's not something I could easily have done with a monohull. A cat is also comfortable when there are a lot of people aboard because you have all the room that comes with two hulls, a big main salon, and a huge cockpit. And there are lots of places for people to 'get away'. No wonder catamarans are so popular with the charter fleets.

While in Panama, I also bumped into long-distance catamaran cruisers Richard Brooker and Grace Spencer of the Winnipeg-based Mystery Cove 38 *Crocodile Rock*. The couple built their little rocketship over a three-year period from a set of plans. They then did the Ha-Ha four years ago, and ever since have been out cruising as far as the East Coast and Eastern Caribbean. Although the cat is only 38 feet, Grace has a large area set aside for her crafts work, Richard has a workshop, and there are still two staterooms with queen-size bunks. Richard says the only problem they have sailing the boat is that she goes too fast! He says he constantly tries to slow her down to meet the sea conditions. The couple are putting their cat up for sale while they establish a sail loft and rigging business in Panama. The only thing they would change on their next cat is having another head.

There are a lot of other advantages to catamarans. That they don't heel is a big one, as the crew doesn't get as tired. They have shorter rigs than similar-length monohulls, which makes them easier for singlehanders and couples — who make up most of the cruising fleet — to handle. Despite the shorter rigs, catamarans are usually faster than similar-size monohulls. It doesn't hurt that cats draw less than monohulls, as it makes them easier to maneuver around reefs and capable of anchoring closer to shore.

Redundancy is yet another virtue of catamarans. They usually have two engines, so if one craps out, you can still make it to port with the other one. They can also sail or motor quite well with just one of their two rudders. But there's only one mast, so it's best to take care of that.

It's commonly believed that one of the big drawbacks of cats is that they are so wide — usually about half their length — that it's hard to find slips for them. This is true in California, where all slips are in short supply, but not when out cruising. For one thing, when out cruising, most boats spend most of their time on the hook, where cats excel because they have so much room, don't roll, and can tuck in close, out of the swell. It's been my experience that marinas charge by the foot, not by square foot, so it makes no difference if the boat is a monohull or multihull. And the marinas are good

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LETTERS

about clearing monohulls out of end-ties to make room for catamarans.

In my estimation, there are only three real downsides to cruising catamarans. First, they don't sail as well to weather as monohulls. Second, catamarans with low bridgedeck clearance get slammed by the seas. To alleviate this problem, you'll notice that many modern catamarans have higher freeboard and bridgedeck clearance so they can do what they do best — sail fast. Third, the biggest obstacle to the popularity of cruising cats is that they cost quite a bit more than similar-length monohulls. Of course, for a similar length they actually have three or four times as much room. The good news is that there are finally more used cats on the market, which will help keep the price down a little.

I have no idea why it's taken California cruisers so long to take to cruising cats. Maybe it's because we're so far from France, where most of them have been built. But I think that as more California sailors get a taste of cruising cat luxury and comfort, we'll be seeing more all the time. Because if cruising quickly and in comfort is your goal, and if money is not a problem — as is the case for Californians who sell their homes to go cruising — catamarans should be at the top of your list.

Randy Sparks, Crew
Delphinus, Mayotte 47
Santa Cruz

↑↓THE DINGHY WAS THE 'PROXIMATE CAUSE'

I'm an Australian-born cruiser who lived in Canada for 35 years, and who has spent another 10 years cruising the Pacific Coast, the Caribbean and the Eastern Atlantic. I grab a copy of *Latitude* whenever I can to see what the sailing attitude is like on the West Coast. Your magazine is refreshing, absorbing, and a delight to read.

I'm behind the times a bit, as it wasn't until recently that I picked up a copy of the March 2005 issue — the one with the *Small Claims*, *Big Victory* letter. Because the letter appeared so long ago, let me remind everyone that it was about the owner of a San Diego-based *Islander 30* who sued one of his guests. Why? Because he had the guest at the helm while they pulled into the slip, and when the guest put the boat into reverse to stop it, the dinghy painter, which hadn't been brought in tight, wrapped around the prop. The result was a bent shaft and an estimated repair bill of \$1,500. So the owner sued his crewmember! The small claims court judge ruled in the owner's favor, saying his guest had been guilty of negligence.

Although the incident is dated, it's so outrageous that I still had to write. The owner of the boat obviously had enough money to purchase a boat, but he certainly doesn't have the knowledge necessary to be a captain. On a boat, the captain is where the buck stops. He is responsible for everything that occurs on his vessel, be it good or bad. Allowing a guest to take the helm of a boat not prepared for docking is the ultimate in negligence on the part of the owner.

Having spent some 35 years in the insurance industry resolving claims, the first thing that always needed to be established was the 'proximate cause' of an accident. The 'proximate cause' is the primary or moving cause that produces the accident and without which the accident could not have happened — assuming, of course, that the accident could have reasonably been foreseen. Since I've never worked in the United States, 'proximate cause' may not be the correct terminology in the United States, but since U.S. law is based on common law, I presume the principle is the same.

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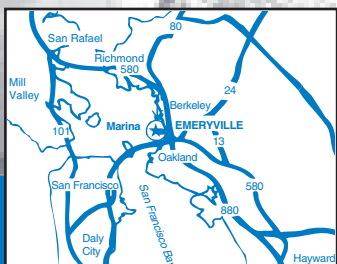
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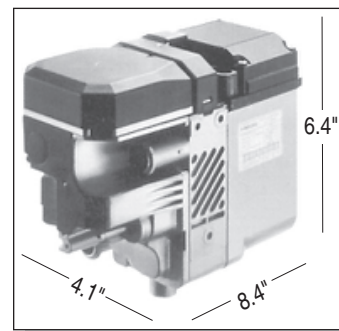
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LETTERS

In any event, the proximate cause of the \$1,620 in damages to the guy's boat was his own negligence in not seeing that the dinghy painter was snugged up prior to entering the slip. It had nothing to do with his friend putting the boat into reverse. I'm surprised that the judge didn't inquire as to the 'proximate cause' of the damage. Perhaps if the defendant had shown up in court, he could have explained it to the judge and the decision would have been different.

It's a pity that we — and I use the word 'we' collectively — are becoming a society in which we want to blame everyone else for our mistakes and problems. Hopefully the strong in character will survive.

Name Withheld By Request
 Mazatlan, Mexico

N.W.B.R. — In our estimation the judge's decision was a travesty of justice. Had he any kind of experience with boats, we believe he would have tossed the claim for being frivolous — and maybe even fined the owner for wasting everyone's time and money. As you pointed out, the proximate cause of the damage was the owner being negligent in not securing the dinghy painter, not the guest putting the engine in reverse.

We also agree that we've developed a society in which nobody wants to accept responsibility for their actions. One of the great joys of singlehanded sailing is that there is never any question of who is responsible when something goes wrong, and that's a very good thing.

↑↓ I NEVER CONSIDERED CHECKING IN A HASSLE

My crew and I did the '98 Ha-Ha aboard my *Whispering Si*, and found it to be a truly marvelous and educational experience. This was especially truly for me, as I'd never been down the coast before. However, I'm writing about clearing into ports and associated fees in Mexico.

As the owner/skipper of the boat, it was my responsibility to see that we followed all the rules for clearing. So I took it upon myself to search out the various offices involved with the clearing procedure. But I have to admit, I never once considered the responsibility to be a hassle. In many cases the various offices were far apart, but rather than take a taxi or bus, I usually walked between them. Doing this required me to walk through some diverse neighborhoods that I otherwise wouldn't have seen. And if I hadn't had to do that, I would have missed the opportunity to meet a number of locals, and wouldn't have seen the sights that I did.

And even when I took a taxi or bus, I got to see things I otherwise wouldn't have. After all, why do we go to places like Mexico if not to see new and different things? I don't mean to imply that going to the various offices is the only way to enjoy the people and various parts of towns, but it does seem more spontaneous than if you didn't have to do it.

In addition, none of the required documents were such that I ever felt the need for a third party to help with them. All were straightforward and concise enough to be completed in a matter of a few minutes. Sure, there was sometimes a line to wait in, but there was usually a place to sit and rest up from my walk — and sometimes there was a nearby place to buy a beer or other refreshment and enjoy the shade of a palm.

I also don't really understand the complaints about the fees. What's \$20 or so, which is what it is if you do the clearing yourself? Oh, yeah, and it was another \$20 to clear out. My guess is that there are many cruisers who, like me, spend many times this \$20 to get a slip, and thus avoid the inconvenience of hanging on the hook. Throw in going to restaurants

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LETTERS

so we don't have to cook onboard, liquor and nightclubs, and on and on, and you'll see that the clearing fees were only a tiny cost of being able to enjoy a wonderful and exotic country. Admittedly, it was my first time doing any of this, and I can see where after a number of trips it might get tiring, but I don't think it was that much of an expense.

I can also see where it will be nice to be rid of domestic clearing, but by the same token, haven't most of us also snuck into the theatre when the chance allowed — only to spend \$5 on the ridiculous cost of popcorn minutes later?

Sorry to be so windy, but I think you see my point. Maybe one day I'll write about the trip itself and the trip home. We lost the prop and shaft in the shipping lanes on a foggy night off Conception where there wasn't a breath of wind. So we had to lash our inflatable to the side of the boat and use our small outboard to power us to Anacapa Marina in Oxnard, where we were able to make repairs.

Don 'Captain One-Eye' Fly
Whispering Si, Cal 36
Monterey

Don — All along our argument has been that the old domestic clearing procedures for Mexico were a monumental waste of cruiser time and money, and furthermore served no purpose whatsoever. We still believe that was the case.

Perhaps it's a philosophical thing. In our view, government exists to serve the people. So, for example, if San Francisco suddenly imposed a law that required everyone who arrived by car to get out, spend four hours jumping through hoops while walking to three different offices that may or may not be open, and forking over \$20, maybe you'd think that was fine, enjoy the walk, and all the really, really wonderful people you met along the way. Not us. We'd demand a justification for expenditure of our time and money. If there wasn't an adequate one — and there wouldn't be — we'd raise hell.

Since Mexico is a foreign country and we cruisers are guests there, we've been willing to cut them a little slack — but not much. After all, pissing off tourists, even ones who arrive by boat, is not in Mexico's interest. Not when tourism contributes more to their GDP than does the export of their oil.

We're reasonable, so we understand the need for clearing in and out of Mexico, we understand the need for tourist cards, and we understand the need for carrying passports. But there was never any need for the domestic clearing rubbish, other than to make a wonderful living for a few 'ships agents'.

Perhaps if you only moved between port captain districts once in a month, the four to six-hour waste of time may not have seemed like much. But if you did it twice a week, or sailed the 10 miles from La Cruz to Nuevo Vallarta to Puerto Vallarta, in which there are no less than three port captains, it became a major waste of time and money. Often it became an overnight process.

In addition, because one or more of the official offices or banks that had to be visited were often closed or busy, it often meant that people who needed to catch planes on weekends couldn't do it — at least not legally. As such, the needless rules screwed up many vacations and/or forced mariners who wanted to comply with the laws to break them.

We also disagree that domestic clearing involved an insignificant amount of money. Sure, if you rarely moved between port captain districts, it might just be \$40 a month, so big deal. But if you were active and checked in and out of two port captain districts in a week, you were looking at a minimum of \$80 — and that didn't include the incidentals such as the cost of taxis. But don't forget that various port captains illegally in-

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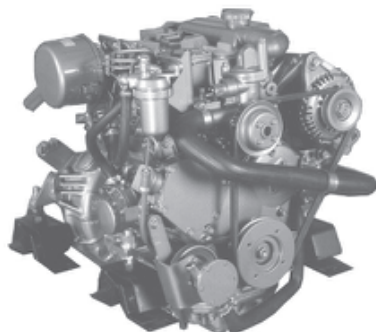
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LETTERS

sisted that cruisers use ship's agents to do the incredibly simple paperwork. Ship's agents who often charged \$40 a crack. As such, it could easily cost \$120 to check in and out of a port, or \$240 to clear in and out of two ports in one week. If that's an insignificant amount, you're in a different financial league than we, and most other cruisers, are. Which is why, of course, the time and expense of domestic clearing drove so many cruisers — and their money — away from Mexico prematurely.

It's to Mexico's credit that the rules have been changed, for they benefit not just cruisers, but Mexico, too. Viva Mexico!

↑↓ THE REQUIRED SCHOOLING COST ME \$35,000

It's great to see how *Latitude* has only continued to improve under your guidance! We last met when I was the captain of the Sausalito-based Swan 651 *White Knight*, and later captain of the 122-ft (sparred) replica of the 1812 privateer *Lynx*.

Somewhere along the line you mentioned being interested in what it's like to go 'back to school' and complete the 26 courses required under the Coast Guard's new OICNW licensing requirements. Well, at age 49, that's exactly what I did. I left San Francisco in my '87 T-bird and drove to Fort Lauderdale, where I enrolled at the Maritime Professional Training School. What follows is a list of the courses that I had to take:

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After 18 months, I completed the 26 classes. Then I sat for the Third Mate Unlimited Oceans test, which I passed on the first go. The Coast Guard then required me to go back to sea for 157 sea days (on a vessel over 100 GRT), which I did on the marvelous 118-ft sloop *Whisper* as mate/engineer. I then had to retest once again, and was rewarded with a 500-Ton Master Oceans ticket with a 3,000-Ton Oceans Mate endorsement.

The schooling process cost me around \$35,000, but overall I feel that it was worth it. Now I am trying to find a captain's position that will assist me in crawling out of the debt that I have created chasing down these licenses!

David Hare
Ft. Lauderdale, Florida

David — And we thought medical school was expensive. But at the rate people are commissioning megayachts, we can't imagine you'll have trouble landing a position much longer.

Anybody know what 'OICNW' stands for? We had to look it up on the net: Officer in Charge of a Navigation Watch.

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

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LOOSE LIPS

Fatalities down in 2004.

The U.S. Coast Guard announced last month that the total fatalities resulting from recreational boating accidents declined dramatically in 2004. Not only were the 676 deaths last year lower than the 703 in 2003, they were actually the lowest on record since the Coasties started keeping track of this back in 1960! This despite the soaring popularity of boating in general — nearly 77 million boaters on some 13 million registered craft take to the waterways every year.

At least one reason cited for the decrease is the various boating safety courses offered by the Coast Guard Auxiliary and other organizations all over the country. These inexpensive, one-week-night-per-week courses stress safety, and safety is what keeps people alive in the event of a collision or fall overboard.

The 2004 statistics are not all good. Of the 484 people who drowned last year, 90% were not wearing lifejackets. In addition, 32% of accidents involved alcohol and 70% of those involved in accidents had never taken a boating safety course.

"The great majority of recreational boating deaths remain preventable," notes a Coast Guard spokesman. For more on safety classes and boating responsibly, visit www.USCGboating.org.

Sailing in a winter wonderland.

(sung to the tune of *Winter Wonderland*)

Halyards ring, are you listening?

On the Bay, breeze is whistling

You know we're insane,

To raise the new main

Sailing in a winter wonderland.

In the river, it is blowing twenty

And, my God, I think we might get wet

There must be something happening on the TV

A sail today? I'd just as soon forget!

Later on, we'll perspire

As we drink by the fire

My toes are still numb

Boy were we dumb

Sailing in a winter wonderland.

(Ed. Note — found, saved, lost, refund, reprised and rerun by popular demand from the 1991 Snipe Bulletin.)

What's for dinner on a Volvo 70.

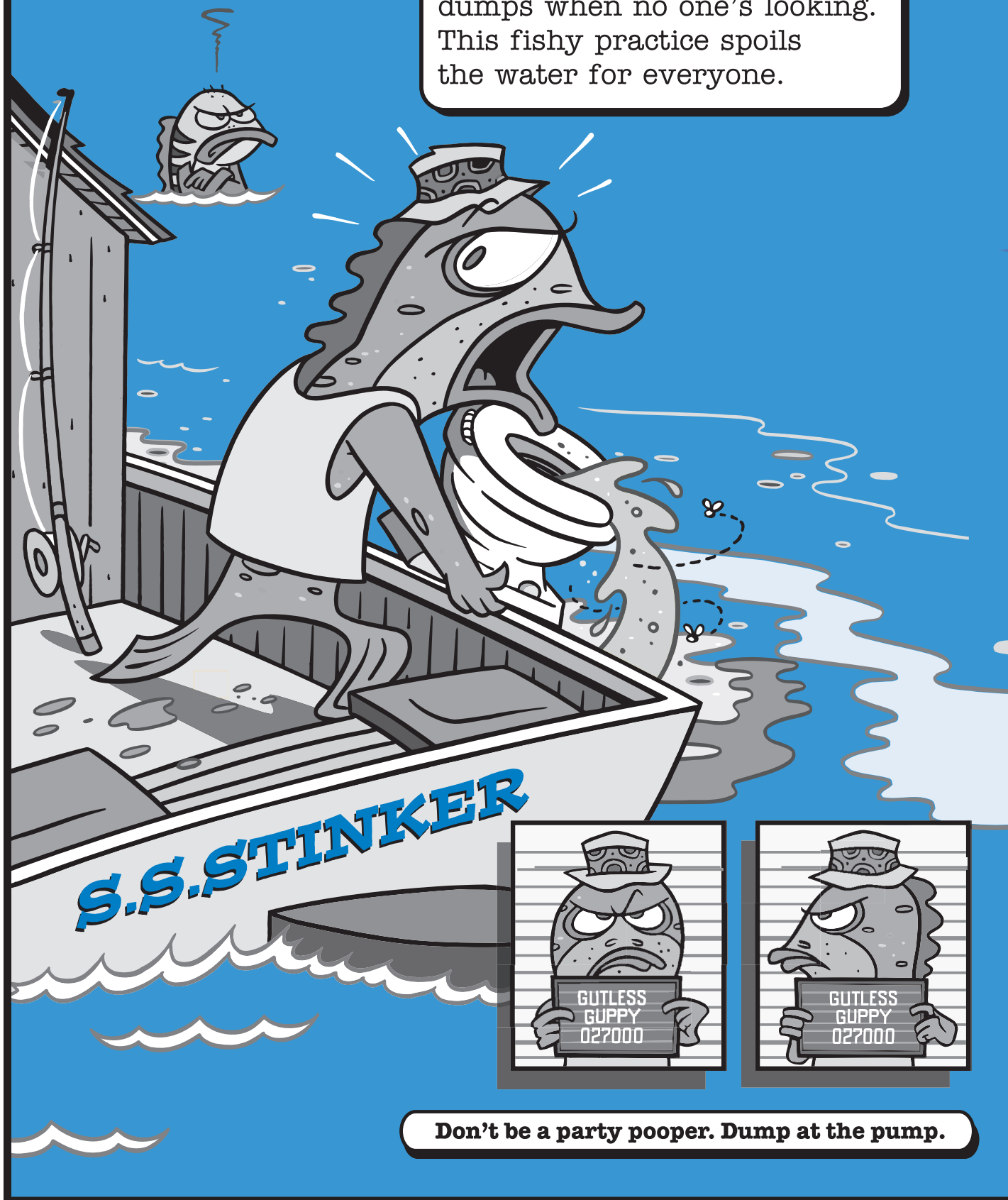
Ever wonder what those hardy guys racing around the world in the Volvo Ocean Race eat? Well, besides lots — they can consume up to 6,000 calories a day — the meals vary from boat to boat. There's lots of freeze dried fare, especially later on in a leg when the 'real' food is gone. Here's a description (culled from the www.volvooceanrace.com website) of meal preparation you'll never see on Martha Stewart. . .

Meal preparation consists of boiling water and then pouring the right amount into the pouches of freeze dried food. Give it a good stir and then close the pouch and let it stand to absorb the water and 'cook'. Old hands stir in more water, then let the food stand for as long as they are able to stave off the hunger pangs.

The big thing about freeze dried food is you want it properly rehydrated when you eat it. If there are lumps that are still powdery, once it gets to your stomach it starts to suck the water from your body to re-constitute itself. You feel the effect inside first and then, if you don't drink a good dose of water to resolve the problem, you end up with a very effective hangover, a dehydrated brain and none of the fun bits.

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ZURICH

LOOSE LIPS

The last first.

In what the press releases call "the last first" for a female sailor, Britain's Denise "Dee" Caffari, 32, departed Portsmouth, England



MIKE HEWITT/GETTY IMAGES/AVIVA CHALLENGE

Dee Caffari booming along on 'Aviva Challenge'.

on November 20 for an attempt at a new nonstop solo westabout circumnavigation. The former phys-ed teacher certainly knows what she's in for — in 2004/5, she skippered one of the boats in Chay Blyth's Global Challenge, overseeing the largely amateur crew of 18 in seven gruelling upwind legs around the world. Dee will sail that same steel-hulled 72 footer (ex-*Imagine It Done*), modified for singlehanded, as *Aviva Challenge*. (The 12 Global Challenge boats are identical Rob Humphreys designs built in 1999-2000.) The current world record for a non-stop single-handed 'wrong way' circumnavigation of the globe (westabout is against the prevailing winds) is 122 days, 14 hours, 3 minutes and 49 seconds. It was set in 2004 by French math professor Jean Luc Van Den Heede aboard the 85-ft aluminum-hulled *Adrien*. (Meanwhile, French rower-turned-sailor Maud Fontenoy is preparing *Adrien* for her own attempt at this record next year.) You can follow Dee's progress at www.avivachallenge.com.

Investment advice.

If you've been itching for a new direction in your life and have a bit of spare change lying around, might we suggest biotech? All you have to do is pony up 7 billion Euros (about \$8.2 billion) and you can even call the shots at Serono International, one of the biggest biotech companies in Europe. You'd probably have to live in Switzerland, where the main headquarters is located, but hey, twist your arm, right? Principle shareholder Ernesto Bertarelli is putting control of the company up for sale, some say so he can concentrate on winning the America's Cup — again. Bertarelli, now 41, founded the *Team Alinghi* syndicate, which won the last Cup races in New Zealand and so far looks like they will be a very tough defender.

Too much Christmas spirit.

According to Coast Guard statistics, boating while intoxicated is unsafe. Here's yet more proof: Awhile back, a bunch of sailors in the Caribbean got drunk on Christmas Eve and drove their sailboat onto a reef near Haiti, losing her. The name of the boat was *Santa Maria*, the year was 1492, and the captain was an Italian guy named Columbus. True story. Columbus went home on the *Nina*.

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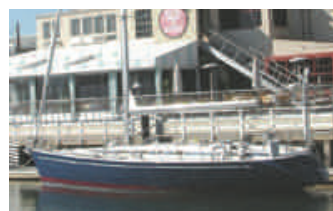
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SIGHTINGS

clearing into mexico can now be cheap and quick

Based on the experience of many boats in this year's Ha-Ha, the bad old days of clearing into and within Mexico — where cruisers used to be forced to fritter away countless hours and large piles of money — seem to be over. This is not to say there aren't still some oddities, or that on the Caribbean side there still aren't some port captains out of compliance with federal law.

When the Ha-Ha fleet arrived in Cabo, most skippers checked in using an agent like Charter de Los Cabos or Victor Berrada — who charged between \$40 and \$80 for their services. Others cleared in themselves. Because of the onslaught of Ha-Ha skippers at the agents, those skippers who did the clearing themselves actually seemed to get it done the fastest. Crewman Dave Wallace of Redwood City describes how the process worked for Ron Feldman and Anita Giani's San Francisco-based Hunter 37.5 *Liberty Call II*:

"We did check-in ourselves, and it was very straightforward. We first stopped at Immigration, which is about five blocks from the marina, with our crew list and passports. After we filled out the tourist card forms, they stamped everything, and sent us across the street to the bank to pay for the cards. They were about 210 pesos each, which is about \$20. After paying at the bank, we didn't have to return to Immigration.

"Our next stop was the Port Captain's office, about eight blocks away. They stamped everything, and we paid a fee of 163 pesos — about \$16. This is about what we paid in previous years when we cleared in and out. In Cabo, you can either pay that fee at the Port Captain's office with a credit card, or go to the bank and pay with cash. But if you pay at the bank, you have to return to the Port Captain's office with a receipt to complete the process.

"The Port Captain had no interest in whether we went to *Aduana* (Customs) or not, which we only would have needed to do if we needed a Temporary Import Permit.

"So the process, in order, was Immigration, bank, Port Captain, Squid Roe, bank again. It may have been the time of day — Thursday afternoon — but we had almost no delay anywhere. We completed the entire process in the equivalent of about one hour. I say 'equivalent' because there was one glitch. We got to the Port Captain's office at 2:20 p.m., 10 minutes before they closed. The only problem was that the one person who can accept credit cards for payment leaves at 2 p.m. So we kept our paperwork and returned the next morning."

Since we had a total of 12 people aboard *Profligate* and had a lot of preparations to make for the Ha-Ha beach and awards parties, we used ship's agent Charter de Los Cabos. Our bill came to a total of \$88. Ten dollars of that was for the A.P.I. (port authority fee), \$28 went to the Port Captain's office, and \$50 went to the ship's agent. Because of the way the system is set up, we still had to go to Immigration ourselves in order to pay the \$20 per crew member to get the tourist cards. (By the way, all visitors to Mexico pay the \$20 fee for tourist cards. If you fly in, it's included in the price of your ticket.)

The only slight hang up with our clearing in was that there were 130 other Ha-Ha boats trying to do the same thing at about the same time.

One of the oddities of the system is that the stamped Crew List becomes the document that proves you have properly cleared into Mexico — even if all of the listed crew have long since returned to the States! Indeed, when *Profligate* does the Banderas Bay Regatta at the end of March, her proof of being in the country legally will be the original Crew List with the names of 11 people who got off the boat in Cabo on November 12!

To review, you need three kinds of paperwork to be good in Mexico.

continued on outside column of next sightings page

new transpac record for *geronimo*

It was the wrong time of year, but Olivier de Kersauson's 110-ft trimaran *Geronimo* was the right type of boat, and



'Geronimo's crew gets a proper Hawaiian greeting. Olivier de Kersauson is second from right in front row. The two Americans aboard for the record run were Cam Lewis (second from right, back row) and Larry Rosenfeld (next to ODK in blue T-shirt). Right, 'Geronimo' passes the Diamond Head buoy.

he and his 10-man crew got the right type of weather to set a new record on the 2,215-mile TransPac race course. Setting out Sunday morning, November 12, from the same 'starting line' off Los Angeles as the TransPac (set by members of the L.A. Yacht Club), the giant French trimaran skimmed across the pond in lovely conditions — mostly NNW breeze in the 10-20 range. They arrived off the Diamond Head buoy exactly 4 days, 19 hours, 31 minutes and 37 seconds later, for an average of 19.17 knots. This beats the old 'absolute' record set in 1997 by Bruno Peyron's 86-ft catamaran *Explorer* by a little better than half a day. (However, *Explorer*, which took part in the '97 TransPac, will still retain the official race record.) The monohull record, set last year by the MaxZ86 *Morning Glory*, is 6 days, 16 hours.

The new record makes it three in a row for *Geronimo*, a Vincent Lauriot-Prevost/Mark Van Peteghem design built at the Multiplast yard in France and launched in 2002. Since then, this boat and her charismatic owner have set many sailing records, including the round-the-world mark in 2004 (which has since been broken).

The latest round of records — she set a new record in the Around Australia Challenge (6,500 miles from Sydney to Sydney in 17 days, 13 hours, 32 minutes) and a new mark in the Tahiti Nui Challenge (Sydney to Tahiti, 3,300 miles in 13 days, 8 hours, 25 minutes) before coming

continued middle of next sightings page

SIGHTINGS



PHIL UHL

SIGHTINGS

clearing in — cont'd

For the boat, you need the original stamped Crew List, plus a Temporary Import Permit. *Aduana* was so busy in Cabo they were telling everybody to get their Temporary Import Permits in La Paz, Mazatlan or Puerto Vallarta. In addition, each member of the crew needs a Tourist Card. That's it.

Of course, the biggest and best change in the history of clearing in Mexico occurred last year, when 'domestic clearing' was eliminated. For example, last year boats that cleared into Mexico at Cabo and wanted to continue on to other Mexican ports had to go through the whole Port Captain, Immigration, Bank, Port Captain dance all over again, leaving a trail of money in their wake. And then they'd have had to do it all over again when they arrived and departed from every other Mexican port with a port captain. It was a ridiculous waste of time and money.

continued on outside column of next sightings page

geronimo

to California — are part of a seven-record 'package' put together by the Superyachting Challenge, a new French/Australian entity which is developing specialized challenges around the world for maxi-size yachts. The inaugural program with *Geronimo* started in June with the Around Australia Challenge, and will continue well into the new year with attempts at the San Francisco to Yokohama record, Yokohama to Hong Kong, and Hong Kong-Singapore.

Yes, that's right. After she returns from Hawaii (she only stayed two days), *Geroni-*



— cont'd

mo will return briefly to Los Angeles, then make her way to San Francisco. Starting January 10, they'll go on standby for a good weather window for the Yokohama mark. Exact arrival dates for the big boat weren't known at presstime, so check in at *Electronic Latitude* (on our website www.latitude38.com) for updates on when and where the boat will be.

The current San Francisco to Yokohama record was set in 1997 by Steve Fossett on the 60-ft trimaran *Lakota*, which did the 4,500-mile trip in 19 days, 15 hours.



LATITUDE/RICHARD

clearing in — cont'd

With 'domestic clearing' having been all but eliminated — the 'all but' part being that port captains can require that you 'inform' them of your arrival — skippers were of several opinions of what to do when they left Cabo. Some were told to check out with the Port Captain by VHF, and if the Port Captain's office was closed to check out over the radio with the marina. But what were they supposed to do if nobody responded from the Port Captain's office, or if the marina office was closed? Frankly, a lot of folks were skeptical if anybody was keeping track of these radio transmissions, and therefore if they were even necessary.

Furthermore, folks in La Paz were reporting that the port captain there was usually satisfied with a skipper calling on the radio and saying, "This is Joe Blow of the vessel *Happy Times* and I'm arriving in La Paz with a crew of three." Sometimes the port captain in La Paz has told the boats to log in at one of the marinas.

Because the law changed after the end of the cruising season on mainland Mexico, some cruisers are worried that not all port captains will be going along with the program. After all, in this month's *Letters* there's a report that one port captain on the Caribbean side is still making cruisers use a ship's agent — this is illegal — and that the ship's agent is charging \$200. The law is clear on the new clearing regulations, so if anyone else has had a problem with a port captain making them use a ship's agent, or charging any fees for being 'informed' of their arrival, please contact us immediately. We'll see that this is reported to the Director of Port Captains in Mexico City, who has asked to be informed of cases of noncompliance.

Overall, though, so far, so good — it looks as if this is going to be a big win-win for both cruisers and the people of Mexico. *Viva Mexico!*

you don't look a day under 35 —
where's your i.d.?

Profligate, the mothership in the Ha-Ha, never hosts any boat parties during that event because the Grand Poobah doesn't want participants getting too wild and crazy. They can save that for Squid Roe after they've safely made it to Cabo.

But thanks to a brief brain malfunction at Bahia Santa Maria, the second stop, the Poobah announced over the radio that the following night *Profligate* would indeed hold a get-together for 'singles under 35'. You know, to give the younger sailors an opportunity to get to know each other better. After all, it would be during a sort of slow period in the Ha-Ha, as there would only be the Pusser's Rum Tasting Party at 11 a.m., the daylong Beach Party starting at noon, the singles party that evening, followed by the start of the third and final leg a few hours later at 6 a.m. Yes, 6 a.m.

But the accompanying photo isn't from that party, because it wasn't taken aboard *Profligate* and because that party was, in fact, cancelled. Here's the story. Upon hearing about the 'Under 35 Singles' Party' for the following night, Bill Lilly and Linda Laffey of the Long Beach-based Lagoon 47 catamaran *Moontide* — who don't like to be left out of any parties — decided they weren't going to let the under 35 singles have all the fun. So they announced that that very night they were hosting an 'Over 35 Singles' Party'. And that's what the accompanying photograph is of.

We're not sure how many people showed up — there are 33 in this photograph alone — but we know for sure there were a lot of party crashers. After all, many of the people in this photo aren't over 35, and not all of them are single, either. But the presence of these technically uninvited people didn't seem to stop anyone from having a wild — but thankfully semi-responsible — time. You'd be titillated if we told you about some of the naughty behavior that those 'over 35s' engage in, but we can't. For as the sign says as you enter Bahia Santa Maria, "What happens at BSM stays at BSM."

SIGHTINGS

volvo ocean race — survival of the fittest

For a race sponsored by a car company which promotes safety as one of its main selling points, the Volvo Ocean Race could be showing a little better. For one thing, the seven boats entered represented the smallest fleet since this round-the-world crewed race debuted in 1973. For another, within 24 hours of the November 12 start, the seven-boat fleet had become a four-boat fleet. More on that in a minute.

To refresh your memory, the pre-race PR for this event was as flashy as a new Johnny Depp movie — seven brand-new VO 70 boats, state-of-the-art, canting-keel racing machines 10 feet longer and several degrees more powerful than their 60-ft predecessors of races past. And there was prominent American — and even Bay Area — involvement. Disney Corporation is sponsoring a boat called *Pirates of the Caribbean* — *Dead Man's Chest*, with skull and crossbone graphics festooning everything but the crew's underwear. Skippering this late entry is Bay Area sailing star Paul Cayard, who skippered the winning entry in this race (*EF Language*) in 1999-2000.

Over on the Dutch entry *ABN Amro One* is another Bay Area prodigal son, Stan Honey, whose navigational talents already have that boat enjoying a comfortable lead. For the in-port racing portion of the event (which counts for about 20% of the overall score), Northern California's

continued on outside column of next sightings page

bar forecast

Every year about this time, we warn boaters about the dangers of sailing outside the Golden Gate in winter. The main danger from now through next March or April are 'sneaker' waves. These can build up over the bars — Fourfathom Bank (the Potato Patch) to the north, and the South Bar, which lies just south of the ship channel — quickly and without warning. Boats transiting these areas, or inside these areas (along the beach) are at real risk, especially during an ebb. In the almost 30 years *Latitude 38* has been around, we have chronicled dozens of accidents, capsizes, injuries and deaths of boaters who were caught by waves "that came out of nowhere."

Up until recently, there has been no specific forecast of bar conditions. Thanks to meetings of MUG — the Marine Users Group — that is about to change, says



coming soon

Mark Strobin of the National Weather Service in Monterey.

"We've been meeting with MUG a couple of times a year to assess customer needs, and one of the things to come out of our talks was a need for an accurate bar forecast," says Strobin. MUG members include commercial and private fishermen, harbor masters, commercial shippers, recreational boating representatives and various maritime organizations.

The result of the cooperative efforts is an experimental program now in use by a dozen organizations. After fine tuning, the forecast will be incorporated into the regular marine forecasts for the Pidgeon Point to Point Arena area.

Other improvements on the way: changing small craft warning criteria to better reflect wave period and size.

volvo — cont'd

John Kostecki (who skippered the winning boat *illbruck* in the 2002-2003 Volvo) called tactics on the Swedish *Ericsson*.

The 2005 Volvo Ocean Race started with an in-port buoy race in Sanxenxo, Spain, on November 12. *Ericsson* won handily. A week later, the 'real' racing began in light breeze off Vigo, Spain. Within a few hours, boats were blasting south across the Bay of Biscay in steady 25 to 30-knot winds, with higher gusts.

The first to fall was Paul Cayard's popular *Pirates of the Caribbean*. They radioed the race committee Sunday morning that they had developed a high-speed leak near the keel. The *Pirates* slowed down the *Pearl* (a nickname derived from the first *Pirates* movie) and headed for Cascais, Portugal. Two hours after that report, *Movistar* called in to say they, too, were dropping out, but with a much more serious problem. One of the hydraulic rams on their canting keel failed, and when the boat fell off a big wave, the other ram started ripping loose from the inside of the boat. They slowed way down and headed for Cadiz. Only when *Movistar* was hauled out did they realize what had happened. Not only had a collision with an underwater object taken a large chunk out of the keel strut, it had also sheered off the bottom third of the starboard daggerboard and rudder! At this writing, both boats are out

continued on outside column of next sightings page



'Pirates of the Caribbean' looked pretty awesome soon after the start (above), but retired with leakage around the keel. She's currently en route to Cape Town — by plane.

THIERRY MARTINEZ

SIGHTINGS

volvo — cont'd

of Leg I, but are being flown to Cape Town, where they'll be repaired and sea-trialed and back in the race in Leg 2.

Elsewhere in the fleet, the Australian entry *Sunergy and Friends* broke her gooseneck and also headed in for repairs. She had rejoined the fleet at this writing. *ABN Amro One*, the boat on which Stan is sailing, took a knockdown, and two crew were washed aft and sheared off the port steering wheel and pod. When the boat came back up, the steering on the port side was messed up. They had to slow down for a day or so to make repairs, but were soon back up to speed.

Ironically, the boats that weren't breaking were hitting incredible speeds. In fact, *ABN Amro Two* — the 'junior varsity' sistership of the all-pro *ABN Amro One* — logged an all-time Volvo Race 24-hour run of 504 miles. And remember, all this happened within 36 hours of the start!

Per Stan Honey's strategy (based on the winning tracks of race winners going back to the '80s), *ABN Amro One* put in a lot more westing than the rest of the fleet, but when she swung east, she slingshotted into the lead. At this writing, she was followed, in order, by *Brasil*, *Ericsson*, *ABN Amro Two* and, some 800 miles back, *Sunergy and Friends*.

As is evidenced by the first week, a lot can happen in the Volvo Race. You can follow it on a daily basis at the main website, www.volvoceanrace.com

the garvie touch

San Rafael sailor, boat builder, and former boatyard owner Bill Garvie is one of the most humble, quiet and unassuming individuals on the local boating scene. So when he launched his latest boat *Sarah* several months ago, we had to depend on his family to let us know.

Bill seldom talks about himself or what he does — he 'just does it'. His latest project was no exception. Working mostly by himself, Garvie spent seven years building *Sarah* in an old industrial shed in San Rafael. He launched the 38-ft yawl, named for a granddaughter, in July. This would be a big accomplishment for anyone, much less an 86-year-old builder launching his 18th boat! While most of his peers are trying to figure out their new Medicare drug benefit, Bill Garvie is busy fine tuning the rudder and centerboard on the new boat.

Garvie was born and raised in Los Angeles and got his start early in boating with the Los Angeles Sea Scouts. When he wasn't out on the water, he would help clean up at several renowned Southern California boatyards, among them the Fellows and Stewart and Hugh Angleman, where he learned some early tricks of the trade.

By the time he was in college he was already building and sailing his own small boats. One design that caught his eye was a 38-ft, shallow-draft yawl profiled in *Yachting* magazine. One of these days, he thought, I'll build one of those for myself.

Bill soon found that boats and school didn't mix. Realizing he was not cut out to be a history teacher, he left school and gravitated to the Bay Area, settling in Vallejo.

Bill's first 'big boat' was a 38-ft Block Island ketch called *Shellback*. It took 12 years, on and off, to build her — the work interrupted by a stint in the Navy during World War II. He lost *Shellback* as part of a divorce settlement with his first wife, but landed on his feet at Lowrey's Yacht Harbor in San Rafael where he and Babe Lamerdin joined forces for a while to build and repair boats. One day a local school teacher named Florence Bacon came in needing repairs on her centerboard sloop. In the course of helping her out, Garvie soon found out she not only sailed, she flew an airplane. Bill knew a good thing when he saw it, and three months later they were married. Fifty-one years, four daughters, and seven grandchildren later, they remain happily together.

Emily was another well-known Garvie boat. The lovely 27-ft sloop

continued on outside column of next sightings page



Above, launch day — July 7, 2005. Right, Bill with the boat's namesake, granddaughter Sarah. Below, the boat takes shape in San Rafael. 'Sarah' is based on an 1890s Tom Clapham design that Garvie first spotted in a magazine in 1939.



SIGHTINGS

garvie — cont'd

named for his daughter rolled out of the shop in the '70s. Among the many miles under her keel were a sail to Hawaii with another daughter, Katie. (*Emily* continues to sail the North and South Pacific with her third owners, and even made an appearance at the Port Townsend Wooden Boat Show this year.)

In 1973, Garvie leased a small, rundown boat basin and yard off Highway 101 in central San Rafael. He rolled up his sleeves and rebuilt it from one end to the other — and turned it into one of the most successful small boatyards in the Bay Area. After 20 years, Bill turned the operation over to his long time helper and assistant, Matt Butler... and decided it was time to build that nice looking yawl he'd spotted in *Yachting* all those years before.

He was ready — he'd been collecting and hoarding materials for just this project for years, so *Sarah* got the best: planking of Port Orford cedar on white oak frames; Alaskan Yellow Cedar deck (over marine ply) and spruce spars. Garvie made all the metal fittings and castings himself. Her sails were made by renowned traditional boat sailmaker Nathaniel Wilson of Maine.

Bill may have built the boat quietly out of sight, but she was launched amid much fanfare, family and friends at his former boatyard in San Rafael on July 7.

Though derived from a shallow-draft East Coast design, Garvie is confident the gaff-rigged centerboarder will do well at sea. So well, in fact, that he hopes to do a shakedown cruise down the California Coast. Despite a bout with cancer a few years ago, and a pacemaker, Bill is even considering another sail to Hawaii "if my wife will let me."

For now, the tireless builder keeps busy tweaking, tuning and putting finishing 'Garvie touches' on the boat, insuring she'll share the same legacy of strong seaworthy craft that went before.

— john skoriak



PHOTOS COURTESY BILL GARVIE



SIGHTINGS

new 350-berth marina started in banderas bay

Ground has been broken on a significant 350-berth marina at La Cruz de Huancaxtle, reports Philo Hayward, former Ha-Ha participant with the Mendocino-based Cal 36 *Cheyenne*, and current owner of Philo's Music Club in La Cruz. While it may not be the proper name, he knows the project as the La Cruz Yacht Club.

If you've been thinking about retiring to or getting a second home in Mexico where you can keep your boat near excellent sailing conditions, you'll want to read on.

A quiet and funky Mexican town of humble *casitas*, La Cruz is located in the northeast corner of Banderas Bay about 10 miles northwest of downtown Puerto Vallarta, and 7 miles northwest of Nuevo Vallarta / Paradise Marina. Known for having the flattest water in Banderas Bay and a pleasant ambience, La Cruz has long been a popular free anchorage, particularly with low-budget cruisers. The boats anchor in a roadstead just outside the *panga* fishermen's breakwater. If the truth be told, the La Cruz waterfront is unkempt, with abandoned boats and other garbage lining the water. But the creation of a major new marina is almost sure to change all that.

Although Hayward doesn't know the names of the principals in the project, it's his understanding that it's 50% owned by two Mexican businessmen, and 50% by an American businessman. The project is slated to cost \$73 million and take two years to complete. In addition to the marina, there will be a large hotel nearby, and buildings along the waterfront. New land is being created, so what's currently the waterfront street in La Cruz will eventually be one block inland.

Cruisers know Banderas Bay as having the best and most consistent sailing conditions in Mexico. There's almost always a nice afternoon breeze of 8 to 18 knots, yet around sunset the wind shuts off like a fan. While the bay gets some mild chop on windier afternoons, there is almost never a swell. When it comes to flatwater pleasure sailing, Banderas Bay is one of the great spots in the world. The air and water are tropically warm, there are numerous surf spots on the north shore, and the bay is alive with whales, rays, dorado and other sea life. The Tres Marietas Islands, a great dive spot, are at the head of the bay. For sailors and people who enjoy the water, it's got everything going for it.

Along with Cabo San Lucas, Banderas Bay has the biggest berthing shortage in Mexico. There are three marinas in the bay: Paradise Marina, Nuevo Vallarta Marina, and Puerto Vallarta/Iguana Marina. Paradise's Dick Markie has a waiting list for slips a mile long. Although it's getting pretty rundown, the Puerto Vallarta Marina next to the airport is almost always full in the season, too. Nuevo Vallarta Marina is in complete disrepair. As soon as the ownership concession is straightened out, it's expected to become a top-quality 250-berth marina.

Real estate along the Vallarta Coast — which stretches 50 miles from Yelapa through Puerto Vallarta proper, around Punta Mita, and on up to Sayulita and San Pancho — has been on fire in recent years. Just three hours by plane from San Francisco, the attractions are that it's jungle with orchids as opposed to the desert and cactus of Cabo and, unlike everywhere else in Mexico, it has those really great sailing conditions. It's said that more Americans own second homes in the Vallarta area than anywhere. We don't know if that's true, but we do know they are buying Vallarta Coast real estate — particularly to the north of Puerto Vallarta — as if no more waterfront was being made. In the last few years, the once-empty miles of beaches to the north of Paradise Village have been filled in with massive condo projects. And out at the chic Four Seasons gated community of Punta Mita, modest-size lots on the point are selling for \$2.5 to \$3.5 million. New roads have been built out to Punta Mita and from Punta Mita up to Sayulita. We don't imagine it has anything to do with President Fox, who will be leaving office next year, reportedly being associated with three major projects up that way.

One of the things that makes La Cruz interesting is that it's been the most affordable place on the water on Banderas Bay. The reason is

continued on outside column of next sightings page



pacific crossing for tournesol

On October 11, 2004, Scott Duncan and Pamela Habek sailed their Valiant 32 *Tournesol* out the Golden Gate and turned left. Their short-term destination, Mexico. Long term, they hope to circumnavigate. What makes them different from the many other cruisers with similar dreams? They are both legally blind.

But they made it to Mexico just fine as part of the Baja Ha-Ha Class of '04. And on November 10, just last month, they pulled into Whangarei, New Zealand, becoming the first legally blind people to cross the Pacific Ocean.

(Legally blind, explains Scott, "is not total, Stevie Wonder blind." In ophthalmology terms, Scott sees 20/450 in his left eye and "20/nothing" in his right. Pam is about 20/200 with corrective lenses. In layman's terms, they can see about 10% of what a normally-sighted person sees. "You wouldn't want us to take you for a 65-mph spin on the freeway, but we're excellent at 5 knots," notes Scott.)

Like all good cruisers, they made many stops and many friends along the way. Their first port of call after an early May departure from Nuevo Vallarta was Nuku Hiva, French Polynesia. While in the South Pacific, Pam and Scott visited the Marquesas Islands, sailed through the treacherous, reef-strewn Tuamotus, visited the Society Islands, Cook Islands, Niue Island, and most recently the King-

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ATONAL

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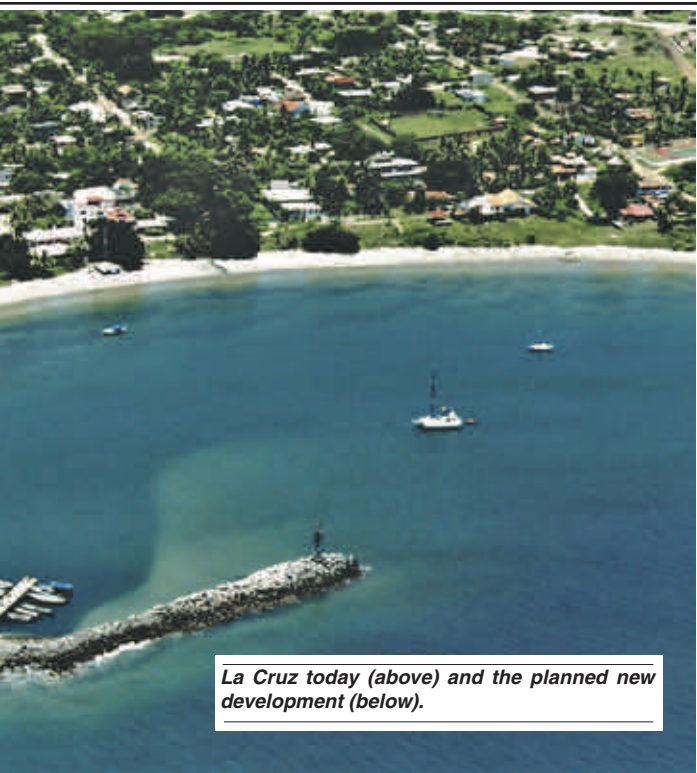
SIGHTINGS

new marina — cont'd

because it's the farthest away from Puerto Vallarta — without being all the way to Punta Mita, which is an entirely different world. While the land and *casita* prices have been rising rapidly, Hayward says it's still possible to buy a reasonably-priced place and fix it up. No guarantees, but he's pretty sure prices will double in a couple of years.

We have no real estate interests in the La Cruz area, and don't care if anyone buys a place in Mexico. But if you're looking for a reasonably-priced retirement area near great sailing conditions and a marina, it's something you might want to consider. And with the high season just weeks away, so is the real estate buying season. You may remember that earlier in the year there was a single ad in *Latitude* and *Lectronic* for a condo project on the beach at Punta Mita that featured great surfing in the front yard and a great place to anchor one's boat a couple of hundred yards out? Based on those single ads, the whole damn place sold out almost immediately, and people are still on the waiting list.

We predict that the addition of 350 slips at La Cruz will be a huge boon to the sailing scene in Banderas Bay. To date, there hasn't quite been critical mass between Paradise Marina and Marina Vallarta to get good racing and local cruising programs together. But with more boats all the time, the emergence of the Paradise Village-based Vallarta YC, and the eventual addition of some 500 slips at the La Cruz Yacht Club, the sailing future of Banderas Bay seems clear to us.



La Cruz today (above) and the planned new development (below).



SIGHTINGS

tom goodwin — “don’t be afraid!”

What’s the secret to a long and happy life? “Laughing at yourself every morning and getting out the door,” says Tom Goodwin, sailor, cyclist and inspiration to those who’ve lived a fraction of his 80 years.



GEORGE NEILL

Tom (in red, with the babes) at his surprise 80th birthday party at Sacramento YC. Other ‘Scoops’ (l to r) are Jonathan Gutoff, Bill Gutoff, Kathy Longaker (Chris’ daughter), Tom, Chris Longaker, Christine Weaver and Molly Sterling.

These days, Tom sails with Chris Longaker on his Express 34 *Two Scoops*. The two met back in the ‘60s sailing Thistles together and against each other. Since then, they have become fast friends and occasional business associates — Tom’s been married and divorced four times and Chris was his divorce lawyer.

The two bought *Two Scoops* together in 1995. Until Tom sold his half a couple of years ago, he was ‘Captain Odd’ and Chris was ‘Captain Even’ — on odd-numbered days, Tom would drive, on even-numbered days, Chris took the helm.

Tom grew up in Fresno and learned to sail on a series of boats his father bought, including an Old Town Canoe with a sliding gunter rig and a Long Island Sloop, sort of an early version of the Lido 14. After a stint in the Navy, he bought a Mercury, and later an International 14 and Luders 16. In 1951, he moved to Sacramento, started a canvas business with a partner and started racing Thistles, eventually becoming a dealer for Bill Schock-built Thistles and later Lido 14s. By the mid-’70s he had moved up to the Newport 30 *Georgy Girl*, which he owned for 18 years and sold just prior to partnering up in *Two Scoops*. He retired in 1986, still laughs at himself every morning and gets out the door for a variety of activities that would have most 30-year-olds gasping for breath.

In addition to sailing with *Two Scoops* both during the HDA season and midwinter racing, Tom is an active member of the Sacramento Wheelmen, a bicycling club. In addition to attending many special-event rides, he’s the ride leader on Tuesdays, setting the pace for a 50-mile trek in which up to 40 riders participate. For the last few years, Tom has racked up 6,000 miles a year, and it looks like he should easily attain that again in 2005.

And in addition to that, he also does *more* sailing. He’s part of the local Banshee fleet in Sacramento and goes with them on various outings to Folsom and Huntington Lakes. He used to race, but now he just goes for the company and the fun of sailing the little 13-footer, which he says is “an ideal boat for old guys.”

Tom has also done a few coastal and Mexico races in his time, both

continued on outside column of next sightings page

tournesol — cont’d

dom of Tonga. On October 26, the couple departed Neiafu, Tonga, on their final 1,200-mile passage to Whangarei. (Total mileage since leaving the Bay is about 9,000.) While in New Zealand, the couple will spend time visiting New Zealand schools and agencies for the blind.

“One of our primary goals is to spread a message of independence to disabled children and adults, as well as to the greater non-disabled population”, says Scott. “Crossing the Pacific is also a very big milestone in our bid to circumnavigate. It represents a major achievement reached for all disabled people, and provides blind children in New Zealand and throughout the world with a positive example.”

The couple plan to refit *Tournesol* in



‘Two Scoops’ at the Golden Gate Midwinters. Tom is sitting on the cabin top. Don’t tell anyone, but he wears PJs under his foulies.



Pam and Scott.

Kiwiland, and continue their circumnavigation in mid-2006. For more on their travels, goals and sponsors, log onto www.blindsailing.com.

SIGHTINGS

tom — cont'd

on his boat and others. But he's only done one cruise — in 1986, right after he retired, he headed *Georgy Girl* out the Gate and turned left, spending just over five months in Baja before coming home. "I went with a Chinese cook. Just him and me. I taught him how to steer and he didn't teach me how to cook. We had a terrific time."

In October, best friends arrived to take Tom out for his 80th birthday. He was figuring on a nice evening with a few friends, but when he walked into the Sacramento YC, 150 people were there to yell "Surprise!"

"They caught me completely off guard," he laughs. "But it was wonderful — one of the most exciting times of my whole life."

Christine Weaver, a 'Scoops regular since 1997, says, "Sailing with Tom is always a treat, and you never know quite what to expect."

"I showed up at the boat the morning of the Ditch Run in 1998 and Tommy informed me that the rest of the crew had cancelled at the last minute. Then he said, 'Are you still up for the race?' 'Heck, yeah,' I replied. We had a blast doublehanding the boat on a windy, carnage-strewn race. Tommy's onboard slogan is 'Don't be afraid' — and I wasn't."



SIGHTINGS

short sightings

PANAMA — President Bush locked up in Panama? Yeah, but not like you're thinking. Seems the President stopped by Panama on the last leg of his Central and South American trip last month to talk with Panamanian President Martin Torrijos. Among the issues they discussed were a trade pact, and widening the Panama Canal. Before he left, President Bush toured the Miraflores locks of the Canal, where he threw the switch to allow a freighter to 'lock up' on its way across the Canal.

OFF SOMALIA — Pirates armed with grenade launchers and automatic weapons attempted to hijack a cruise liner off this East African nation on November 5, but were unsuccessful when the liner outran them. The 440-ft, 10,000-ton *Seabourn Spirit*, with 151 passengers aboard, reportedly took at least three RPG hits and sustained minor damage in the attack by two 25-ft pirate craft. No one was injured. According to the International Maritime Bureau, there has been a sharp rise in piracy incidents along this stretch of coast in the last year (2 in 2004 vs. 15 this year). Somalia has had no effective central government since 1991, and is currently a patchwork of battling fiefdoms.

BAY OF BISCAY — The Bay of Biscay — the same body of water that chewed up and spit out half a dozen boats in the Volvo and Transat Jacques Vabre races last month — was up to its usual mischief when the lovely schooner *Pride of Baltimore II* passed through in September as part of a tall ships race. A 40-knot squall blew through the fleet, snapping off *Pride's* bowsprit. To the horror of skipper Jan Miles and crew, that was followed by the sickening crunch of *both* masts falling (the foremast broke 3 feet above the deck, the mainmast 25 feet up). Almost unbelievably, no one was injured as the spars and rigging rained down upon the deck. *Pride* was able to motor to the French port of Saine Nazaire. The three to four months of repairs have been estimated to cost \$500,000, and a fundraising campaign has begun in the ship's homeport. They don't call her the *Pride of Baltimore* for nothing — we're sure the City will rally to save their goodwill ship, just as they did to build her in 1988, two years after the original *Pride of Baltimore* was sunk by a line squall. (Cleverly, those donating \$250 or more will receive commemorative pieces of the fallen masts). For more on *Pride* and her rebuilding, visit www.intandem.com/NewPrideSite/.

SAN DIEGO — 'The Mariner' sails again. Remember the Kevin Costner flick *Waterworld*, and specifically the trimaran he sailed with the impossible 'telescoping' rig? There is an interesting story behind the boats used in that movie. MGM had two of them built — out of the same molds as such notable mid-90s boats as *Primagaz* (solo Atlantic record setter) and *Lakota* (solo TransPac record setter). One of the *Waterworld* boats was a 'real' boat, used in the film's sailing sequences. The second was basically the shell of a boat used for close-ups of the actors and the 'telescoping' rig.

When the filming was over, MGM decided to chop one of the boats up and send it to their

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dragon spirit

Dragon Spirit is still MIA. You may remember that Blair and Marian Thomson were headed for San Francisco from Victoria, BC, in September when they were hit by heavy weather about 50 miles northwest of Eureka. At first, the O'Day 40 handled it well hove-to, but when conditions continued to worsen and the boat started falling off to lie abeam in the 15-20 seas, they called the Coast Guard. They were taken off on September 20, along with their crew, Bev and Dave Carter of Nanaimo.



still missing

Thomson buttoned the boat up and intended to retrieve her when the weather abated. With assistance from the Coasties, they plotted a likely drift pattern for *Dragon Spirit* in the hope of locating her by air.

Two expensive days of air searching were fruitless, and nothing more was known until October 6 when the research vessel *Nord Sound* sighted *Dragon Spirit* 500 miles almost due west of Point Conception. Crew from the ship went aboard,

continued middle of next sightings page

shorts — cont'd

theme park in Orlando. Naturally, they picked the 'fake' boat, intending to sell the other. Unfortunately, the 'chopper guy' got mixed up and chainsawed the \$3 million 'real' boat by mistake. Oops.

The 'fake' boat languished in L.A. for a few years before being bought by a Texan named Howard Enloe, who brought it to San Diego. Over the last few years, he's had various people working to make *Loereal* into a real boat — mostly installing structural components not needed for its role in the film. He even got a spare mast from the French manufacturer. The boat has been undergoing sea trials lately and so far, says Keith Notary, who did much of the recent work, the boat has performed well in wind up to 12 knots. If nothing breaks in future testing, Enloe plans to do the Puerto Vallarta Race in February. If a multihull division were

continued on outside column of next sightings page

Classy lady — Paul Plotts' lovely schooner 'Dauntless' shadows the fleet at the start of the Baja Ha-Ha off Point Loma.



LATITUDE/RICHARD

SIGHTINGS

shorts — cont'd

to open up in the Pacific Cup, word is he'd be interested in bringing her to the Bay Area for that July event, too.

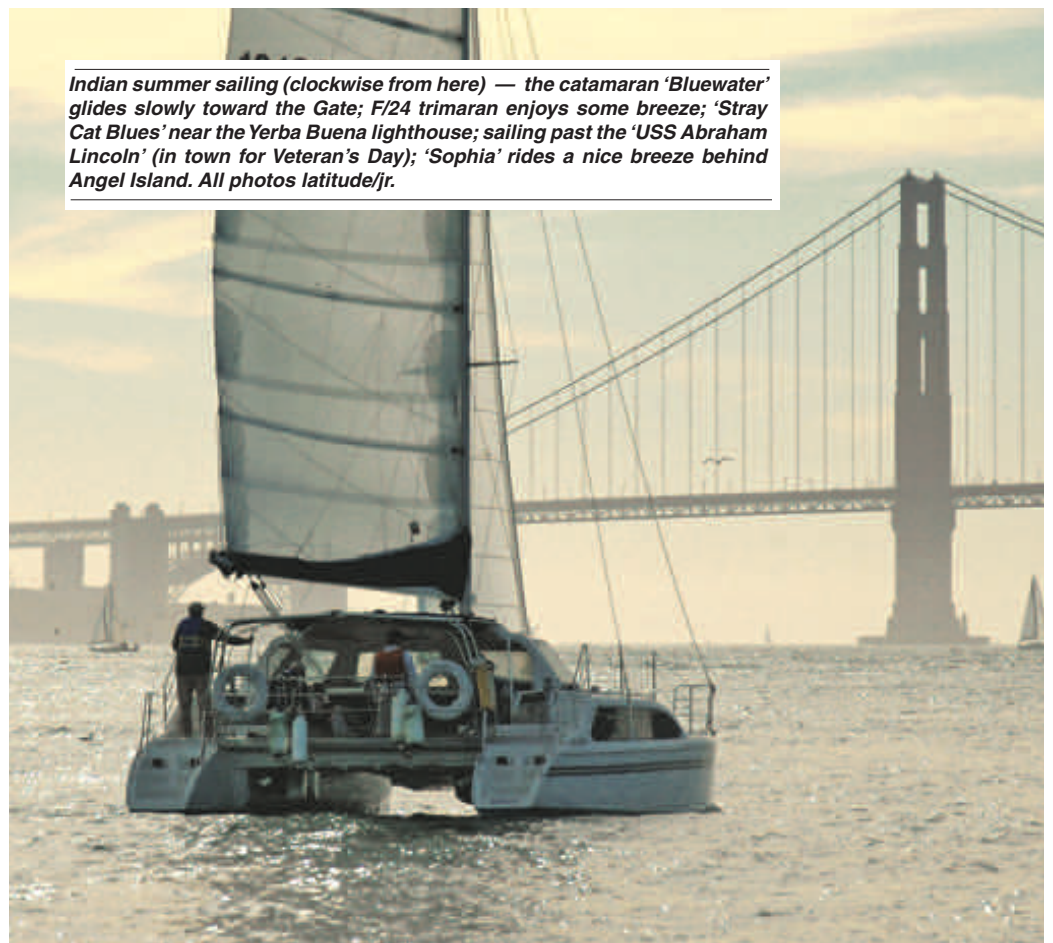
LONG BEACH — The 90-ft brigantine *Irving Johnson* is nearing completion of repairs for extensive damage incurred in a grounding near the entrance to Channel Islands Harbor last spring. It took five days and three tugs to finally pull her off the sandbar — an uncharted obstacle

continued on outside column of next sightings page

dragon spirit

confirmed she was in good shape, and took her stormsail down, but she was too far out to attempt a recovery.

Nothing further has been heard or seen of the boat, although the Thomsons are still hopeful she can be found and recovered. Their best hope now seems



Indian summer sailing (clockwise from here) — the catamaran 'Bluewater' glides slowly toward the Gate; F/24 trimaran enjoys some breeze; 'Stray Cat Blues' near the Yerba Buena lighthouse; sailing past the 'USS Abraham Lincoln' (in town for Veteran's Day); 'Sophia' rides a nice breeze behind Angel Island. All photos latitude/jr.

— cont'd

to be to wait until she shows up again closer to land. That will most likely be Hawaii, possibly as soon as this month. In the meantime, anyone with any further information on the boat is asked to contact Ron at ve7bgk@arrl.net or the Coast Guard at (707) 839-6113.

shorts — cont'd

generated by heavy rains. The ship — one of two identical sisters built at the Los Angeles Maritime Insititute (the other is *Exy Johnson*) and launched in 2002 — the *Irving* may go back in the water as early as next month. Repair work is being carried out by the Gambol Shipyard in Long Beach, and LAMI officials are beyond pleased at how it's going. "She'll look as good as new!" said one. We'll have a more detailed report on the *Irving Johnson* in the next issue of *Latitude*.



Season's Greetings
From the Crew at
Latitude 38

BAJA HA-HA XII

For you statisticians, here are the numbers from November's Baja Ha-Ha XII: 132 boats, 525 crew, 100,000 boat-miles, and about a billion laughs.

"I came to the Ha-Ha with high expectations," said one famed East Coast sailing journalist, "but it far exceeded them.



Let's get this party started! The Plesons family of Santa Barbara had matching hairstyles and colors for the Kick-Off Party.

I haven't laughed so much in years."

Which, of course, is the whole idea.

On the surface, the Ha-Ha is a 750-mile cruising rally from San Diego to Cabo San Lucas with stops at Turtle Bay and Bahia Santa Maria. But what makes it unique is the size of the fleet and the fact there are great stops every couple of days to rest and socialize. The result is that by end of the 12-day event, just about everyone has bonded with a legion of new sailing friends.

But the rally nature of the Ha-Ha is a key to its success.

"I've done a number of races to Hawaii," said Steve Williams of the Santa Cruz-based Santa Cruz 52 *Natazak*, "and they were all great. But you're with the same eight guys for 10 days. In the Ha-Ha, it was just me, my lovely girlfriend Loretta, my skipper and his girlfriend.

The arch at the entrance to the bay at Cabo San Lucas, 750 miles south of San Diego, symbolizes the final destination of the Ha-Ha.



And we could sail as hard or easy as we wanted. I'd been looking forward to doing the Ha-Ha for many years, and I really enjoyed it."

It doesn't hurt that almost all the Ha-Ha legs to date have been downwind in light to moderate conditions. Or that the air and water temperatures get progressively warmer each day, culminating in 80°+ water temperatures and tropical nights at Cabo.

Participants also like the fact that the Ha-Ha has a minimum of rules. "Our goal is not to tell people what to do, but to facilitate their having fun," says the Grand Poobah. "If that means somebody starts two hours early or 28 hours late, or that some boats stop for a lobster fest at Benitos or for the night at Cedros, that's fine with us."

This year's fleet was typically diverse, with sloops, ketches, schooners and even junk-rigged boats ranging in size from 29 to 97 feet. There were multihulls from 33 to 63 feet, and three motoryachts. Most of the boats were built of fiberglass, but there were some of aluminum, steel, and wood. *Talofa's* wooden hull is 14" thick! Catalina and Beneteau tied for the greatest number of boats, with 11 each. There were eight Island Packets, five Hunters, three Swans, and a couple of SCs, J/Boats and Islander 36s. Most of the boats came from California, but there were also a bunch from the Northwest, and several from Florida, Texas, Arizona, and the Midwest. The Netherlands-based Swan 56 *Escapade* beat out the Southampton-based Oyster 435 *Schilling of Hamble* for having come the longest distance.

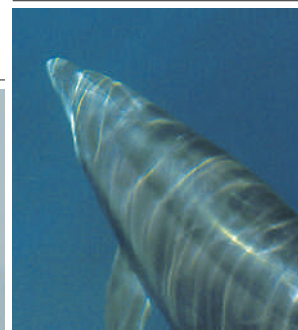
The average number of crew was 3.97. Seventeen of the boats only had two crew, while 65-ft schooner *Patricia Belle* carried 19! The crews ranged in age from 10-month-old Gabriella Jarman aboard the Alameda-based *Tayana* 37, to 75-year-old Ron Shacter of the Reno, Nevada-based Island Packet 40 *Dos Amantes*. Don't count the old guys out, as 23 crewmembers were over age 65, and five of them were over 70.

We estimate that nearly 40% of the participants were women — and thank God for that, as they bring a certain something to the mix. There were at least six women skippers, which is believed to be a Ha-Ha record. They included Karen Edwards of the Marquesas 53

cat *Rhapsodie*, Wendy Cummings of the Contest 48 *Dawn Treader*, Betsy Hiatt of the Buchanan 55 *Ocean Eyes*, Britta Fjelstrom of the Elite 29 *Lonesome Dove*, Eugenie Russell of the J/120 *J/World* — and several others. Many boats had male and female co-skippers.

The San Diego Kick-Off

West Marine sponsored the Halloween Costume Kickoff Party held in the parking lot of Cabrillo Isle Marina, whose staff prepared the delicious Mexican food, and whose tenants served the beer and beverages. Missy Welch and the gang from West Marine ran the costume contest like it was a house on fire. She entertained the kids and had the adults in stitches. In addition to participants getting a full swag bag from the Ha-Ha, West Marine passed out scores of gifts. The winners of the grand prize for the best costume won an inflatable kayak. Welch accurately described their outfit as "so very, very wrong — but so very, very funny."



ALL PHOTOS LATITUDE EXCEPT AS NOTED



— 525 TO THE CAPE

The Kick-Off Party was a last opportunity for folks to snag a berth — and to our knowledge all five of those looking managed to score. One such lucky fellow was 21-year-old Casey Kallestad of Wisconsin, who had been lured to the event by his cousin Lori Kallestad, who was sailing on another boat. Casey got bumped from his initial ride because there wasn't going to be room if they needed to take to the liferaft. Resolute, he drove to the party. He got several offers, and took a berth on Jeff and Judy Wahl's South Dakota-based Wellington 47 *Island Mistress*. Casey would go on to become one of the most colorful members of the fleet. As one person laughingly observed, "It was a rite of passage for Casey. He came to San Diego a boy, did the Ha-Ha, and left Cabo San Lucas a man."

Northern Californian Dawn Chesney was another sailor who scored a berth at the last minute. Less than two weeks before, the position she'd held at Mervyn's head office in Hayward for 16 years had been "eliminated." So for her it was do

the Ha-Ha or die trying. She signed on with Jerry "I loved being a surgeon, but after 28 years the system drove me out" Morgan and his San Francisco-based Trintella 53 *Sumatra*. Another of Morgan's crew was Julie Blaustein, who had also just been laid off or quit her job. By the time Dawn and Julie got to Turtle Bay, they thought being unemployed was the greatest thing that ever happened to them.

Leg One

Commander's Weather, the official Ha-Ha weather service, had a mildy discouraging forecast for the October 31 start — light northwesterlies in the afternoon, dying around dark. It was indeed calm at Coronado Roads start until 10 minutes before the 11 a.m. start. Then, as if by Ha-Ha magic, the wind filled in at about 10 knots and continued to build. It turned out to be the fastest Ha-Ha start



Stuart and Jean Kaplan hit the Coronado Roads starting line with a burst of color on their Norseman 430 catamaran.

since the first one, and under blue skies and warm sunshine, too. By the time the early boats reached the Coronado Islands just across the border, some were seeing 18 knots of true wind.

"We were hitting 12s to 15s," reported the Fuller family from the immaculate Newport Beach-based SC 50 *Rocket*, and having a great sail."

A number of boats expected the wind to fade, so they carried their chutes a



Spread; The MT-42 'Aquarelle' spinnaker reaches away from San Diego in a fine breeze. Inset top; One example of the prolific sea life along the Baja coast. Inset bottom; Dave and Merry Wallace with their bottle of Pusser's Rum, received for being the first to set a chute.

BAJA HA-HA XII

little longer than they should have. The *J/120 J/World*, which was using the Ha-Ha as a delivery trip to her winter charter base at Paradise Marina, ripped both luff tapes off her chute just two hours after the start. We on *Profligate* tore the head and clews off a .6 oz. Rather than sulk, we pretended we were on 'Baja Survivor'

and therefore had to put the chute back together to save our lives. So several of the crew got out the big roll of duct tape and spent several hours creating 'Frankenchute'. She's a sticky mess now, but held together for two more legs.

For the boats that hugged the coast, the wind did die at sundown. But for

those offshore, it blew stronger than anticipated. *Liberty Call II*, Ron Feldman and Anita Giani's San Francisco-based Hunter 37.5, got hit by a 30-knot gust at 6 p.m. while some 35 miles offshore. It ripped the chute belonging to their crew Dave and Merry Wallace of Redwood City. This same chute had earned them



— 525 TO THE CAPE

Photos clockwise from bottom left: Julie Blaustein of 'Sumatra' celebrates sailing and unemployment! 'Morning Light' looks terrific spinnaker reaching toward the border. The kids of Turtle Bay, such as this cute little 'baby girl' are all right. We don't know the name of the game that involved stretching and placing beer bottles, but it sure was hard — and popular. A panganero off West Benito Island welcomes a cold cerveza. Two of the crew from 'Talofa' get in some surf-kayaking — with their dog. Turtle Bay's no railing pier. 'Pacific Enterprise' was the only junk-rigged schooner in the fleet. The Turtle Bay hot dog woman. Muy deliciosa! And finally, the view of the beach party site and one corner of Bahia Tortuga.

a bottle of Pusser's Rum hours earlier, as they were the first boat to fly a kite across the starting line.

Rene Waxlax and Anne Blunden, doing their fourth Ha-Ha aboard their Swan 65 *Casseopia*, but without boat vet Jennifer 'Polly' Aniston, reported 20 to 25 knots well into the night. Other



BAJA HA-HA XII



By the time the fleet got to Bahia Santa Maria, the water temperature was in the low 70s — warm enough for Chris Conners to take a dip.

boats also had decent night winds. But by dawn the second morning, everyone had lost the breeze. So while everyone raved about the getaway sailing conditions on the morning SSB roll call, most confessed they had resorted to their 'iron jibs'. Indeed, most of the fleet ended up motoring much of the way to Turtle Bay — in admittedly salubrious motoring conditions.

Motoring is allowed in the Ha-Ha, but skippers who stick it out under sail are held in particularly high regard. Two Northern California entries — Nels Toberson and his Morgan Out-Island 41

For an Island Packet, this was a very aggressive and aggressively sailed asymmetrical chute. And the boat flew.



Bronco, and Michael Ganahl and Leslie Hardy and their 60-ft schooner *Millennium Falcon* — refused to capitulate. "We had to wait out 42 hours of calm, but we never motored," said the patient Toberson. For Ganahl and Hardy it wasn't a matter of waiting out anything. "We love it out there and our boat is very comfortable, so we didn't care how long it took."

The coast of Baja is renowned for sea life, and it didn't take long for the Ha-Ha fleet to start seeing it. By the time *Profligate* got to the Mexican border, we'd sailed into a pod of orcas, and witnessed a large humpback breaching directly in front of us near Todos Santos Island at sundown.

On the roll call the second morning, there were numerous reports of encounters with blue whales, the largest animal in the world. Down by the Benito Islands, boats motored among numerous pods of pilot whales. In addition, there were countless dolphins and porpoises, plus a few turtles and sharks.

While the fishing is generally better further down the coast in Legs Two and Three, Stephen Maggart of the *Bounty II* Linda landed a 40-lb yellow tail tuna on the first leg. And he doesn't even know how to fish!

Thanks to the mostly light winds, there wasn't much damage to the fleet on leg one. *Lonesome Dove* lost her engine to starter problems and had to sail most of the way. The Explorer 45 *Morning Light* had her engine freeze up after all the oil leaked out, but was towed 42 hours to Turtle Bay by the Pearson 300 *Timshell*. Robert Lee of the junk-rigged Colvin 42 schooner *Pacific Enterprise* grouched that a pinhole in an aftermarket oil filter almost cost him his 50-hour old engine. "I lost seven quarts of oil before I discovered the problem."

Oddly enough, alternator problems were prevalent. Both Sam Crabtree's Cal 39 *Catch the Wind* and Ross Novak's Westsail 32 *Kabuki* had alternator problems that drove them back to San Diego. Both restarted, but didn't catch the fleet until the start of the final leg from Bahia Santa Maria. Other boats managed to solve their alternator issues along the way.

Newly installed SSB radios were also a problem. Three or four boats could receive, but couldn't figure out how to transmit. But



thanks to the 'Mechanical Problems' period of the Ha-Ha net, just about everybody with a problem — no matter if it was a torn sail or broken vane — was able to get help.

And what would the Ha-Ha be without some freethinkers? The Lee family aboard the Atkins 32 *Meralee* decided to tow their 'dinghy' behind their boat — their dinghy being a Hobie Viva beach cat! "She flipped the last night out in strong winds, and we ended up having to tow her beam to at six knots," they said. Remarkably, the cat was undamaged.

Turtle Bay

Bahia de Tortuga is an isolated fishing village with a population of about 3,000, located a four-hour drive from the nearest pavement. The arrival of the Ha-Ha fleet is the biggest day of their year — particularly for the kids — and a bit of a circus atmosphere ensues. Relations between the locals and the Ha-Ha fleet have always been excellent, and many lasting friendships have been made. The kids and various entrepreneurs are always eager to have some fun while earning a few pesos by delivering fuel, ice, and water, and by using their pangas as water taxis.

It's easy to tell Turtle Bay is the real

— 525 TO THE CAPE



Spread; There was lovely sailing shortly after the start of the second leg. This is the Seattle-based Lagoon 410 'Sun Baby'. Inset: The Pusser's Rum tasting never fails to draw a spirited crowd.

Mexico, because the ladders up to the pier are a Class 5 health hazard. One unstable ladder required climbing an inverse incline, and another seemed on the verge of snapping off. There were scores of places on the pier where a careless person could trip or stumble, something to be avoided, because the Turtle Bay pier doesn't have a railing. 'Be responsible for yourself or die' is the way things work in Mexico.

Turtle Bay doesn't change much from year to year. The roads are still dirt, the houses are still dusty, but there was a third Internet cafe.

At 1 a.m. on our first night in Turtle Bay, we saw something astonishing. For a second the entire anchorage suddenly lit up as though it were daytime. It was a meteor that burst overhead and then left a very long trail. To heck with the 'green flash' — which many crews would see a few days later — that meteor was really spectacular.

The first night in Turtle Bay there is always a party at Maria's Restaurant by the pier and the Vera Cruz Restaurant at the top of the hill. It's at those places where you start to hear the good stories.

"I'm M. DeMerrit of the CF 37 *Bingo*," said one fellow. "A demerit is what you get when you do poorly in school. What was my mother thinking? Anyway, my partner Bryan and I cruised a Hunter 25 around the Bahamas for a few years, and now we're taking the 37 around the world. The two of us agree on almost everything, but when we don't, we play two-out-of-three *Rochambeau*. In fact, as soon as we find a virgin who will pee on our bow, we're going to rechristen our boat *Rochambeau*."

"I couldn't help but overhear," said one of the women skippers, "but do you know that women who haven't had sex in more than a year consider themselves to have reverted to being virgins?"

What's to be done with the MTV generation? DeMerrit and his partner would later

win the Donald Crowhurst Award for reporting fake positions during roll call. "We don't believe the Poobah really writes them down," DeMerrit laughed.

Actually, the Poobah does record the ones he can understand.

The first order of business on every roll call is asking if there are any medical emergencies. There was one the second day in Turtle Bay. Don Ferrell, a 74-year-old delivery skipper, and one of three

Despite having four novice crew, Leslie and Michael of the 60-ft schooner 'Millennium Falcon' sailed the entire way to Cabo.





Cascade 29 owners aboard the Cascade 29 *Ulysses*, had started to display stroke symptoms. Wendy Cummings of *Dawn Treader*, a paramedic from Avalon, was first on the scene, followed by Dr. John Murphy of the Fast Passage 39 *Cadence*, who had caught the fleet after returning to San Diego to get his steering fixed.

There's a full report from Wendy in this month's *Letters*, but the long and short of it is that after being taken to the humble Turtle Bay clinic, it was decided that Ferrell needed to return to

the States as quickly as possible. After a number of false starts, arrangements were made for a \$4,500 flight to Tijuana and a taxi ride to San Diego from the border. Ferrell was in a San Diego hospital and doing well that same evening.

The official Ha-Ha event at Turtle Bay is the beach party adjacent to the abandoned Bungalows campground on the east shore of the bay. The Ha-Ha folks get to the beach either by their dinghy or by *panga*.

Turtle Bay is usually the first place

that new cruisers attempt beach landings through the surf. So the Poobah was careful to warn everyone about the dangers of flipping — particularly with the outboard still running. Outboard props are notorious killers, which is why operators always need to wear the safety line between their wrist and the engine's kill switch.

Despite the fact that the waves were very small, two dinghies managed to flip. We didn't get the skipper's name, but he told us he flipped his dinghy, and that



Clockwise from far lower left; Live music at Bahia Santa Maria, direct from La Paz! 'Moontide' crew Deanna with Victor, who put the show on at BSM. The Swan 65 'Casseopia' on a hard spinnaker reach to start the second leg. The view from the top of BSM. Running the BSM bar with a Carib inflatable. Casey of 'Island Mistress' engaging in mischief atop at roof at BSM. Loretta of 'Natazak' proved she's a dentist by drilling Robert with a bottle of Pussers. Franck of 'Ocean Eyes' and Marina of 'Ohana' near the peak at Punta Hughes that overlooks the party site and anchorage. Sunsets brought out the romance in some couples. Papa Ian of 'Chaitanya' holds 10-month-old Gabriella, the youngest Ha-Ha participant.

his outboard continued to run. The still-turning prop left scratches on his back, meaning he was probably inches away from being hurt or killed.

Upon hearing this, a second Ha-Ha

skipper reported that he'd flipped his dinghy while wearing his kill-switch wrist strap. But he was able to hang onto the engine's tiller-arm when upside down, so the kill-switch was never pulled and the

prop continued to turn. He hadn't been touched by the prop, but it was another close call. The moral of the stories is to always wear the kill-switch line, and if you roll, jerk you arm free of the tiller arm.

For the last couple of years, there have been competing beer concessions at the beach party, but this year there were competing DJs. The guy who took the Poobah's advice and turned down the volume and eschewed rap did very well selling beer at \$2 each. The guy playing

BAJA HA-HA XII



Although this little Mexican boy didn't seem happy in the grasp of Doña de Mallorca, relations between the fleet and locals were great.

rap down the beach at an ear-splitting volume didn't do half as well, even at \$1 each. There's an economics lesson in there somewhere.

It was a freestyle potluck beach party, with lots of folks bringing in food, hiking the surrounding hills and strolling down the five-mile long beach. The kids played in a little lagoon that was formed since last year, as well as on the sand and in the surf. Volleyball was big, as was playing acoustic music, meeting folks and reliving first leg adventures. Owen, the Adam Sandler look alike, who is a rec major at San Francisco State, was a favorite of both kids and their parents due to all the kids' games he organized. Everything considered, it was a typically fun but mellow Turtle Bay Beach Party, with hundreds of locals coming to stare is a mild state of disbelief.

Leg Two

The 240-mile Leg Two, from Turtle Bay to Bahia Santa Maria, usually has the best sailing of the three Ha-Ha legs, so it was again discouraging to hear a forecast for light winds of perhaps 8 to 12 knots for the afternoon. Not wanting 130 boats to wallow around for four hours waiting for the breeze to fill in, the Poobah announced a 'rolling start', a Ha-Ha feature that allows boats to motor at five knots in any direction for one hour without penalty. But once again there was a little Ha-Ha magic afoot, as a nice breeze came up almost immediately, and chutes blossomed all down the 'middle reach' of the Baja Peninsula.

Although some novice offshore sailors

were bothered a bit by some residual swell, every sailor with a little bit of experience had an absolute ball in the 15 to 18 knots of breeze under a warm sun. During roll call the next morning there were endless rave reviews:

"Fantastic sailing!"

"The best sailing I've ever had with my boat."

"Absolutely perfect conditions."

Alas, the wind had lightened up during the night and during the second day, slowing the fleet down again. But what was there to complain about? It was plenty warm, the seas were flat and blue, fish were biting, and there was usually still enough wind to keep the chutes full. The most common complaint was that the leg was going to end too soon.

Naturally, there were still a few boat problems. *Both and World* had an issue with their chute, tied it off to their pulpit, and then watched in horror as the chute ripped the pulpit out of the boat! The folks on *Nellie Juan* ran over their spinnaker, as we did on *Profligate* when, improbably, a halyard apparently wore through just as a shackle popped open. It was like being hit by lightning during an earthquake.

Things are different in Mexico. *Wind Rush* had a fuel problem with their engine 100 miles into the second leg, so they flagged down a Mexican fisherman. He came aboard and tried to fix it. When he couldn't, he called a second fisherman to have a look. The second fisherman solved the problem — and was rewarded with a \$100 thank you, although he hadn't asked for a penny. Try getting that kind of mechanical service from commercial fishermen off the coast of California!

Bahia Santa Maria

This bay is sublime. It doesn't look all that impressive when you arrive, and there's nothing there but a fish camp in the mangroves. But it's also nearly pristine, the way it's been for millions of years. So once folks got a chance to climb the 1,200-ft peaks and absorb the spectacular views of the Pacific, the 'inside passage', the sand dunes, the mangroves, and Mag Bay, they were won over. In addition, there are fun water activities, such as board surfing at the point, or board, body, and kayak surfing on the bar. Bahia Santa Maria always ends up being the fleet's favorite stop.

Wanting to facilitate the mingling of younger single sailors, the Poobah announced that *Profligate* would host a party for "under 35 singles" the following night. After about two minutes, Bill

Lilly and Linda Laffey on the *Lagoon 47 Moontide* — perhaps chuffed from having sailed the entire second leg — announced that they would be hosting a party for "over 35 singles" that very night. Because of a lack of proper security, their big cat was soon rocking with singles and marrieds, young and old. For safety reasons, the Ha-Ha doesn't encourage raging parties, but there was nothing that could be done — except be shocked at some of the very naughty behavior. Lots of photos were taken, so all of you who were present can expect to receive our blackmail demands any day now.

The next day we learned an easy way to attract a huge crowd — just host a free Pusser's Rum Tasting, with free hats for

Baja Ha-Ha XII Finishers

'AGAVE' Division

- | | |
|-------------------------|-----------------------------|
| 1) <i>Lonesome Dove</i> | Britta Fjelstrom |
| 2) <i>Centurion</i> | Charles Phillips |
| 3) <i>Ulysses</i> | Thomas Baldwin |
| 3) <i>Kabuki</i> | Ross Novak |
| 3) <i>Raireva</i> | Marek Nowicki & Helen Chien |
| 3) <i>Meralee</i> | The Lee Family |
| 3) <i>La Lynn</i> | Kenneth Wood |
| 3) <i>Sand Dollar</i> | Don Pratten |
| 3) <i>Sandpiper</i> | Tom & Amy Larson |
| 3) <i>Chaitanya</i> | Ian & Heidi Jarman |

'BURRITO' Division

- | | |
|---------------------|-----------------------------|
| 1) <i>Palapa</i> | Roger & Tobe Hayward |
| 2) <i>Timsel</i> | Roland & Debbie Smith |
| 3) <i>Sea Ya</i> | Axel Heller |
| 3) <i>Ryden</i> | George Ogihara |
| 3) <i>Flyer</i> | Klaus Kutz & Jennifer Rader |
| 3) <i>Jakyrach</i> | Tom & Chris Waters |
| 3) <i>The Boat</i> | Ron & Tam Preston |
| 3) <i>Laurelai</i> | Ken Wilson |
| 3) <i>Gitane</i> | Louise Orion & Ivo Waher |
| 3) <i>Rocinante</i> | Dan Martone |
| 3) <i>Britannia</i> | Larry & Marjorie Zedaker |
| 3) <i>Orion</i> | Jay Hall |

'CEVECHE' Division

- | | |
|--------------------------|-------------------------------|
| 1) <i>Dream On</i> | Bruce & Laurie Garretson |
| 2) <i>Ramble on Rose</i> | Micheal McNamer & Ceacy Hart |
| 3) <i>Living Water</i> | Terry & Regina Heil |
| 3) <i>Rocinante</i> | Paul & Leslie Granger |
| 3) <i>Tiki iti</i> | Sean Guches & Adrian Isola |
| 3) <i>Yemonja</i> | Mike Araneda & Linda Tromblay |
| 3) <i>Panta Rei</i> | Ken Henderson |
| 3) <i>Cadence</i> | John Murphy |
| 3) <i>Ciao Bella</i> | Jim Florence |
| 3) <i>Bad Kitty</i> | Larry & Mary Clark |
| 3) <i>Topaz</i> | Mark & Karen Isaacson |

'DESPERADO' Division

- | | |
|---------------------------|---------------------------|
| 1) <i>Intuition</i> | Ron Holbrook |
| 2) <i>Beltane</i> | Steven Hannon |
| 3) <i>Liberty Call II</i> | Ron Feldman & Anita Giani |
| 3) <i>Allegra</i> | Alan Paul & Valerie Craft |
| 3) <i>Bingo</i> | M. DeMeritt & Bryan Maher |
| 3) <i>Murray Grey</i> | Jim Sicard |
| 3) <i>Windancer</i> | Ed & Linda Pedigo |
| 3) <i>In the Mood</i> | Phillip & Madelyn Case |
| 3) <i>Daydreams</i> | Joe & Melinda Day |

— 525 TO THE CAPE

the skippers and most of the crew. This year it was a chaotic dinghy-up affair, but everyone was in good spirits, literally and figuratively, and numerous bottles of 'Nelson's Blood' were given away in mock competitions.

Although nobody but a couple of dozen *panga* fishermen live anywhere near Bahia Santa Maria, it's extremely difficult to reach, and there's not a store for 100 miles, Victor Felix and his friends manage to host a huge party for the Ha-Ha ever year. Despite having just two burners and two pans, Victor's wonderful women friends managed to turn out over 500 lobster, fish and shrimp dinners. How they all manage to do this one day every year, plus bring a hot rock &



Vibrant old guys rule! At age 73, Jim 'Twinger' Tantillo was on his fourth Ha-Ha — and fit as a fiddle to do his fifth next year.

roll band from distant La Paz, is beyond us. But it's great. It results in a scene that Kimball Livingston of *Sail* once accurately described as "surreal."

Leg Three

For the third start in a row, Commander's Weather slightly underestimated the strength of the wind. It was indeed very light, but only for a few minutes at the 6 a.m. — yes, 6 a.m. — start. Within an hour, everyone's chute was full and the fleet was ripping down the rhumbline to Cabo under ideal conditions. It really was dreamlike, as by now it was really warm, the sky was a brilliant blue, and fishermen were getting double strikes. All that and flat seas, too. The only people in

2005 Baja Ha-Ha XII Finishers

Timekeeper's Note: Amazingly, there were ties for third in every division! (There were also ties for second in two divisions.)

- 3) *Interlude* Don & Peggy Cox
- 3) *Free Spirit* The Rieber Family
- 3) *Catch the Wind* Sam Crabtree & Suzie Wilson

'ENCHILADA' Division

- 1) *Bronco* Nels Torberson
- 2) *Linda* Stephen & Linda Maggart
- 3) *Lady Joanne* The Fornias Family
- 3) *Wind Rush* Steve Armanino
- 3) *Sea Lady* Stephen & Kay Terzian
- 3) *Bold Endeavour* Johannes Figel
- 3) *Incescent Moon* Barbara & Cori Frum
- 3) *Sandpiper* Roger & Margaret Brindle
- 3) *Aquarelle* Diane & Ken Kay
- 3) *Dream Ketch'r* Don Watkins
- 3) *Sisiutl* Bob Bechler
- 3) *Windarra* Steve Bergo

'FRIJOLE' Division

- 1) *Far Country* Gordon & Vlasta Hanson
- 2*) *Dos Amantes* Joe & Lori Lacey
- 2*) *Scarlett* Russ & Jane Eichner
- 3) *Sonrisa* John & Sylvia Parr
- 3) *Gettin' Around* Doug & June Springstead
- 3) *Nootka* Glen Read
- 3) *La Vie* David Kane
- 3) *Tranquillo* Lloyd Clauss & Colleen
- 3) *Crosswave* Eugene Russell
- 3) *Perfect Excuse* The Reemeyer Family
- 3) *Hoofbeats* Tony & Sharon Matthews

'GUACAMOLE' Division

- 1) *Morning Light* The Thomas Family
- 2*) *Pacific Enterprise* Robert Lee
- 2*) *Talofa* Cactus & Betsy Bryan
- 3) *Charissa* Tom Jones
- 3) *Capricorn* Michael & Hans Geilhufe
- 3) *Aquarius* The Ribkoff Family
- 3) *Island Mistress* Jeff & Judy Wahl
- 3) *Patricia Belle* The Hughes Family

'HUEVOS RANCHEROS' Division

- 1) *Salacia* Mark & Deanna Roozendaal
- 3) *Champagne* Clark Hamm & Marga Bakker
- 3) *Shiraz* Phil & Nora McCaleb
- 3) *Eagle's Nest* The Ahlering Family
- 3) *Ten Ten* Cynthia Cantwell
- 3) *Bata Mor* Timothy Harrington
- 3) *Serenity* David Albert

- 3) *Allegro* Jim & Mary Brye
- 3) *Gone Again* Alex Schmid & Tina Hogan
- 3) *Both-and World* Kevin Collins
- 3) *Nellie Juan* Ken & Judy Pendleton
- 3) *Wind Chaser* Harry Hazzard & Judy McKean

'IGUANA' Division

- 1) *Shilling of Hamble* Dennis & Janet Knight
- 2) *Tenacious* David Dodds & M. Sullivan
- 3) *Jenny* Doug & Jo Leavitt
- 3) *Sensei* The Mellor Family
- 3) *Carpe Vita* Mike & Mary McCluskey
- 3) *God Speed* Leonard Wahlquist & B. Smith
- 3) *Platinum* Clair & Mark Rommell
- 3) *Ohana* The Plesons Family

'JALAPENO' Division

- 1) *Night Flight* Ann & Michael McDougall
- 2) *Soulmates* Dan & Karen Walker
- 3) *Narnie O'Shea* Tom & Darlene Pinkerton
- 3) *New Horizon IV* Wolfgang Boehle
- 3) *Calpurnia* The Read Family
- 3) *Southern Cross* Caston & Laurin Dalon
- 3) *Starlet* Rick & Marlene Bartlett
- 3) *Marilee* Mike Collins

'KILO' Division

- 1) *Ticket to Ride* Damien McCullough
- 2) *Dawn Treader* Hal Craft
- 3) *Second Wind* Bill Heumann & Marjorie Menz
- 3) *King's Quest* Lynn & Stella King
- 3) *Ti Amo* Carl Mischka
- 3) *Koho* Hugh & Karlene Owens
- 3) *Aquila* Michael & Linda Dawkins
- 3) *Sumatra* Jerry Morgan
- 3) *Flying Free* Steve & Lisa Anderson
- 3) *Ocean Eyes* The Hiatt Family

'LANGOSTINA' Division

- 1) *Millennium Falcon* M. Ganahl & Leslie Hardy
- 2) *Escapade* Pieter Heerema
- 3) *Rocket* The Fuller Family
- 3) *NanSeaMay* Bill & Nancy Hardesty
- 3) *Natazak* S. Williams & L. Komarczyk
- 3) *Cassiopea* Rennie Waxlax & A. Blunden

'MARGARITA' Division

- 1) *Moontide* Bill Lilly & Linda Laffey
- 2) *Out of Africa* Richard & Kathy Cavanagh

- 3) *Sea Ya* Joe Weathers
- 3) *Freestyle* Jerry Wetzler
- 3) *Impulse* George Cathey
- 3) *Sun Baby* Daniel & Cynthia Kerns
- 3) *Duetto* Stuart & Jean Kaplan
- 3) *Rhapsodie* Caren Edwards
- 3) *Profligate* Rally Committee

'NO COMPRENDE' Division

- 3) *New Paige* The Allard Family
- 3) *Dreamweaver* Ken & Dottie Saville
- 3) *Maestra* John & Gaye Rodriguez

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BAJA HA-HA XII



TIKI ITI

"Get the wasabi, this one looks big enough to keep! We'll have sashimi for lunch and dorado for dinner — for the next three days."

a rush to get to 'Cabo & Gomorra' were those who hadn't been there before.

As with the two preceding legs, the wind died during the evening, and most of the boats motored the remaining miles. This would not include, of course, those aboard *Bronco* and *Millennium*

Falcon, who had sailed the entire first and second legs, and who weren't about to fire up now. Despite the wind fading at night, Toberson reports that this year was the fastest he's ever done the third leg.

Cabo San Lucas

Once you cross the finish line at the old lighthouse at Cabo Falso, heading toward the Friars and Cabo Bay is always a shock. For every year more condos and houses are being thrown up on the hillside. And once you pass Lover's Beach and turn the corner into the bay, it's pure mayhem — with multiple cruise ships, idiotic jet-skiers, countless snorkel and tour boats and sportfishing boats with huge wakes — all churning up the water. It's the antithesis of the natural serenity the Ha-Ha fleet had been experiencing for nearly two weeks.

Despite a spacious, clean, quiet and free anchorage at the far east end of the bay, nearly half the Ha-Ha fleet wanted berths in the Cabo Marina — no matter what the cost. And given the astonishing demand for slips by sportfishing boats,

the cost was a whopping \$3.50/ft/night or so! But it's hard to complain too much when there's a free anchorage right around the corner, one without the noise, the dirty water, and the 500 engines of fishing boats being fired up at 5:30 a.m. By the second day, every Ha-Ha boat that wanted a slip had gotten one thanks to the generous cooperation of the marina staff.

That first night in Cabo is the unofficial Squid Roe (bar) night when everybody cuts loose. For the first time in years, the Grand Poobah really tried to rally the troops. The response was terrific, as more than 300 participants — most outfitted in neon orange or bright blue shirts — took over the joint. Male and female, young and old, all the Ha-Ha folks got into the action, dancing on the floors and tables, yelling and screaming, and behaving like one very large group of complete idiots. Among the most enthusiastic and outstanding dancers were Jane Eichner of *Scarlet*, Selena Monreal of *Morning Light*, Linda and Deanna of *Moontide*, and Claudia Ruch, the Brazilian from *Natazak*. But the ultimate

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— 525 TO THE CAPE

winner of the dirty dancing award was Loretta of *Natazak* — the jealous women on *Profligate* refused to believe she is a dentist in real life.

With everything so new in Cabo, it's reassuring to know that Squid Roe manages to embrace certain traditions. Specifically, they don't actually seem to put liquor in the jello shots, and the jello shot girls are always pulling your leg when they say, "I'll be right back with your change." But what a fine time.

The final two events in every Ha-Ha are the beach party and the awards ceremony. This year, the beach party was at Mango's overlooking the anchored fleet in the bay. It was another casual Ha-Ha affair, with everyone trading tales, discussing whether they'd be heading to La Paz, Mazatlan or Puerto Vallarta, and cementing friendships. It was also make or break time for all those volatile Ha-Ha romances.

The Ha-Ha starts in a parking lot and ends with the awards ceremony in the Marina Cabo San Lucas parking lot. Consistent with the Ha-Ha philosophy, everyone who participates is a winner,



and nobody finished worst third, due to ties in every division. Everyone got an extra tot of Pusser's, a hot-off-the-press *Latitude 38*, and a painted fish trophy with a ribbon to hang in their nav station in perpetuity. In addition, there were a lot of gag awards, such as for the most and biggest fish caught, the most chatty on the radio, and so forth.

There were two special awards. Michael Ganhal and Leslie Hardy of *Millennium Falcon*, who, for the third time, sailed the entire Ha-Ha, won the Clean Wake Award, sponsored by the Seven Seas Cruising Association. This couple

Smokin'! Joe Weathers' San Diego-based Sea-wind 1000 showed cat-like speed when there was a good breeze.

is in their 60s, yet had no trouble sailing their heavy 60-ft schooner with four non-sailors as crew.

The Spirit of the Ha-Ha trophy, the most prestigious in the event, was renamed the Steven Swenson Spirit of the Ha-Ha Trophy this year. A year ago, the trophy had been awarded to Steven, his wife Roma, and young sons Leif and Gage of the Seattle-based Hallberg-Rassy 46 *Trinity*. The family had been one of just a few boats to have sailed the entire



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BAJA HA-HA XII

course. They were the epitome of the capable, young, fun, intelligent cruising family. A few months ago, Steven died in tragic diving accident in Costa Rica.

With his widow Roma's permission, the Ha-Ha renamed the ultimate trophy in his honor. Steven was almost as passionate about the environment as his family. He was the kind of young man who always rode his bike to work, and out of principle rarely turned on *Trinity's* engine. As such, Roma asked that the trophy be awarded to the skipper who treaded the lightest on the environment.

Having given the award to Steven and his wonderful family, and just a year later in the same place having to award it as a memorial in his name, ripped up the Poobah. He wept as he tried to explain the significance of the award. Fortunately, there was a most deserving recipient — Nels Torberson



There was an unusual number of Ha-Ha kids this year, and they had a great time playing together in the warm waters of Cabo San Lucas.

and the crew of *Bronco*. This is the sixth consecutive Ha-Ha for the 66-year-old owner/skipper, and he motored for only two hours in the collective 4,500 miles. We congratulate him.

In the Poobah's estimation, Ha-Ha XII ranks among the very best. You can't ever please every single person, of course, but there is no question that many, many people had the time of their lives. Just ask them.

While a lot of things can change in a year, many skippers and crews promised they'll be back next year. *Bronco* and *Millenium Falcon*, of course, will be back, Steve Williams of the SC 52 *Natazak* says he's going to do it every year, the *J/World* will be back, as will many

others from this year's fleet. As reported earlier, the famous *Kialoa III* and *Alaska Eagle* have already committed to sail for Orange Coast College School of Sailing and Seamanship.

Given such a strong nucleus for next year, the Poobah has gone ahead and ordered up a full moon for the party at Bahia Santa Maria. It should be great. Ha-Ha Lucky 13 will start on October 30, and we hope you'll be able to join us—particularly those of you who did it this year. You were a fantastic group, it was great sailing with you, and we're looking forward to sailing with you again.

— latitude/rs

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A GRAND SUCCESS!

As you'll read elsewhere in this issue, the 2005 Baja Ha-Ha cruisers rally was a huge success.

Of the 150 boats which signed up, 132 completed the rally — with a total of 525 sailors aboard.

Although the Baja Ha-Ha Rally Committee has officially gone into hibernation until next May, when the 2006 event will be officially announced, we can tell you that the rally will begin Monday, October 30, following a kickoff party the day before. The fleet will begin arriving at Cabo on November 9.

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

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

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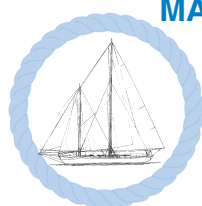


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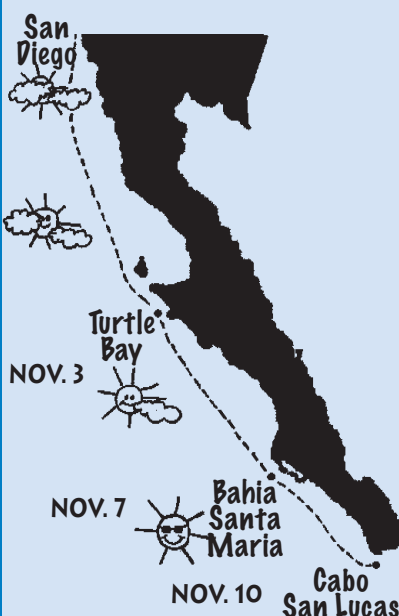
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ROUTE OF THE BAJA HA-HA RALLY



If you're sorry to have 'missed the boat' this year, there's always next year. Baja Ha-Ha XIII will begin on October 30, 2006. A Notice of Rally will be available in May.

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GOLDEN GATE YC MIDWINTERS



— AN ALMOST PERFECT WORLD

If the first midwinter series of the year — the Manuel Fagundes Seaweed Soup perpetual on November 5 — is any indication of what's to come, it's going to be one *nice* winter for sailing in San Francisco Bay.

In a perfect world, one could not order up a better day: sunny, warm(ish) and beautiful, with fluffy clouds over a postcard City, flat water and a non-stressful 10 knot breeze out of the west. But of

course we don't live in a perfect world, so there were a few holes in the breeze.

Seventy-seven boats in nine divisions answered the starting guns off the Golden Gate YC, including a gaggle of Melges 24s which added a bit of star power to the event — Russell Coutts was calling the shots on Philippe Kahn's

PHRF 3 rounds Blackaller. Steve Waterloo's 'Shaman' (foreground) went on to win.

Pegasus 575. (Although the Melgi fleet started with the GGYC boats, they were scored separately. They went on to race several more heats Saturday and Sunday as practice for their upcoming Worlds in Miami in mid-December.)

The day's balmy breeze wasn't enough to get the light boats planing, but perfect — there's that word again — for the heavy boats to waterline their ways to

continued on page 138



GOLDEN GATE YC MIDWINTERS



— AN ALMOST PERFECT WORLD



Golden moments (clockwise from here) — The new WylieCat 44 'C2' showed her heels to most of the fleet; the IOD 'Never Again 2' glides up the beach; 'Marilyn' and 'Great Sensation': triad of Knarrrs; 'Crew's Nest' leads the charge of the heavy brigade; the parking lot at Blossom Rock. (Inset above) 'Zsa Zsa' beats to windward.

LATITUDE 38/JR

GOLDEN GATE YC MIDWINTERS



the winners' circle. Thus a 40-year-old Cal 40 beat a Melges on corrected time, and a 20-something Catalina 38 beat two Express 27s, boat for boat. That's sailboat racing for you.

— latitude/jr

The Melges 24s started with GGYC boats, but went on to have several more races over the weekend in their own tune-up series. Despite Russell Coutts doing tactics on Philippe Kahn's 'Pegasus 575' (right), they were beaten by Kahn's son Shark (left) on 'Pegasus 492.'

PHRF 1 (<48) — 1) **Mr. Magoo**, J/120, Stephen Madeira; 2) **Quiver**, McCord 35.6, Jeff McCord; 3) **Zephyra**, DK 46, Robert Youngjohns; 4) **Dayenu**, J/120, Dennis Germain/Don Payan; 5) **Great Sensation**, 1D35, Rodney Hagebols. (15 boats)

PHRF 2 (49-78) — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Sand Dollar**, Mumm 30, Erich Bauer; 3) **Tupelo Honey**, Elan 40, Gerard Sheridan; 4) **Racer X**, Mumm 30, Gary Redelberger; 5) **Lulu**, J/105, Don Weineke. (13 boats)

PHRF 3 (79-114) — 1) **Shaman**, Cal 40, Steve Waterloo; 2) **Jam Jam**, Melges 24, Neal Ruxton; 3) **Gentle Storm II**, Catalina 42, Rick Niles; 4) **Uno**, WylieCat 30, Steve Wanner. (10 boats)

PHRF 4 (115-155) — 1) **Harp**, Catalina 38, Mike Mannix; 2) **Blue Pearl**, Hunter 41, John Dahle; 3) **Windwalker**, Islander 36, Richard Shoenhair. (7 boats)

PHRF 5 (> 156) — 1) **Mr. Toad**, J/24, John Hunt; 2) **Nixon Was Cool**, J/24, Chet Chauhan; 3) **Flyer**, Knarr, Chris Kelly; 4) **Crazy Jane**, Thunderbird, Doug Carroll. (10 boats)

IOD — 1) **Xarifa**, Paul Manning; 2) **La Paloma**, Jim Hennefer; 3) **Youngster**, Ron Young. (5 boats)

CATALINA 34 — 1) **Wind Dragon**, Dave Davis; 2) **Crew's Nest**, Ray Irvine; 3) **Mottley**, Chris Owen. (8 boats)

FOLKBOAT — 1) **Frieded**, Bill Madison; 2) **Folksong**, Peter Jeal/Vince Spohn; 3) **Nordic Star**, Richard Kjeldsen. (8 boats)

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GOLDEN GATE YC MIDWINTERS



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Golden moments (clockwise from here) — The new WylieCat 44 'C2' showed her heels to most of the fleet; the IOD 'Never Again 2' glides up the beach; 'Marilyn' and 'Great Sensation': triad of Knarrrs; 'Crew's Nest' leads the charge of the heavy brigade; the parking lot at Blossom Rock. (Inset above) 'Zsa Zsa' beats to windward.

LATITUDE 38/JR



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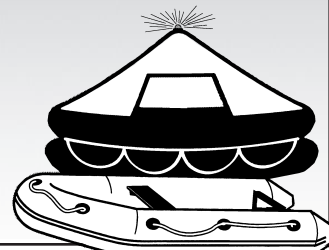
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SEASON CHAMPIONS, PART II



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

Many sailors feel one design offers the 'purest' form of sailboat racing: all the boats are equal (theoretically, anyway), so it's the crew that makes the difference. Yet within that framework, the local one design fleets offer a broad spectrum of competition, from the 30-year-old Santana 22 with its 10-race, non-spinnaker season, to classes like the Etchells, which has a 35-race season. There is

anything and everything in between — including the Santana 22, which also runs its own non-YRA spinnaker series! If you like sailboat racing, there's something for everyone out there.

Twenty years ago, most fleets raced under the auspices of ODCA, the One Design Classes Association, a division of the local Yacht Racing Association. Over the years, many fleets have left the fold to run their own seasons. This month's featured champions are about half ODCA, half stand-alone classes.

The Express 37 fleet heads north in last spring's Vallejo Race.

There's no other way to say it: the One Design Classes Association has been in steady decline for years. Twenty years ago, 30-some classes and more than 400 boats raced under this YRA division, some putting upwards of 30 boats on the line on weekends. This year, there were 11 classes in which 77 boats qualified.

(To apply as a one design class under ODCA, a fleet must have at least five

— ONE DESIGN



boats, and to maintain one design status, at least that many must show up at half of the YRA-counting regattas. A fleet which can't put the requisite numbers up goes on probation for a year. If they can't get it together then, they no longer qualify as an ODCA class under YRA.)

But of course, 'in decline' is a long way from dead. ODCA did not lose any fleets this year (although the Antrim 27s, with only four qualifiers, will race next year on probationary status). And several, notably the Alerion Express 28s, have actually grown in numbers (3

qualified last year, 7 this year). 'Queen' of the ODCA fleets are the Islander 36s, which qualified 13 boats. That's more than the fleet qualified in its *first* heyday in 1985!

"Things change, and we're trying to be responsive to what people want," says ODCA President Pat Broderick, whose two-year term runs through 2006. To that end, he's been talking to both fleet captains and individual boat owners about what they like and don't like about

the present regime, as well as workable solutions to keep some of the older ODCA classes viable a bit longer. To the latter end, it's possible that the Cal 29s and Catalina 30s — both of which qualified only three boats this year — might be rolled in together next year as the 'Heavy 30' class.

There are also several innovations in store for ODCA as a whole in '06. One is a weekend-long regatta late in the season where boats can race on Saturday, raft up for an evening get-together and race again Sunday. So the first Corin-

SEASON CHAMPIONS, PART II

thian-ODCA Season Closer Regatta was recently announced for September 9-10, 2006, at the Corinthian YC. Eight ODCA fleets have signed up so far.

(The format — fleets can take part in any or all of it — is a pair of Knox courses [or join the HDA Islands Tour Race that also starts and finishes as Knox] on Saturday, raft-up/dinner/party at the CYC Saturday night, followed by two windward/leeward courses at Southampton on Sunday.)

Broderick also plans to poll fleet captains prior to each ODCA race about preferred venues, and says ODCA officers will work with pertinent yacht clubs to make those happen if wind, current and scheduling concerns allow it. "Many ODCA fleets have indicated a preference for more windward/leeward courses, so that's going to be one of our main criteria," he adds.

Finally, Broderick is going to encourage ODCA fleet captains to do more diligent follow-up on their fleet members and boats. As the ODCA fleets age, many boats that are sold out of the racing fleets seem to fade into oblivion. Pat hopes to get the word out to new owners about ODCA racing possibilities and encourage their participation.

In the meantime, anyone with a current ODCA design — or a new (or old) fleet interested in joining ODCA — is encouraged to contact Pat Broderick at broderic@sonic.net or (707) 528-2109. For information on YRA or ODCA fleets, log onto www.yra.org.

We didn't have room to run interviews with all the winners so first congratulations go to the following ODCA skippers and runners up:

ANTRIM 27 — 1) **Max**, Brian Wade; 2) **Always Friday**, John Liebenberg; 3) **Cascade**, Steven Reinhart. (4 qualified)

CAL 29 — 1) **Bluejacket**, Bill O'Connor; 2) **Boog A Loo**, Nancy Rogers; 3) **Serena**, Neil Calvert. (3 qualified)

CATALINA 30 — 1) **Goose**, D. Michael Kastrop; 2) **Starkite**, Laurie Miller; 3) **Missy B**, Russel Calvery. (3 qualified)

EXPRESS 37 — 1) **Expeditious**, Bartz Schneider; 2) **Elan**, Bill Riess; 3) **Golden Moon**, Bill Bridge/Kame Richards. (5 qualified)

J/105 — 1) **Brick House**, Kristen Lane; 2) **Orion**, Gary Kneeland; 3) **Lulu**, Don Weineke. (8 qualified)

OLSON 30 — 1) **Hoot**, Andrew Macfie; 2) **Family Hour**, Bilafer family; 3) **Voodoo Child**, Charles Barry. (5 qualified)

Now, without further ado, our 2005 one design season champions. Congratulations all!

Alerion Express 28 Lazy Lightning



Jason Freskos San Francisco YC

When Jason Freskos bought *Lazy Lightning* — his first boat — in 2003, it wasn't with the intention of racing. It was because of her beautiful lines and the ease of singlehanded the pretty 1989 Carl Schumacher design. And besides, at the time there was no organized one design racing fleet for the boats — here or anywhere else.

That changed last year when *Dream* owner Kirk Smith got enough of the 16 or so Bay Area owners together to launch the nation's first AE28 one design fleet. As president, he had the audacity to win the class's first season championship in 2004. But since then, Jason and his crew — brother Stephen and Jim Taylor are regulars; Skip McCormick and Chris Seaton are 'part timers' — have gotten the hang of this racing thing and surged to the fore. Quite an accomplishment when you consider the Freskos brothers, though raised in San Anselmo, didn't even learn to sail until five years ago.

Now they're hooked, says Jason, a mortgage lender. And with *Lazy Lightning* and *Dream* tied after 11 races, he says he and the crew are going all-out in the finale. Oddly, due to a scheduling anomaly, the last race of the season didn't happen until mid November, by which time this article needed to be wrapped. Jason assured us he'd do his best not to make us look bad in announcing the wrong winner.

2) **Dream**, Kirk Smith; 3) **Polaris**, Chris Noe. (7 qualified)

Etchells Mahalaga



Peter Vessella St. Francis YC

2005 marks the fourth consecutive season championship for Vessella and his crew, Scott Gordon and Matt Carter. As far as we know, this may be an unprecedented feat in this class, where some of the best and brightest sailors on the Bay come to play.

Not only that, they won it handily, with 15 bullets in the 35-race, 8-throw-out series for a total of 42 points on the season, less than half the 105 of the second place boat. And this in a fleet that regularly puts 15-20 boats on the line, sailed by such local talent as Craig Healy, Bill Melbostad and Jeff Moseley. *Mahalaga* ('precious' in Filipino) was also the top local boat at September's Etchells Worlds here on the Bay, and 13th overall in the 72-boat fleet.

Vessella, a retired entrepreneur, moved to the Bay Area from Rhode Island in the late '90s. He bought *Mahalaga* new 6 years ago, and has moved steadily up the ranks. Peter also sails Lasers and Star boats, and did last year's Pacific Cup on the Schumacher 50 *Morpheus*, which is owned by fellow Etchells sailor Jim Gregory.

Mahalaga is currently in Miami, where Peter will participate in the Jaguar Cup this month. The Etchells fleet may be relieved to know that next summer, Vessella will concentrate on sailing his Star in preparation for the Star Worlds at St. Francis YC in October.

2) **I Love My Wife**, Craig Healy; 3) **Two Olives Up**, Andrew Whittome. (15-20 boats per race)

— ONE DESIGN

Express 27 *Moxie*



J. Grass/J. Crowson Richmond YC

You want a class with lots of racing? The Express 27 class lists 53 possible races for the season championship — and a boat must race at least half (27) to qualify. Jason Crowson (right), Josh Grass and their crew of Lance Purdy, Huw Roberts and Ronnie Pettersson sailed in 40 races and had 10 throwouts.

"I attribute all our wins to good crew work," says Crowson, an electrical engineer. "They're so good that boat handling is not an issue anymore — all our mess-ups these days are bad tactics!"

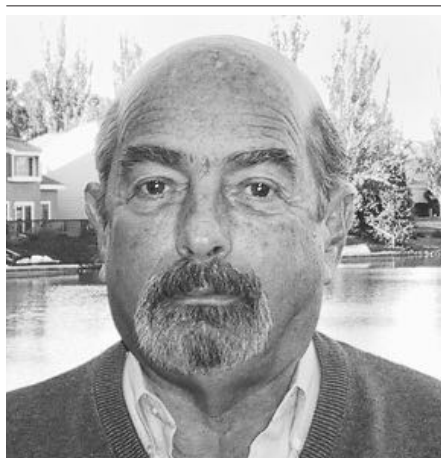
The most memorable race in *Moxie's* memorable year was during the Nationals in September. It was blowing about 20-25 and Josh was driving deep — a little too deep, as it turns out. When a puff rolled through as the boat passed the City breakwater, the boat rounded down — and Josh went into the water.

Seven boats passed by the time they got the kite down and got back to pick him up. "As soon as he was aboard I yelled to put the kite back up," recalls Jason. They gained five places back by the time they reached Blossom, and finished that particular race in fourth.

Moxie is looking iffy for defending her championship next year. Both Jason and Josh are parents of young kids and, well, us other parents understand exactly what that means. They're hoping to blend a few specialty races with some "quality sailing time" with their families.

2) **Magic Bus**, Eric and Paul Deeds; 3) **Xena**, Mark Lowry. (10 boats per race)

Islander 36 *Midnight Sun*



Peter Szasz St. Francis YC

In case you haven't noticed, the Islander 36 fleet is tanned, rested and healthier than ever. Rescued from near oblivion a couple of years ago by a few local spark plug owners, the biggest ODCA fleet of the '80s is back as the biggest ODCA fleet of the '00s — as many as 20 boats hit the line this past summer, with 13 qualifying. A big part of the comeback was the fleet's non-spinnaker status.

"That made it very attractive," says Peter Szasz, class champion for the second year in a row. "It makes it a tactical contest rather than who's the most skillful at headsail changes."

Szasz, a management consultant, is one of the original I-36 owners. He's had the 1976-built *Midnight Sun* since 1978. But he rarely raced her back then. Nowadays, he and regular crew Chris Boome, son Robert Szasz, Debbie Lopker — with occasional appearances by wife Louisa, Kimball Livingston, Bob Bergholdt, John Claude, Rob Driscoll and Ryan Aull — can hardly wait to get out and mix it up.

Szasz was happy to point out that the competition was much tougher this year — and that he's partly to blame. He and Boome often share their decades of combined racing experience by sailing with other I-36 skippers to help improve their game. "This is a fun class with awful nice people," says Peter. "I'd like nothing better than to have them get out there and beat the hell out of me."

2) **Tom Cat**, Barry Stompe; 3) **Absolute**, Steve Schneider. (13 qualified)

J/24 *Running With Scissors*



Jim Yares/Curtis Press Corinthian YC

"Crew work makes the difference," say Yares and Press, whose *Running With Scissors* ran off with the season championship for the second year in a row. Helping them get there were Duane Yoslov, Gianfranco Giometti, Doug Robertson and Jim's brother, John Yares.

It wasn't always so. Back in 2003, the partners — Press is a veterinarian; Yares runs the sales force for a consulting firm — were prepping their first 24, *Fat Bastard*, for a race when the mast accidentally fell and ripped a chunk out of the deck. They borrowed another boat, only to sail it into Irv's Rock, snapping the spinnaker pole in the process.

Fortunately, J/24 stalwart Wayne Clough — whose hobby used to be buying old, dilapidated J/24s and tricking them out — was just finishing up hull #513, and Yares and Press bought her more or less race ready.

"We've toyed with the idea of changing classes, but the J/24 is still a solid, competitive boat — and one of the best values on the Bay for competitive one-design racing," says Press. "Plus the people are great."

What's the magic formula for winning? "The magic of sailing is that there is no magic," says Yares. "You can't control the wind, you can't control your competitors. You just have to do a lot of little things right, control the decisions you *can* make — and have fun."

2) **Rail to Rail**, Tom Henneberger & Rich Jepsen; 3) **Small Flying Patio Furniture**, Steve Hartman. (8-12 boats per race)

SEASON CHAMPIONS, PART II

J/120 Mr. Magoo



Steve Madeira St Francis YC

Mr. Magoo was the fifth J/120 on the Bay when Steve got her back in 1998. At that time, it looked to him like the pretty 40-footer was the Next Big Thing in Bay racing. "Within six months," he laughs, "I was the only one left!"

Fortunately, his early assessment eventually proved out. Enough people came back into the fold to build the J/120s into the strongest 'big boat' one design class on the Bay, with one of the most intense seasons — 10 to 11 boats regularly make the starting line at the fleet's 39-race, 6-throwout series.

In 2005, Steve and his crew — Peter Cameron, Matt Gorman, Mike Bacon, Jack Roosevelt, Tom Glockner, Gary Meagher, Jeff Lawson, Ken Thompson and Tom Allard (with occasional appearances by Paul Sidorenko, Dave Grandin and Steve Bates) — topped the fleet for the second year in a row, by a whopping 52.5 points over second place *Chance*.

"The numbers are deceptive," says Steve, a software company owner. "The fleet improved enormously this year. More boats had top three finishes than ever before. We were just lucky not to have any big blowups."

Completing the J/120 'hat trick,' *Mr. Magoo* also won the J/120 North Americans and her class in Big Boat Series.

"The best thing about this class is the people. It's one of the few classes I've ever sailed in where the owners often get together after racing to go out to dinner."

2) **Chance**, Barry Lewis; 3) **Dayenu**, Dennis Jermaine & Don Payan. (11 boats)

Melges 24 Pareto Optimal



Seadon Wijsen/ Tim Fay St. Francis YC

Seadon (above) and partner Tim Fay actually sail two Melges 24s — *Pareto Optimal* (#525) and Fay's recently purchased #614. *Pareto* is the boat they raced most of the season, although #614 did duty in a couple of late-season events.

There's a lot on the Melges 24 calendar every year, but the season championship is determined by the best performances in 5 of 12 designated regattas. At those events, the *Pareto Optimal* team — Dennis George, Peter King and Wheeler Simmons round out the complement — have prevailed, even though they've only been sailing together since last December.

Seadon, a North Sails rep, has liked the Melges 24 since the design first came out in the mid-'90s. But being snagged by big boat campaigns kept him only peripherally in the class until the 2003 Worlds here on the Bay. The incredible competition in that 68-boat event hooked Wijsen hard. So hard, in fact, that the '05 season championship is incidental to the *Pareto* team's true purpose: preparing for the 2005 Worlds, to be held in Key Largo in mid-December. Even as we speak, *Pareto* was on the road headed for a pre-worlds in Jacksonville in late November.

"We've done a lot of testing, and we've done pretty good against some good people," says Wijsen. "I think we're where we want to be."

2) **Caliente**, Matt McQueen; 3) **Go Dogs Go**, Pepe Parsons. (10 boats)

Moore 24 Fish Food



Scott Sorensen San Francisco YC

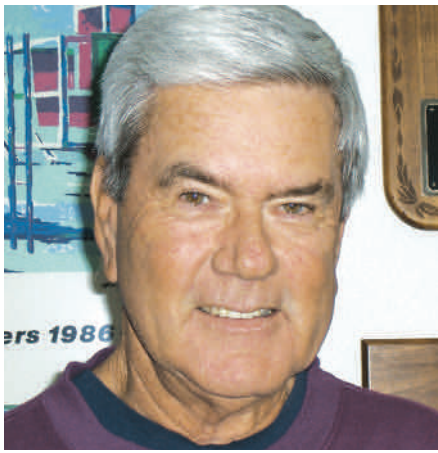
Scott Sorensen sailed big boats (including a few seasons in Express 37s) before gravitating to the Moore 24 fleet. All it took was chartering a boat for the 2002 Worlds, "and I was totally hooked," says the Santa Clara firefighter.

Scott approached getting his own boat in the usual, logical Moore 24 manner: He bought one sight-unseen in Houston for \$3,500 and towed it home. "It was a mess. There were hail dents in the deck, the inside wood was all rotted, there was a hornets' nest, a chainplate had pulled out on one side. . . ." Moore 24 stalwart Gary Tracey took one look and said, "I can fix it." Sadly, Gary passed away last year, which led Scott to start an unusual tradition: he names the boat something different for every venue in the 10-race Roadmaster Series. *Son of Bruzer*, which he's used several times, is a tribute to Gary (who had *Bruzer*). Other not-so-serious monikers include *Moorning Wood*, *The Hand* and *Little Boat of Horrors*.

Sorensen credits the boat's success "to my incredible crew": John Kernot, Maria Flores and Chris Chapman. But his most memorable race was when just he and John did the Doublehanded Farallones last April. "It was the first time either of us had ever done a Farallones race, and we weren't even sure which of the islands to round, so we followed everyone else. On the ride back we hit 21 knots — it's the fastest I've ever gone on a sailboat."

2) **Eclipse**, Brad Butler; 3) **Paramour**, Rowan Fennell. (20 boats)

**Newport 30
Fast Freight**



**Bob Harford
Berkeley YC**

Most season championships are the result of the same crew working together year after year to pull a boat up through the ranks. Not on *Fast Freight*. Bob Harford won his second season championship (the other was in 2001) with a totally new-this-year crew, several of whom he picked up off the Berkeley YC docks! They're Ted Wall, Bill James, Jamie Marzonic, Herb Phillips, Ruben Gabriel and Laraine Salmon.

Of course, there was a good depth of experience among them — Bill James, for example, raced his own Newport 30 for years.

Harford, a Sacramento hairstylist, bought *Fast Freight* new in 1986 and has enjoyed racing the boat in HDA and one-design ever since. He also sometimes sails on the Schumacher 30 *Shameless* (that's where most of his former crew went when one of them bought the boat), or his son's Fun 23 *Kryptonite* down in Marina del Rey.

Gary Boell's *Zeehond* was *Fast Freight*'s main competition this year, and the most memorable race for Harford was the return trip from Vallejo, when *Zeehond* and the 'Freighters' were neck and neck most of the way back, with *Zeehond* winning by a nose.

Bob will start next year's racing in almost the same predicament. "Ted and Herb are both going cruising," he says, "So I'll be in the market for crew — again!"

2) **Zeehond**, Gary Boell; 3) **Harry**, Dick Aronoff. (6 qualified)

**Olson 25
Hamburger Haus**



**Jens Jensen
Encinal YC**

Jens Jensen grew up sailing Germany's Elbe River, which helped his transition to sailing the Bay when he moved here 20 years ago. "I was used to tidal sailing, and to cool, windy conditions," says Jens. "The one thing I never learned is how to sail well in light air," he laughs. "If I race in Tahoe, I'm usually at the back of the fleet."

Jens has owned *Hamburger Haus* since 1997 and has been seriously campaigning the boat since '99. Part of the delay in a season championship is all the travel Jens has to do in his career as a marketing executive for a Silicon Valley chip maker. But this year, he and his 'international' crew — Wouter Suverkrupp (Holland), Nathalie Criou (France) and Arnold Pieper (France) were around enough to sail a complete season, posting seven firsts in the 11-race, two-throwout ODCA series. They also won the Olson 25 Nationals held on the Berkeley Circle in September.

"Consistency in crew work and better tactics" are what got *Haus* to the winners' circle this year. Keeping them honest were Larry Nelson's *Vivace* and Tom Nemeth's *Clean Sweep*, which fought a hard battle all season for second.

With the addition of three boats this year, there's new energy in the Olson 25 fleet. "Next fall, for the first time, we expect boats from out of state to join us at the Nationals," says Jens.

2) **Vivace**, Larry Nelson; 3) **Clean Sweep**, Tom Nemeth. (7 qualified)

**Santana 22
Bonito**



**Michael Andrews
Encinal YC**

Mike "machine gun" Andrews and his crew Shawn Grassman and Wayne Best sprayed nothing but bullets across the scoreboards this year in their Santana 22 ODCA series. In fact, after six firsts in a row, they had the 10-race Tuna 22 season championship wrapped up by June — *June!* — and didn't even have to sail the four remaining races.

That doesn't mean they rested on any laurels. The three *Bonito* boys are part of a group of nine guys who race regularly on each other's boats. Andrews, Grassman and Best in particular are also involved in the J/24 (*Mr. Toad*) and Melges 24 (*Smokin'*) fleets.

But the Santana 22 — a Gary Mull design that celebrates its 30th birthday next year — has long had a special appeal to Mike. "I sailed one as a junior in the San Francisco YC, so I knew the boat from way back, when it was one of the most hotly contested classes in YRA."

The 22s have not only retained their popularity all these years, they're going through a resurgence of sorts. W.D. Schock started building them again in 2001, and Andrews, who runs a company that loads and unloads ships, bought *Bonito* new in 2003. He's been winning with her ever since.

Bonito ("the littlest Tuna") is also a winner with Mike's wife and 3-year-old son Jonathan. Between races, they day-sail the boat and occasionally overnight as part of an EYC cruise-in.

2) **Carlos**, Jan Grygier; 3) **Elaine**, Pat Broderick. (7 qualified)

FLIGHT OF THE PEREGRINE

In last month's *Letters* section, I reported that I'd cruised Mexico and the South Paâfic from 1984 to 1995, spending between \$1 and \$3 a day on average. Here are some further details.

In my experience, there are two simple ways of looking at a cruising budget. If you're going to spend a lot, you need a lot. But if don't spend much, you don't need very much.



Although the 26-ft 'Peregrine' had literally no interior space, she served Glenn well through more than 10 years of blue water cruising.

My 10-year cruise was aboard *Peregrine*, a Wharram Pahi 26 catamaran that I built myself for \$3,000. I did make a little bit of money while I cruised. For example, I very casually took tourists sailing in Mexico and Tonga, I worked for a charter outfit in Fiji, and gardened and swept floors in Hawaii. There was also a construction project near Keehi Lagoon, the free anchorage in Honolulu, where some of us boat people got work.

But what mostly kept me going financially was not spending money.

The big ticket expenses when living in the States — housing and cars — aren't part of the cruising budget. And my *Peregrine* never saw a marina — or even a mooring buoy — because anchoring is free and in my opinion more enjoyable. Eventually, I became confident enough in my seamanship skills to select unheard-of but sheltered spots behind headlands or up rivers at which to anchor — places where no yachts had gone before. For example, I brought *Peregrine* into the lagoon of Pingalap Atoll — which doesn't have a pass to enter — by walking her across the barrier reef at spring high tide. A month later, I walked her back out. Sometimes when I tacked up to soundings, the local school would empty out and the beach would crowd with sur-

prised people. "Come here, come here!" they'd call out. "Where are you from? What's your name? Are you married?"

I prefer simple, wholesome foods — which don't cost very much even in California. When I was in Mexico, every village had a *tortillaria* cranking out delicious, healthy tortillas that were so inexpensive they were virtually free. While at San Carlos, a wheat shipping port inside Mag Bay on the Paâfic Coast of Baja, someone gave me a 50-lb bag of whole wheat. While in the Sea of Cortez, I sprouted the wheat, put it through a meat grinder, and made flat bread to go along with the fish and

scallops, fresh fruit and vegetables that made up my diet. I missed that flat bread when the wheat ran out.

While in the Paâfic, I learned to utilize coconuts, which are free or dirt cheap throughout the tropics. Like the locals, I would shred the meat and squeeze out the rich, creamy milk.

Like a scene from a fairytale, towering coco palms shade the simple huts of this village on Nukufetau Island in the Tuvalu group.



Much of the reason I travel is to learn and experience how people live in different cultures, and that definitely includes exotic foods. This made eating both interesting and inexpensive. For example, some young Tongan ladies took another single-hander and me down a jungle-covered cliff to forage for the big sea snails that could be found in the crevasses of the rough, raised limestone fringing reef typical of Vava'u. They also introduced us to sea grapes, a common type of seaweed that some Tongans use as a condiment.

Hot little chili peppers commonly grow like weeds in the tropics, so they are free for the asking. While at Niuatobutabu Island, I was shown how to bottle them in sea water with coconut to make a piquant sauce. While at that same island, I was pulled from afar to a big gathering and required to sit alongside the minister at the head of a long heavily-weighted feasting table. One of the many huge roasted pigs seemed to be glaring at me from the other end of the table. Eventually, the minister took up his knife to tap at the porker's forehead until he was able to pry the skull open. After offering me first go, he gleefully spooned out the brain. It tasted kind of bland.

Kiribati was the poorest place for food that I ever visited. They get so little rain



— A DECADE OF BARE-BONES CRUISING



Glenn's crewman Bernard prepares to re-step 'Peregrine's' mast after a shroud broke, dismasting her 1,000 miles from land.

that even bananas are rarely seen. They survive on fish, coconuts, and imported rice. There's a kind of wild bush that grows on atolls which is edible. I ate this sometimes, but it was pretty bitter. Abemama, my host on the outer island, told me he liked the bitter taste.

While still at Kiribati, they ran out of kerosene for light, so they burned pieces of copra like candles. It created such a romantic scene on that faraway, dreamy island on the equator that I'll never forget it. By the light of the burning copra we played Sorry, of all things, on a home-made board.

About the only exotic food I did not try was at a street market at a Borneo river town. The vender had a basin of fat maggots neatly lined up vertically and wiggling like fingertips. "You eat that?" I blurted out. "Delicious, try!" she replied.

I found that healthcare is either very affordable or nationalized just about everywhere but the United States. And I did need some medical care during my decade of cruising. I had some persistent staph infections on my skin in Samoa and the Philippines that could only be cured by oral antibiotics. Hepatitis laid me out for a couple of weeks at an outer island where the beach was the sanitation system. And in Fiji, I caught an unmentionable disease that required

injections of penicillin.

In general though, the cruising life is very healthy — especially if you don't have too much money. For example, I always used self-built outrigger canoes as yacht tenders. Rowing these gave me a little daily fun and exercise as I paddled ashore and zipped around

powered by a little sail. Outrigger canoes are much easier to paddle than fat dinghies because of the narrow shape, yet they're stable enough to stand in for laying out kedges or coming aboard.

Such outrigger canoes can be made of door skins, a little epoxy, and any old thing for the outrigger. A piece of plywood nailed on some 1x2" makes an easily replaceable paddle. And they do need to be replaced because kids playing 'canoeing' on the beach often leave the paddle on the sand instead of putting it back in the boat, so paddles get carried away by high tide.

Cheap tenders save a lot of potential heartache, as nice dinghies — such as inflatables — are among the most com-

mon cruiser gear to be stolen. I had tenders stolen in Long Beach, Mexico, Hawaii and Samoa. One was also sunk by the load of rocks thrown in it by some people in Ponape who were angry at me. (It might have been about women.) Yet another was pounded to pieces against a seawall in the Philippines when the weather came up while I was in town.

When bereft of a tender, I just made a new one. Because there was no plywood available in Samoa, I waited to reach Fiji before building a new canoe. In the meantime, I swam ashore with my dry clothes in a plastic bag tethered around my neck and floating behind.

My least fortunate canoe-building

experience happened in Mexico. Having lost my canoe, I beached *Peregrine* in order to build another one. When I came back to the boat from town, I found a little boy standing in the hatch. As I came running, he cast his hand skyward, launching my few pesos to the wind with joyous laughter.

Early on, I had some trouble with my mast and sails. *Peregrine* was originally rigged with used sails and blocks, galvanized wire, and had a solid wood mast. Sailing south to Ensenada with this inadequate rig was so much fun that I kept going — and immediately ripped the clew out of the mainsail. Later, I was carrying too much sail while trying to get around the southern tip of Cedros in time to anchor before dark, and the mast bent into crazy S-shapes. With a bang that sounded like a gunshot, the top third of the mast broke off.

After making it to Turtle Bay, I hitchhiked back to San Diego, where I spent the last money from selling my old car to buy a proper mast, a roll of good sailcloth, and a treadle sewing machine. Catamaran Dan, a friend and delivery skipper, brought the materials to me in

Creature comforts were few, if any, but Glenn didn't seem to mind. Here, he catches a nap on deck, while 'Peregrine' gently rolls along.



Mag Bay, where I stepped the new mast. During hurricane season in Cabo San Lucas, I sewed the new sails together myself outdoors in a trailer park.

I was lucky to have survived that first year of cruising, but both *Peregrine* and my skills improved quickly. By the

If you're going to spend a lot, you need a lot. But if you don't spend much, you don't need very much.



FLIGHT OF THE PEREGRINE

end of a year in Mexico, my small cat and I been pretty well 'shaken down'. I could even get her to steer herself on any course using sheet-to-tiller methods. This was essential for the long sail to Hawaii.

The fact that my cat never had an engine or electronics eliminated a lot of expense. Maneuvering in tight spots and making the most of what nature provided was a sport — one that saved me a lot of money and thereby enabled me to keep on cruising. Bringing *Peregrine* behind the T-shaped wharf in Apia, Samoa, for clearance was straight downwind in a fresh breeze. So I dropped the sails coming around the end of the wharf, dropped an anchor off the cat's stern, and as she quickly coasted toward the dock, snubbed up the anchor line to stop her just in time. I was proud of that.

Peregrine only displaced 1,600 pounds,



The lifestyle in much of Tonga is primitive, but judging by all these happy faces, the lack of material wealth is of little consequence.

so when it was flat calm, I could paddle her around harbors sitting on deck by the tillers. But when it was calm at sea, there was no substitute for patience.

The one electronic item I always had was a radio that at least received a.m. shortwave so I could get time signals. During my last year of cruising, while in SE Asia, a friend gave me a solar panel so I put in a car battery, fluorescent

lights from the hardware store, and eliminated the need for all the 'D' cells that the radio used up.

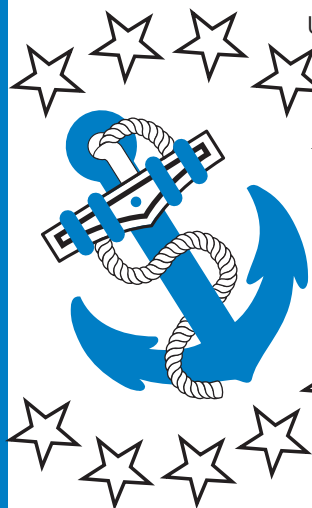
The only other electrical devices I had were flashlights. Otherwise, for light I used the kind of kerosene lanterns that have a metal top and a lever which raises the chimney, as seen in every hardware store in the world. When in traffic, the lantern slotted

into a special bracket on deck as a running light.

I also cooked with kerosene. I never had anything like refrigeration — even ice is too much hassle in my book.

I navigated by sextant, but being too far out and too cheap to buy a new nautical almanac every year, I made corrections to the same almanac from one year to the next. This was fine until I was marking line of positions all day long approaching Lamotrek Atoll in Micronesia. As the hours passed, my navigation said

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— A DECADE OF BARE-BONES CRUISING

I should have sailed right through the island, across the lagoon, and out the other side. But I'd seen nothing. Was I lost in the wide Paāfic? I eventually realized that I had forgotten to account for leap year, which threw me off one day's change in the sun's position or about 15 miles. I was soon able to find Lamotrek.

The primary way in which having too much money might be an obstacle to cruiser enjoyment is that it can limit interactions with the locals. Most sailors dream of visiting beautiful, unspoiled, exotic, tropical places for good reason. Those places, however, are in the Third World, where people are living by being self-sufficient or doing work like drying copra, which doesn't pay very much. If I was from a boat bedecked with expensive toys and consuming conspicuously — dare I say profligately? — I think I would contrast so sharply that interaction would be inhibited.



On a remote Philippine island, Glenn accepts a container of 'tuba' from a new friend. His meager budget was never a detriment.

As it was, I lived with families in their homes in several remote locales, and developed many deep — often intimate — friendships everywhere I went. A few times I took host families aboard *Peregrine* and to islets on the other side of the lagoon. There we loaded several thousand pounds of coconuts aboard

to bring back and make copra. I also took friends on picnic and fishing trips.

An extreme example of money's potential for screwing up human interaction across cultures is piracy. Although I sailed across the infamous Sulu Sea six times, and even sheltered at Balabac Island in the straits between the Philippines and Malaysia, I never carried weapons or experienced piracy. Most other cruisers claimed they did. Many times gangs of crazy-looking young men in high-speed boats chased me down — invariably to offer me a cigarette or other gift.

As the weather deteriorated one evening, I was relieved to anchor behind a little islet outside a river village close to the Malaysian side of the frequently boisterous Balabac Straits. The next morning a Malaysian patrol boat stopped by to check me out, and asked if I knew I was in a 'black area'. It seemed that Moro pirates had attacked the village a short time before, robbing homes at gunpoint.



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FLIGHT OF THE *PEREGRINE*

After 10 years of this wonderful life of adventure, freely roaming the most exotic places in the world, making friends, and having a ball, I fell under the influence of others. So many people told me, "You're pushing middle age and still playing around. If you're going to have a career, you'd better get cracking!" It made me start to wonder if they knew something that I didn't. I finally caved in the year that I finally achieved a long-held dream of sailing downwind with the monsoon from the Philippines, along Borneo, past Singapore, up the Straits of Malacca to Thailand — and then on the turn of the monsoon, sailing downwind all the way back up to the Philippines.

When that trip was over, I was emotionally unable to sell *Peregrine*, so I left her on a safe beach in the Phillipines, sort of being looked after. I flew back to California, got a teaching credential, and for seven years, most recently in Los Altos, taught science. It was actually fun at first, but then petty politics turned it into a nightmare. By that time *Peregrine* had deteriorated too far from neglect to



Shown here in the final stages of glassing, Glenn's new boat was built to an ancient design using modern materials. Still no engine!

be worth recovery, so I told the locals to take whatever they wanted of her. The last part was one hull being paddled away on its side.

Two-and-a-half years ago, I started a new catamaran in Oxnard, and this is my year to resume my dream life on the water. The lines of my new boat were copied from a sacred canoe made on Tikopia Island about a century ago, before the arrival of missionaries. Although

she is of ancient design, I've built her of modern materials: strip-planked cedar, epoxy and fiberglass.

Money isn't as short as it was before but I don't want to spoil a good thing. Life on *Peregrine* was about 'winning the game'. It was physically, mentally and socially healthy, as well as being joyful, diverse and challenging. The world was my oyster! So no engine on the new boat nor fridge, watermaker, windlass, etc. Probably a little electricity for the computer and some lights just by solar.

Outrigger canoes will continue to be the tenders. The new boat will have so much more space on deck that I'll be able to carry two.

At 38 feet, with three feet of freeboard, she'll be a real sea boat. I figure that after several thousand years of sailing against the trades in the open Pacific, the ancient Polynesians knew how to make sailing boats. I've built her of all my own labor, and about \$14,000 in materials — this time the highest quality available.

So what's all the money for anyway?

— glenn tieman

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You'd think it would be easy to buy gifts for sailors. Especially new sailors who need to outfit themselves with all the special clothing and safety gear — and who have a very long 'want' list of equipment because they are about to buy their first boat.

"May I suggest a handheld VHF?" said the store sales clerk, who had correctly deduced the nature of my dilemma. "Even for someone who already has one, another mobile VHF is always useful."

"These take double-A's," he explained. "No battery pack, and long shelf life. We prefer them over the rechargeables for use on small boats where the VHF can't live on a charger all the time."

It was a possibility, but somehow seemed to lack creativity. This was for a co-worker of mine who had finally decided to dive into sailing, no doubt at least partly as a result of hearing me



was a kid and got underwear from Aunt Martha on my birthday.”

"What about an extra-long canoe paddle?" suggested another customer who had been listening in. "You don't need to paddle a sailboat very often, but when you do, you need the 6-footer. It's real handy for moving just a boatlength or two when you have to get out of the path of a container ship in a real hurry, and the engine won't start or there's no time to mount the outboard."

This sounded like the voice of experience.

I considered the special tools in my own dock box that my neighbors are always asking to borrow: The good hot knife, or the big swaging tool. No, they probably wouldn't be appreciated at all by a novice.

The salesperson intercepted me again after one more lap around the store. "I can check to see if this person is registered," he volunteered.

"You mean you register your customers? Like a wedding registry?"

"Yes, you'd be amazed how many newlywed couples register here. It's not used so much for 'new boat showers,' but you can see that it would be good if they did register."

He checked the nearest computer terminal, but no luck. I cruised the store one last time, and had resigned myself to a gift certificate when I spotted Lee Helm, a grad student at the local university, walking in the front door. Lee would have an idea.

"So let me get this straight," Lee recapped. "This is a woman you work with, who is taking sailing lessons, buying her first boat, joining the yacht club, and even taking a navigation class, all at the same time."

"Yes," I confirmed.

Lee responded with three words:

"I can order it for you. It will be here next Tuesday."

"You could put together a goodie basket of small essentials," suggested the sales droid: "Duct tape, WD-40, sail repair tape, and maybe a small tool kit. Or maybe safety gear like whistles or small flashlights — maybe even personal strobe lights for the lifejackets."

"No, those are all common essentials," I said. "It would be too much like when I

“Good idea,” I said as I walked over to the rack of oars and paddles. But the longest paddle they had was only 5 feet long.

"I can order it for you," said the store person. "It will be here next Tuesday."

"If I wanted it on Tuesday," I explained patiently, "I would have come in for it on Tuesday. The office party is this Friday."

I stalked the aisles for ideas. Small solar panel? She was probably planning to get a big one. Winch handle? Too redundant. Plastic sextant? Unlikely to be used, ever. Fancy LED flashlight? Too. .

— GETTING WITH THE PROGRAM

"Hook. Line. Sinker."

"Yes, she's hooked, but good. And that should make her the easiest person in the world to shop for, but I'm having a tough time. The problem is, she's spending money like a drunken sailor on everything she could possibly need."

"But like, money can't buy experience," Lee noted. "At least, like, not on such a short time frame."

"I know that, but this is a grown-up we're dealing with. She's not going to learn sailing the right way in a Toro or a Laser. Not even a Snipe or a 505."

"Unless you do it in software. . . ." she added.

"Money can buy experience if you do it in software? I'm not sure I follow."

"Simulators, Max."

"You mean a sailing simulator? The one's I've tried were kind of cheesy," I replied, thinking back years ago when I last played with them. "And they didn't 'handle' realistically enough to be good teaching tools."

"There are exceptions."

"Okay, tell me more."

"There are two that are worth looking at," Lee said. "The Stentec Sail Simulator (www.sailsimulator.com) probably has the most realistic modeling and a very fast and smooth frame rate. They've been my hands-down favorite ever since I can remember. The other one worth checking out is a relatively new one called Virtual Sailor (hangsim.com/vs/). It's got the best photo-realistic 3-D land graphics, and very interesting treatment of the water surface with real optical reflectivity. They both allow user-generated sailing areas, although the scenery files here are still a far cry from what goes on in the flight sim world."

"I don't know, Lee. After the first lap those things can't really hold my interest. Sailing happens a little too slowly for computer games, sad to say."

"For sure," Lee said to my surprise. But she had another angle to pitch.

dynamics of backing and filling could be a great teaching tool. But for entertainment? Lame, lame, lame. Boooooorrrrring.

"Where is she going to keep her boat?" Lee asked. "Same marina as you?"

"Yes, I'm pretty sure."

"No problem. The model is already built. Download the software, pay for the license, put it all on a CD, and you'll



In Virtual Sailor, you can helm boats of different rigs, motorboats — even submersibles.

Watching grass grow, and all that. It's the nature of the beast."

"And these two that you mentioned are good for docking practice?"

"Once you configure them right, and build a model of your marina to practice in."

"Wait a minute. You can put your own marina in the program?"

"Start with the aerial photo of your marina from www.acme.com/mapper, and build a virtual marina to match."

I had to admit that had a certain appeal. Then again, as a gift . . . "It's a little like giving someone an unfinished construction project. I have a closet full of gifts I never finished putting together.

have a great gift for her. I'll print out some screen shots you can wrap it with. Oh, and like, throw in one of those belts with the code flags on them, or a serving tray with diagrams of knots. You know, for the tactile gift element."

"Are you kidding? What if she thinks those are meant to be serious gifts?"

"She'll get over it."

As we talked, Lee led me toward one of the store's computer terminals. She looked around to make sure the coast was clear, and started to type.

"Uh, aren't these for employees only?" I asked.

"Don't be silly," she said as she entered a user name and password. "Any self-respecting hacker could break into this system before finishing the first can of Jolt Cola."

A few minutes later we were looking at the stern of a small keelboat on the computer screen. Lee offered me the helm, pointing to the arrow keys that now controlled the tiller. I put the helm up, the bow fell off, the sails filled, the boat heeled, and a foamy wake appeared behind the transom.

"You can put your own marina in the program?"

"Sailing sims in open water are boring for exactly that reason. But like, it's the last boatlength that counts. A sim that models docking, picking up a mooring, coming alongside another boat, and the

On the other hand, she is our information technology person at work, so I know she can deal with the most obtuse user interface that any software can throw at her."

MAX EBB

"They keep trying to give us more visual realism," she said. "Look, even the Kelvin wave train in the boat's wake is modeled correctly. But like, it's usually at the expense of functional realism. I mean, like, a realistic 'feel' is what really counts in a training sim, and you get that with a good dynamic model and big visual substitutes for the things you can't see and feel easily on a computer screen. Like the big arrow on the water showing wind direction, which they had in an earlier model, but now all we get is a little instrument display. And also, there's no crowded marina to practice in unless you build it yourself. Like I said, sailing across a simulated bay or between simulated islands is boring. The default mode should be maneuvering in tight spaces, with wind shadows, a little current, all the things that a simulator could do really well. Things that take a lot of time and effort to get experience with in full scale."

"Not to mention the expensive mistakes," I added as the bow of my virtual

its value for practice. You just have to call your own crashes."

"What about the navigation aspect of

"I dunno, there's a bit of a learning curve," Lee warned. "Not like my old favorite, Schnack's Tack, the program

"Look, even the Kelvin wave train in the boat's wake is modeled correctly."

it?" I asked. "Do you think a simulator could teach coastal navigation skills?"

"If they did it right, I guess so," she answered. "But like, the sailing skills come first. Then the best navigation teacher is a chart, a compass, a boat, and a lot of fog. I mean, coastal navigation is an exercise in patience and error analysis, and using a lot of different tools with different skill sets needed. That doesn't lend itself nearly as well to simulation as basic boat-handling reflexes."

She exited the program, found another website, and after a few more minutes of downloading and installing we were looking over the stern of another small sailboat. This time the land and shore features looked almost as good as the scenery in the latest flight simulator, and the water had a reflective texture to it. Controls, however, were a little less precise, and while there was a sea wall to crash into, it was hard to get a good view of something that could be used for docking practice.

"If you buy her the license codes, Max, I'll download them both and put them on a CD along with the scenery files I wrote for the marina."

"And we'll be able to fire them up right at the office party," I imagined.

that's so simple it can be a match racing bar game. Kind of the America's Cup version of Pong."

"Can I download that too?" I asked.

"Nah, it's like, long gone from the marketplace, unfortunately. But I'll do something illegal for you, if you know what I mean, and I think you do."

"Excuse me — that computer is for staff use only!" Oh oh. Busted.

"Oh, sorry, we didn't notice," Lee said to the clerk. "Nice, fast internet connection you have there."

"There is no connection to the internet from these terminals," he insisted.

"My mistake," Lee shrugged.

Lee was right about the learning curve, but for an IT professional, the user interface was a challenge to be mastered on the spot. Before the party ended, most of the office staff was in multi-player mode over the company intranet, crashing into each other's virtual boats. Curiously, those with clearly elevated blood alcohol tended to select the faster powerboats from the boat selection menu.

Good thing this was only a simulator.

— max ebb

WHERE TO FIND THEM

Stentec Sail Simulator (<http://www.sailsimulator.com>) — Free demo, \$29.90 license, \$39.90 on CD.

Virtual Sailor (<http://hangsim.com/vs/> and <http://www.virtual-sailor.net/>) — Free demo, \$25 license.

yacht stuck half-way into the side of an anchored gravel barge.

"Their collision detection scheme still leaves much to be desired," Lee complained. "But that doesn't really affect

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THE RACING

*Reports this month include season-finale events like the **Red Rock** and **Great Pumpkin Regattas**, as well as something old, something new in midwinter fun — the tried and true **Berkeley YC Midwinters** and the squeaky new **RegattaPRO One Design Midwinter Series**, plus a steaming mug or two of hot spiced **race notes**.*

Red Rock Regatta

Tiburon YC's Red Rock Regatta saw 17 boats in three divisions negotiate a 'running' start (strong ebb pulling boats toward the line) on Saturday, October 29 — thence to complete a 5.75 nm course from the host club, around the island for which the race is named, and back again.

No air delayed the 1 p.m. start for an hour, and the light breeze stayed that way for the remainder of the day. Unlike many boats competing in the fog-shrouded Slot course of the concurrent Great Pumpkin Regatta, the TYC's Red Rockers sailed in brilliant sunshine and Indian summer temperatures. Three of the four legs were reaching or running, giving spinnaker boats a distinct advantage over the non-spinnies crowd. Only two boats were unable to make the 4:30 p.m. time limit.



Red Rockers — Cindy Lauper, Dolly and Cher were just some of the celebs who cameo'd at the Red Rock Regatta party.

Traditionally a mostly club race the RRR had a guest boat this year — Jon Rolien's Yankee 30 *Hurrah*. It was good to see this former season champion boat out racing again.

As always, the Saturday race was followed by the awards ceremony, dinner and a costume party at the club.

In a popular break from tradition this year, instead of mounted pieces of Red Rock as trophies, the top boats in each division received bottles of wine from Red Rock Winery in Merced — red or white, whichever they preferred.

J/105 — **Natural Blonde**, Brian McNerary; 2) **Joyride**, Bill Hoehler; 3) **Frisky**, JT Hansen. (4 boats)
DIV. I — 1) **Frenzy**, Moore 24, Lon Woodrum; 2) **Preparation J**, J/30, Jerry Tostenson; 3) **Moonshadow**, Wylie 31, Stan Behrens. (7 boats)
DIV. II — 1) **Don Wan**, Santana 28, Don Kunstler; 2) **Shenandoah**, Catalina 27, Ian Matthew; 3) **Wind Dance**, Cal 2-27, Ann Watson. (6 boats)

Great Pumpkin Regatta

As usual, the big end-of-season show was the Great Pumpkin Regatta, also sailed on the weekend of October 29-30. Some 141 boats in 19 divisions raced three races on Saturday in three different venues — Olympic Circle, Southampton and a 'Deep-water' Course for the larger classes that started and finished off the Berkeley Pier.

And somehow, those clever race committee folks at Richmond YC even arranged a perfect Halloween theme for the latter course — the upwind leg was sailed in brilliant sun and lovely 10-knot breeze, while the downwind leg was shrouded in fog.

While the wind never went away on Saturday, its shiftiness kept the PROs busy on the three courses. On the middle course, it shifted 180 degrees over the day (from East to West), necessitating re-anchoring the committee boat and resetting marks for every race.



TOM GOODWIN



While Saturday featured the serious racing (as serious as the Pumpkin gets, anyway), Sunday's event was the just-for-fun Pursuit Race. The big tactical decision for the 127 competitors was which way to round the race's two marks, Angel Island and Alcatraz. (The correct choice this year was 'clockwise' — Alcatraz first.) Another tactic rarely seen in other races: how to pick up floating pumpkins plopped into the water earlier by the race committee. Luckily, the fogbank was nowhere to be seen on Sunday, making it easy to spot the pumpkins — and all the boats that had sailed the wrong way.

There were several outstanding performances over the weekend. Among boats bulleting all three races on Saturday were Cam Lewis' Melges 24 *Tinseltown Rebellion*, Frank Van Kirk and Larry Nelson's Olson 25 *Vivace*, Steve Wanner's WylieCat 30 *Uno* and the Bilafer family's Olson 30 *Family Hour*.

On Sunday, the standout boat — in appearance and performance — was Roger Barnett's ProSail 40 catamaran *Tuki*. The sleek black beauty (with the perfect jack-o-lantern orange kite) overcame a -99 rating (and starting way last



Above and top inset, the Halloween-themed Great Pumpkin Regatta featured appropriately ghostly conditions on the Deepwater course Saturday. Inset left, the costumes get better every year. This pack of dalmatians are from the Tartan Ten 'Fire Drill.'

in the reverse-handicap start) to win the pursuit race. As mentioned last month, they were also interested in setting a new course record, but no one could remember if there was an old one. Another hallmark of the GP has always been the element of family fun — this is one event where kids are welcome and encouraged. *Tuki* fit into that mold, too. Accompanying her regular four-person crew were Barnett's 5-year-old son, Spencer, and 3-year-old daughter, Violet, who sat in various laps while Dad flew a hull around much of the course.

The Great Pumpkin is one of the few events on the sailing calendar where the between-race activities are regarded at least as highly as the sailing itself. At the Saturday night raft up and party, there were two bands, free beer and ice cream, a great dinner, and enough 'evil' spirits to cheer the heart of the most restless zombie. And speaking of zombies, there

were awards for the best costumes, both those worn to the party and those worn during racing. There were more awards Sunday for those retrieving floating pumpkins on the pursuit race course, and the ever popular trivia contest. Oh yeah, and a few sailing trophies, too.

One of the funnest highlights of a fun weekend was the retrieval of the Great Pumpkin itself — a massive, 200-pounder procured from the pumpkin holyland, Half Moon Bay. It was lowered into the water next to the club (with the hoist) and the challenge went out: Whoever could retrieve the mammoth gourd in the least amount of time would win.

Kim Desenberg and a clutch of fellow Wabbit sailors were the only ones to pick up the gauntlet.

"Kim and eight guys went out in a somebody's Wabbit, turned the boat on its side, rolled the pumpkin in, and then righted the boat," said RYC regatta chairman Eric Arens. "It took them only two minutes." The performance — encored by Desenberg doing a cannonball off the boat — earned the Wabbiteers an extended ovation from the appreciative crowd.

SATURDAY

DEEPWATER COURSE (3 races):

BENETEAU/FARR — 1) **Mistral**, Beneteau First 36.7, Ed Durbin, 3 points; 2) **Athena**, Beneteau First 36.7, Paul Brochini, 7; 3) **White Fang**, Beneteau First 40.7, Marke Howe, 8. (7 boats)

PHRF I — 1) **El Ocaso**, J/120, Rick Wesslund, 4 points; 2) **Desdemona**, J/120, John Wimer, 5; 3) **Samiko**, Serendipity 43, Dexter Bailey, 9. (6 boats)

PHRF II — 1) **Sand Dollar**, Mumm 30, Erich Bauer, 3 points; 2) **Bluefin**, Santana 35, Guy Benjamin, 11; 3) **Stewball**, Express 37, Caleb Everett, 16; 4) **Spindrift V**, Express 37, Larry and Lynn Wright, 16.5. (12 boats)

OLYMPIC CIRCLE COURSE (3 races):

WYLIECAT 30 — 1) **Uno**, Steve Wonner, 3 points; 2) **Crinan II**, Bill West, 7; 3) **Lynx**, Steve Overton and Jim Plumley, 8. (3 boats)

ANTRIM 27 — 1) **Cascade**, Steve and Laraine Rienhart, 6 points; 2) **Arch Angel**, Bryce Griffith, 7; 3) **Max**, Bryan Wade, 8. (4 boats)

J/105 — 1) **Orion**, Gary Kneeland, 5; 2) **Tiburon**, Steve Stroub, 6 points; 3) **Alchemy**, Walter Stanford and Tom Struttman, 13. (7 boats)

OLSON 30/911 — 1) **Family Hour**, Bilafer Family, 3 points; 2) **Voodoo Child**, Charles Barry, 8; 3) **Naked Lady**, Jeff Blowers, 9. (7 boats)

99 RATERS — 1) **Razzberries**, Olson 34, Bruce



and Lina Nesbit, 6 points; 2) **Two Scoops**, Express 34, Christopher Longaker, 6; 3) **Flexi Flyer**, Mitchell Wells, 8. (5 boats)

ULTIMATE 24 — 1) **Vuja de**, Chris Kim, 4 points; 2) (no name), Peter Cook, 5. (2 boats)

SF 30 — 1) **Jane Doe**, Olson 911S, Bob Izmirian, 4 points; 2) **Enigma**, Capo 30 (mod.), George Ellison, 5; 3) **Stink Eye**, Laser 28, Jonathan Gutoff, 11. (9 boats)

EXPRESS 27 — 1) **Xena**, Mark Lowry, 12 points; 2) **Witchy Woman**, Tom Jenkins, 14; 3) **Cotton Candy**, Ralf Morgan, 16; 4) **Dianne**, Steve Katzman, 16. (14 boats)

WYLIE WABBIT — 1) **Jack**, Bill/Melinda Erkelens, 7 points; 2) **Furrari**, Peter/Angie Rowland, 8;

BYC action (clockwise from above) — J/24s 'Phantom' (8257) and 'Frogflips' approach the weather mark; bowman at work on 'Shark On Bluegrass'; getting ready for the takedown aboard 'Starkite'; jibing 'Corsair'; a trio of Newport 30s; 'Boogie Woogie' and 'Half Fast' side by side; a wave from 'Topper Too' on the way to second in the Moore 24s on Saturday. All photos latitude/jr.

3) **Mr. McGregor**, Kim Desenberg and John Groen, 10; 4) **Keala**, Ron Tostenson, 13. (12 boats)

HANDICAP — 1) **Shockwave**, Santana 35, Michael Bruinton, 3 points. (1 boat)

SOUTHAMPTON COURSE (3 races):

MOORE 24 — 1) **Eclipse**, Brad Butler, 8 points; 2) **Wet Spot**, Mike O'Callaghan, 15; 3) **Paramour**, Rowan Fennell, 15; 4) **Mercedes**, Joel Verutti, 16; 5) **Flying Tiger**, Vaughn Seifers, 25. (23 boats)

OLSON 25 — 1) **Vivace**, Frank Van Kirk and Larry Nelson, 3 points; 2) **Balein**, Daniel Coleman,

7; 3) **Clean Sweep**, Tom Nemeth, 11. (5 boats)

ULTIMATE 20 — 1) **Cinderella Story**, Jennifer Andrew, 4 points; 2) **Cloud Nine**, James Carlsen, 8; 3) **Salsa**, Steve Borough, 9. (5 boats)

SANTANA 22 — 1) **Bonito**, Michael Andrews, 6 points; 2) **Carlos**, Jan Grygier, 7; 3) **Elaine**, Pat Broderick, 11. (7 boats)

HANDICAP I — 1) **Tinseltown Rebellion**, Melges 24, Cam Lewis, 3 points; 2) **Flashpoint**, Melges 24, Pat Brown, 8; 3) **Aqua Nut**, Melges 24, Peter Aschwanden, 8. (5 boats)



HANDICAP 2 — 1) **El Gavilan**, Hawkfarm, Jocelyn Nash, 4 points; 2) **Green Onions**, Alerion Express 28, John Tuma, 6 points; 3) **Eyrie**, Hawkfarm, Sylvia Seaberg, 9. (7 boats)

SUNDAY

GREAT PUMPKIN PURSUIT RACE (12.5 miles):

1) **Tuki**, Prosail 40 catamaran, Roger Barnett; 2) **E2**, Tornado catamaran, Bill Erkelens; 3) **Money Penny**, Swan 601, Jim Swartz; 4) **Cotton Candy**, Express 27, Ralf Morgan; 5) **C2**, WylieCat 44, Charles Ray; 6) **El Gavilan**, Hawkfarm, Jocelyn Nash; 7) **Great Sensation**, ID-35, Rodney Hagebols; 8) **Sand Dollar**, Mumm 30, Erich Bauer; 9) **Hobie 20**, Hobie 20, George Pedrick; 10) **Quiver**, NM 36, Jeff McCord. (128 starters, 127 finishers)

Berkeley Midwinters — No Crashes, No Chaos

The Bay Area was on a roll last month with midwinter races. Almost every one of them was sailed in warm, mild and sunny conditions. BYC's inaugural winter get-together on the Berkeley Circle on November 12-13 was no exception.

The Saturday fleet of 87 starters in 11 divisions sailed an 8.8-mile triangle/windward/leeward course in 8-10 knots of breeze and a light haze the sun couldn't quite burn away. On Sunday, 25 boats in 4 divisions also sailed a similar 8.8 miler.

And besides being a gorgeous weekend, race chairman Bobbe Tosse notes, "History was also made. For the first time in memory, all boats were accounted for. We've had races in the past when there have been as many as 10 boats we couldn't identify. This year there were no mystery racers!"

SATURDAY

DIV. A (<96) — 1) **Bodacious**, Farr 40 One Ton, John Clauser; 2) **Flexi Flyer**, Soverel 33, Mitch Wells; 3) **Stewball**, Express 37, Caleb Everett; 4) **Mintaka 4**, Farr 38, Gerry Brown. (13 boats)

DIV. B (99-141) — 1) **Expressway**, Express 27, Michael Robinson; 2) **Lilith**, WylieCat 39, Tim

THE RACING



Knowles; 3) **Cookie Girl**, Ultimate 24, Nicholas Roosevelt. (9 boats)

DIV C (144-168) — 1) **Chesapeake**, Merit 25, Jim Fair; 2) **Challenger**, Merit 25, Douglas Chew; 3) **Loose Lips**, Merit 25, Phill Mai. (9 boats)

DIV. D (>171) — 1) **Ypso**, Cal 2-27, Tim Stapleton; 2) **Latin Lass**, Catalina 27, Bill Chapman; 3) **Dulcinea**, Killer Whale, Mathiasen/Pritchard. (5 boats)

OLSON 30 — 1) **Hoot**, Andy Macfie; 2) **Family Hour**, Bilafer family; 3) **Naked Lady**, Jeff Blowers. (8 boats)

SF 30 — 1) **Shameless**, Schumacher 30, George Ellison; 2) **Dreamtime**, Olson 911SE, Roger Craine; 3) **Wishful Thinking**, Tartan 10, Lester Gee. (6 boats)

MOORE 24 — 1) **Flying Tiger**, Vaughn Seifers; 2) **Topper II**, Brendan Myer; 3) **Moorigami**, John Siegel; 4) **Hod Rod Lincoln**, Charles Witcher. (12 boats)

OLSON 25 — 1) **Baleineau**, Don Coleman; 2) **Clean Sweep**, Tom Nemeth; 3) **Vivace**, Frank Van

J/105s 'Risk' (foreground) and 'Joyride' split tacks in the new RegattaPRO midwinter series.

Kirk. (7 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield; 2) **Snowjob**, Brian Geopfrich; 3) **Nixon Was Cool**, Chet Cauhan; 4) **Running With Scissors**, Jim

Yares/Curtis Press. (10 boats)

NEWPORT 30 — 1) **Zeehond**, Gary Boell; 2) **Fast Freight**, Robert Harford; 3) **Harry**, Dick Aronoff. (5 boats)

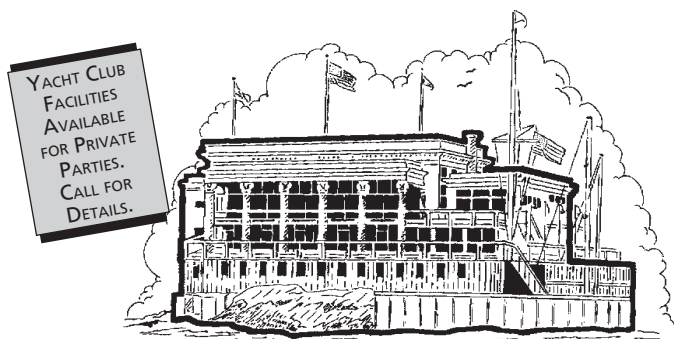
SANTANA 22 — 1) **Carlos**, Jan Grygier; 2) **Nirvana**, Richard Reader/Juan Tellez; 3) **Fuschia**

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Schock, Shawn Rowland. (3 boats)
SUNDAY

DIV. 1 (<99) — 1) **Flexi Flyer**, Soverel 33, Mitch Wells; 2) **Merlin**, Melges 32, Richard Courcier; 3) **Hoot**, Olson 30, Andy Macfie. (5 boats)

DIV. 2 (102-165) — 1) **Twoirrational**, Moore 24, Chargin/Burleson; 2) **Predator**, Hawkfarm, Jim Wheeler; 3) **El Gavilan**, Hawkfarm, Chris Nash. (8 boats)

DIV. 3 (168) — 1) **Snowjob**, J/24, Brian Goepfrich; 2) **TMC Racing**, J/24, Michael Whitfield; 3) **Frogflips**, J/24, Richard Stockdale. (8 boats)

DIV. 4 (>171) — 1) **Latin Lass**, Catalina 27, Bill Chapman; 2) **Antares**, Islander 30-2, Larry Telford; 3) **Windsong**, Islander 29, Ron Deneisha. (4 boats)

Complete Results — www.berkeleyyc.org.

RegattaPro —

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Within spitting distance of the BYC fleet, RegattaPRO's inaugural one design

Beneteau 40.7 'Inspired Environments' takes the right side of the course on the way to a second in division at the RegattaPRO series.

midwinter series kicked off with two races on Saturday, November 12. Starting and finishing off of the old Berkeley Pier, the 34-boat, six-division fleet enjoyed the same lovely breeze as the BYC boats in this first-ever one design midwinter series on the Bay. Big winners on the day included Timo Bruck's J/120 *Twist* and Ed Durbin's Beneteau 36.7 *Mistral* — both of which bulletted both races in their respective fleets.

And the winners were:

1D35 — 1) **Great Sensation**, Grand Prix Sailing, 4 points; 2) **Jazzy**, Bob Turnbull, 4; 3) **Zsa Zsa**, Grand Prix Sailing, 6. (5 boats)

J/120 — 1) **Twist**, Timo Bruck, 2 points; 2) **Hot Tamale**, Joel Truher, 5; 3) **Chance**, Barry Lewis, 6. (7 boats)

BENETEAU 40.7 — 1) **White Fang**, Mark Howe,

3 points; 2) **Inspired Environments**, Timothy Ballard, 3; 3) **Shaddy Daddy**, Joel Davis, 7. (4 boats)

BENETEAU 36.7 — 1) **Mistral**, Ed Durbin, 2 points; 2) **Athena**, Paul Brocchini, 4; 3) **El Jefe**, Richard Green, 6. (5 boats)

J/105 — 1) **Orion**, Gary Kneeland, 3; 2) **Risk**, JF Woodley, 7; 3) **Arbitrage**, Bruce Stone, 8. (7 boats)

SYDNEY — 1) **Double Trouble**, Andy Costello, 2 points. (2 boats)

Complete results: www.regattapro.com.

Race Notes

Rolex and the International Sailing Federation last month named the **ISAF Rolex Sailors of the Year**. Honored for their outstanding achievements from September 1, 2004, through August 31, 2005 were Great Britain's **Dame Ellen MacArthur**, and the Spanish team of **Fernando Echavarri Erasun** and **Anton**



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THE RACING



DANIEL FORSTER/ROLEX

Mens' Rolex winners Fernando Echavarri Erasun (left) and Anton Paz Blanco.

Paz Blanco.

MacArthur doesn't need much introduction. Not yet 30 years old, Ellen has dominated shorthanded ocean sailing — and the world stage — ever since taking second in the 2000 Vendée Globe race (and winning the 2001 ISAF Rolex award). The most recent award reflected Ellen's amazing solo round-the-world run on the 75-ft trimaran *B&O*, in which she set a new record. Last month, Ellen sailed with Roland Jourdain aboard *Sill Et Veolia* in the Transat Jacques Vabre,

taking second in the Open 60 monohull division.

Erasun and Blanco won a hotly-contested 2005 Tornado World Championship in June, which saw them DQed from the final race, but reinstated after 'instant replay' showed they were not over early.

It was only the latest obstacle overcome by the two engaging Spaniards, who turned a disappointing 8th place finish at the 2004 Olympics into the comeback of the year. They began 2005 by taking five bullets in the nine-race ISAF Grade 2 Barcelona Olympic Sailing Week in March. Their performance through the season was consistent and really took off in May when they claimed the gold medal at the ISAF Grade 1 Regatta in Holland. They followed this up



DPPI/VINCENT CURUCHET

Ellen MacArthur — These days, it's easier to list the things she *hasn't* won.

with the ISAF Grade W Tornado World Championship title in June — and for good measure added the European Championships in August. Erasun, 33, and Blanco, 29, are currently the top-ranked

Tornado sailors in the world. The two likable young men are hoping to carry their momentum forward toward gold in the 2008 Beijing Olympics.

Other nominees for the women's Rolex included Claire Leroy (FRA), Blanca Manchon Dominguez (ESP) and Paige Railey (USA). In the mens' category: Peter Gilmour (AUS), Finian Maynard (IVB), Bruno Peyron (FRA), Vincent Riou (FRA) and Rohan Veal (AUS).

Speaking of the **Beijing Olympics**, a **new scoring format** has many sailing pundits up in arms, charging sell-

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outs to TV and predicting no less than the end of Olympic sailing altogether. The more pedestrian among us shrug our shoulders and wonder what the big deal is.

In Proposal 025, everything stays the same — 11-race series with 1 throwout (except the 49ers, which do 16 races) — until the last race. Then only the top 10 boats in each class would compete, and the finishes would be double-weighted. This proposal by the ISAF and IOC (International Olympic Committee) was floated by many subcommittees, and they all supported it. It was passed by a "massive majority" of votes by the ISAF council.

Going for pinks — drag racing comes to the Bay next summer with the **San Francisco Speed Sailing Challenge**.



Ellen aboard the 75-ft trimaran 'B&Q'. Her solo round-the-world record of 71 days, 14 hours, set on this boat last February, earned her a second ISAF Rolex Sailor of the Year award.

Still in the planning stages, this event, conceived by Matt Jones and Peter Stoneberg and scheduled for June 15-19, will set up a half-mile 'box' off Crissy Field. Invited craft will take turns blasting through — with precise speed readings being done by sophisticated electronics. At stake: lots of fun — and seeing who

really drives the 'fastest set of wheels' in town. Invitations are going out to multihulls, kite boarders, windsurfers and fast monohulls.

The Speed Sailing Challenge — the first event of its kind in San Francisco — is modeled loosely after Weymouth Speed Week, a popular

event that's been held every October on the South coast of England since 1972. These days, there are categories for every type of sailing craft imaginable, heavy sponsor participation, cool prizes and — this year — participants from nine different countries.

The SFSSC is currently setting up a website where you can go for more information on the Speed Sailing Challenge. We'll let you know what it is, along with further updates, in an upcoming issue.

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WORLD

With reports this month on **Prime Winter Sailing Venues**, a frequent charterer's **First Sampling of the Bahamas**, a **First-Timer's Thank You Note**, a cruise **In Search of Ancient Ruins on the Turquoise Coast**, and miscellaneous **Charter Notes**.

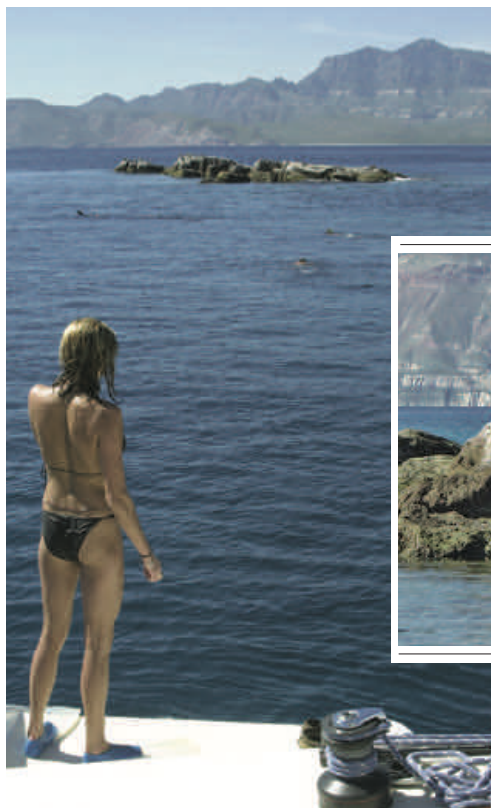
Home for the Holidays — A Perfect Time to Plan Your Next Cruise

Given the frantic pace of modern living here on the Left Coast, the words, "Sorry, but I just can't think about that right now," are a common refrain — especially when it comes to attempts at vacation planning.

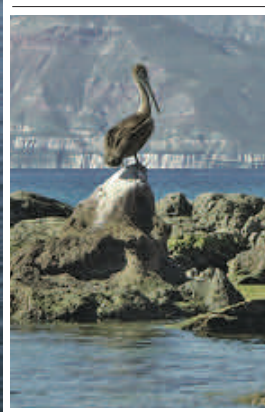
Thankfully, though, during the holiday season most people finally get a chance to downshift a bit from the hyperspeed of their normal workaday world. Consequently, it's an ideal time to introduce your family or friends to your latest sailing pipe dream.

For most folks, planning a sailing vacation is a relatively easy and exciting process. Typically, the only frustrating part is getting would-be charter partners to "Focus!" on the plan, then commit. If you've seen this movie, our advice is to come up with a proposed charter venue and a set of dates, then gather together all the visual aids you can muster (i.e. charter brochures, charts of the area, tourist board info and flight schedules). Next, whip up some tasty hors d'oeuvres

The stark, undeveloped panoramas of the Sea of Cortez are a watery playground, seemingly a million miles from mainstream living.



LATITUDE / RICHARD



LATITUDE / ANDY

and invite your prospective charter crew over for few glasses of holiday cheer. With any luck, you'll have firm commitments — and perhaps even deposit checks — before you run out of ice.

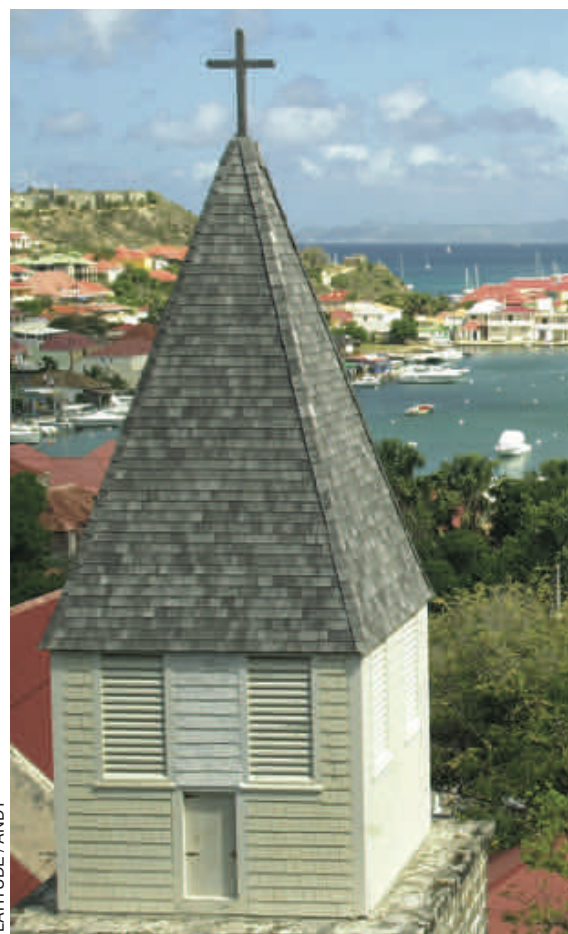
Time and again we've found that if you can just get your crew to commit to a set of dates (ideally with a deposit), they will then adjust their lives around that block of time. Whereas, if you let them procrastinate until the 11th hour, you may find yourself in a last-minute scramble to fill cabins — or to find a decent boat.

Okay, so now that you've got your recruitment strategy down, let's back up a few steps and review the possibilities for prime winter chartering.

Sea of Cortez — The closest winter sailing mecca to the Bay Area is Mexico's Sea of Cortez, which lies just a few hours away by air. The Moorings has the only bareboat base there, at the refreshingly non-touristy town of La Paz. What with many sunseeking sailors fixated on lush tropical islands fringed with forests of coco palms, the Sea of Cortez is a bit of a sleeper among The Moorings' offerings. But to our way of thinking, northern Mexico's raw, primeval landscapes are strikingly beautiful. And the serenity of the Sea's unspoiled anchorages is priceless.

Because the Sea abounds with bird life, marine mammals and other underwater flora and fauna, it's a great place to introduce kids (and others) to the wonders of nature. It is not, however, the place to take those who can't survive without night clubs and chic boutiques, as there is literally no tourism infrastructure outside of La Paz. Book ASAP, as the fleet is relatively small.

Belize — If you haven't been tuned in to the chartering scene for the past few years, you may not be aware that Belize has opened up to bareboat chartering — and it's now one of the 'hottest properties' in the industry. TMM established the first base there, followed shortly afterwards by The Moorings. Fleet sizes are building, but they are still relatively small. If you're lucky enough to get a



winter reservation, go for it, as there is very little other boat traffic other than fishing and diving boats, and a small smattering of cruisers. The principle cruising grounds are among a cluster of low-lying islands which lie in protected waters inside the world's second largest barrier reef.

The biggest attractions here are provided by Mother Nature — snorkeling, scuba diving and exploring uninhabited or only sparsely developed islands and cays. Although there are towns and villages sprinkled throughout the chain, tourism infrastructure is minimal. If you have a few extra days to spare, you could balance your sailing trip with an inland trip to explore Mayan ruins or check out the jaguar preserve.

Eastern Caribbean — We often extol the virtues of the Eastern Caribbean Islands, where sunny, trade winds sailing in protected waters makes the entire region a sailor's fantasyland.

Unlike the Sea of Cortez or Belize, however, the Eastern Caribbean does get a bit crowded during the winter months. But with a seemingly endless pool of anchorages to choose from, it's still great fun. (Literally every major bareboat charter firm has bases in the Caribbean, along with a variety of smaller 'mom and pop' operations.) As most *Latitude* readers know, the U.S. and British Virgin Islands are generally regarded as the best venue for first-timers, as distances



Although it's uncrowded in this summertime shot, St. Barts' Gustavia Harbor is chock full of glamorous yachts during the winter months.

are short between islands, the waters are well protected and there's a wealth of waterside shops, restaurants and watering holes. Another big plus is the well-maintained mooring buoy system which virtually eliminates the need for anchoring — the source of countless marital spats!

Farther 'down island' lie the Leeward and Windward Antilles, aka the Leewards and Windwards. Either chain of islands would take months to thoroughly explore. And both areas are enormously rich in history, having been fought over for decades during the colonial era. Today, as a result, they form patchworks of alternating nationalities — Dutch, French, British, etc.

In the Leewards, the French/Dutch island of St. Martin/St. Maarten has the largest bareboat bases, while Antigua is renowned as the Caribbean's most prestigious homeport for luxury crewed yachts — bareboats can be found there also. There's great sailing between all the islands, fine dining ashore and interesting historical relics to explore. In a week, you could have a great time simply circumnavigating Antigua, perhaps with a side trip to its rarely visited sister island, Barbuda. Starting from Dutch St. Maarten, you might trace a culturally diverse loop that includes formerly

British Nevis and St. Kitts — which are still relatively sleepy and undeveloped — as well as chic, sophisticated and fabulously French St. Barts.

There's less boat traffic in the Windwards, but we wouldn't dare refer to them as 'undiscovered'. Still, that laid-back, casual attitude which is so characteristically Caribbean seems to be more pronounced the farther down island that you travel, and anchorages will be much less crowded during the winter months than in St. Maarten or the Virgins.

With major charter bases at Martinique, St. Lucia, St. Vincent and Grenada there's a great variety of itinerary options to consider — especially if you're willing to pay the redelivery fee for a one-directional charter, thereby virtually eliminating windward sailing and maximizing what you can see in a week or 10 days.

These days, many Caribbean charter vets rate the Grenadines as their favorite venue, as this cluster of small islands features protected waters, nice snorkeling and short

OF CHARTERING

distances from anchorage to anchorage. In this area, the picturesque island of Bequia — an old whaling port — is among our favorites, along with Carriacou and Palm Island. Although Grenada was badly battered by last year's hurricanes, her infrastructure is on the mend and her people are anxious for visitors.

Thailand — If you're looking for a truly exotic location for a winter getaway, consider taking an overnight flight to Bangkok, then hopping down to the resort island of Phuket, Thailand, where Sunsail now has two bareboat bases.

Although sad memories of last year's tragic tsunami still linger in the minds of locals, we're told that tourism infrastructure has been largely rebuilt, and the Thai people are anxious to welcome vacationers. With its mix of swank waterside resorts, timeless fishing villages, and mazes of verdant limestone islets, the waters off Phuket are both stunningly beautiful and culturally fascinating.

Australia & New Zealand — Two final suggestions for winter escapes are Eastern Australia and New Zealand's North Island, where it is now the heart of summer. Most seasoned travelers agree that Sydney is one of the world's most beautiful cities, especially because of its splendid bay, which offers excellent day-sailing or mini-cruising. (Up north along the Queensland coast, the Whitsundays offer wonderful interisland sailing from April through September.)

New Zealand is another winter destination which should be high on every sailor's wish list. Bareboaters can choose between sailing the Huaraki Gulf off of

A variation on Caribbean chartering is timing your cruise to coincide with a major regatta such as the BVI Spring Regatta, seen here.



LATITUDE / ANDY

WORLD

Auckland — site of America's Cup action — or the spectacular Bay of Islands. Although temperate, not tropical, the incredible beauty of this wonderland of protected bays and inlets makes the Bay of Islands a favorite of both world cruisers and charterers.

So there you have it, a boatload of prime sailing options for your winter getaway. Now all you have to do is decide on a venue and get to work shanghaiing a crew!

— latitude/aet

An Impromptu Cruise Through the Abacos

When a business trip came up in Ft. Lauderdale (read: air fare paid to Florida from Oakland), we quickly put together a charter plan for a cruise through the northern Bahamas. We would sail the group of islands called the Abacos for six days out of Marsh Harbour aboard a Moorings 4000 cat. The charter base lies about 150 miles east of Ft. Lauderdale.

We were a motley crew of seven intent on having fun: Jared Yuasa, Stephanie Reese, Virginia Elizondo, Mara Rosales,

Petra De Jesus and Geoffrey Spellberg. We were particularly glad to see Geoff, as he had arrived from Paris with a case of wine and champagne! After a thorough chart briefing and boat checkout, we shoved off from Marsh Harbour under overcast skies.

Sailing in the Sea of Abaco means sailing in shallow water, much of it in the 10-foot range. Our cruising guide included detailed lists of just about every possible GPS waypoint in the entire area. We have to admit that we were a tad lazy, and simply dialed these into our two GPS units. With a chart plotter up in the cockpit, the navigation was easy. (Hey, we also looked around every now and again.)

Diagnosing the winds as becoming northerly, we sailed off to the south, reaching the Bight of Old Robinson about 23 miles away. We had the entire anchor-age to ourselves, and it felt like we were at the edge of the world. Since we had



ART HARTINGER

Making the most of a Florida business trip, Art and Virginia strike a pose in front of the famous Hope Town lighthouse on Elbow Cay.

several hot Latinas on board, we were forced to salsa dance on the cat's hard top, smoking Cuban cigars and whooping it up. Fortunately, we're pretty sure no one saw us.

Petra was our on-board astronomer and astrologer, and she deftly assumed her responsibilities with a telescope and a star chart. Life was good.

In the morning, Geoff went for a lengthy swim, and Jared, Virginia and I dinged into Little Harbour. Nothing was open in the morning, but it looked like a fun spot, with Pete's Pub on the beach and an art gallery right next door.

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ART HARTINGER

Hope Town Harbor, in the Abacos group, features a tranquil anchorage sheltered by a narrow isthmus with homes and businesses.

We decided to sail outside the reef, and head up toward Tilloo Cut, where we were immediately blasted by 20-knot winds on the nose. Three crew members immediately objected, so we turned around and headed up north past Ly-nard Cay. Sandy Cay was supposed to have fabulous snorkeling, so we stopped in a lumpy anchorage and dinghied to

the west side of the Cay. We then waded off the other side of the cay, but quickly realized that this was a mistake, as it is very shallow, with spiny urchins all the way out. Virginia, Jared and I eventually were rewarded for our perseverance, as we encountered some great snorkeling — the best of the trip — with schools of tropical fish and wonderful multicolored coral.

Next, we headed up to an anchorage on the northwest side of Tilloo Cay, and anchored in 7 feet of water. We had a heck of time with anchoring on this trip. Despite an all-chain rode and shallow, sandy bottoms, the anchor was difficult to set. We eventually just got in the habit of diving on it, and turning it over as we set back on it. The wind blew about 15 – 20 knots all evening, and again, we had an anchorage all to ourselves.

The next morning we swam over to "Fish Hotel," with the wind still blowing

fairly hard. I would rate the snorkeling as marginal.

There is a cruisers' net that comes up every morning. Listening to it, we heard repeatedly that "the rage is on" in the Atlantic. We then realized that it was quite fortuitous that we'd decided to turn around and sail up inside the reef the day before. Tilloo Cut looked nasty, with 6-foot waves breaking.

Instead, we sailed about 14 miles up to the settlement at Great Guana Cay. As we began to anchor, one engine began to overheat, so we shut it down. In radio conversations with The Moorings' staff we eventually diagnosed the problem as a broken impeller.

The Moorings' crew also came out to repair a clogged starboard head! I learned a lesson about giving instructions to crew who do not necessarily know boat systems. Before we set out, I'd mentioned that we needed to conserve water. In the same conversation, I showed how to use the head. My novice crew thought that fresh water supplied the heads, and therefore they needed to conserve water when flushing!

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WORLD

We came to know Nippers at Guana quite well. On Sunday we feasted at the pig roast, which apparently is quite a tradition. But our on-board meals, thanks to Ms. Elizondo, were the best. We noodled up to the Crossings on Guana the next evening. Then the following day we sailed back down to Hope Town, on Elbow Cay.

Hope Town is a delightful harbor, and a very picturesque town with a candy-striped lighthouse and well-preserved houses. The Hope Town Marina was fantastic, with helpful advice and great service. We walked to the top of the lighthouse — which was unattended, even though it is a working nav light — and savored a spectacular view.

The following day we returned the cat to Marsh Harbour. It had been a quick introduction to the Abacos, but well worth it nonetheless

— art hartinger
allons-y, beneteau first 310
san francisco

Art — Thanks for your report. We don't



KATHLEEN OLSON

Kathleen and her guy took a luxury tour of the Greek Isles, benefiting from the expertise and local knowledge of their captain.

often get input on the Abacos. Where to next?

Exploring the Waters of Ancient Greece

Earlier this year you asked for reader input from charters in Greece and Turkey. I wanted to let potential charterers know about the fabulous Greek charter we did last spring which was arranged by Tim Monsul of Albatross Charters.

We loved our boat and our skipper, as well as our flexible itinerary. Tim did

a great job planning our trip, and we were most fortunate with wind and weather, which, of course, no amount of planning can guarantee. Tim's strong recommendation to spend time in Santorini was the *pièce de résistance*. What a very special, special place that is.

— kathleen olson
benicia

Kathleen — Glad you had such a great trip. Yes, it certainly is nice to have the assistance of an old pro like Tim when planning a Grecian getaway. He travels to that region annually to update his knowledge.

Sailing the Land of the Ancients: Turkey's Turquoise Coast

In response to your request earlier this year for input from people who have chartered recently along the Turquoise Coast, we've come out of editorial 'retirement' to share some notes from our cruise there last year.

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OF CHARTERING

In July we did a one-way charter from The Moorings base in Gocek, Turkey, east to the town of Finike. After trips where it literally took days to get to a charter base, getting to Gocek was a piece of cake. We departed in the morning from LAX, connected through Frankfurt to Istanbul after an overnight flight, and continued on to Dalaman, arriving at 6:30 p.m. A beautiful 30-minute taxi ride from the airport to the Swiss Hotel in Gocek took us over mountains and through pine forests. In mid-summer the sun doesn't set along the Turquoise Coast until 8:30, so we still had time to walk around town and find a nice restaurant (Magic Marina) on the water in the old part of town.

Gocek was lively, but surprisingly uncrowded. Hopefully tourism will pick up eventually, but as of last year, there were very few Americans in this part of Turkey — and we're told the same was true again this season.



TOM FARR

Hiking up Turkey's ancient hillsides usually yields a fascinating view. In the foreground is the quiet anchorage called Kapi.

The next morning, while waiting for our boat to be ready for checkout, we did a little more touring. The marina in Gocek is very modern, with marble sinks in the bathrooms, and lights and music that come on when someone enters. We had lunch around the corner at the marina's 'private' beach. Gocek has plenty of possibilities for provisioning, but we had ordered the Moorings Med Starter Kit with coffee, milk, etc., and had most dinners on shore, so we didn't

need much. Once our boat was ready we had a good chart briefing and were away by 4 p.m.

We went straight SW toward Kapi Creek for our first night. What little wind there was was on the nose, so we motored the whole way. Unfortunately, this turned out to be true for most of the week. En route we saw local *gullets* moored along the shore everywhere. Many of these boats have beautifully varnished

wood. They usually had 6-10 passengers aboard, but never seemed to raise their sails.

Kapi Creek is a very small bay. A guy came out in a motor boat and suggested we go bow-to his dock since it was so shallow. He helped with our lines and handed us a 'lazy line' — a sinking mooring line attached to shore and to a mooring in the bay. There is no charge, but it's assumed you'll have dinner in the restaurant, which was perfect for us.

Our second anchorage was Gemiler Adasi where we put down a bow anchor and swam a stern line ashore. Although

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WORLD

a common anchoring technique in the northwest, this was new to us, and we learned two things: 1) the line was really heavy, so a strong swimmer is needed to do the job; and 2) the rocks on shore were sharp, so shoes are required. Once secure, we took the dinghy to the island and took a short hike to a ruined Byzantine town.

It was here that we had our only negative interaction with the local people. Soon after we anchored, we were approached by a young boy who suggested we eat at his family's makeshift restaurant on a nearby beach. He picked us up that evening, and we had a nice, simple meal. Our mistake, however, was in not determining the price in advance. We ended up being substantially overcharged.

The Lycian and Byzantine ruins were one of the real highlights of the trip. One of the main things we wanted to do was visit the World Heritage sites, Xanthos and Letoon. To do this we went into the harbor at Kalkan and found a tourist



TOM FARR

Look closely and you can see a solitary boat framed by these centuries-old ruins at the anchorage called Gemilar Adasi.

agency. A couple hours later — after it cooled down a bit — we were off in a private car with air conditioning, accompanied by a guide who showed us not only the two sites we requested, but also treated us to a spectacular sunset panorama at the famous 9-mile-long Patara Beach.

Our next couple of nights were spent in the Kekova Roads, where we visited the small town of Kale Koyu and its Crusader castle. This is also where there are some underwater ruins which made for some very interesting snorkeling. We were told that diving without a guide is against the law because so many people

had been collecting artifacts. However, there were lots of people diving in this area, so it didn't seem to be a problem.

The holding in the inner bay off the village of Ucagiz was great, and there was plenty of room to swing on a single anchor.

Our time there was enhanced by meeting up with fellow members of Santa Barbara YC who have been cruising the Med for the past five years. We had previously met up with them in the Aeolian Islands where we chartered in 2002, but hadn't seen them since. After lunching together in a harborside restaurant, the owner promised to bring by some fresh bread the following morning. Sure enough, we were awakened the next morning by the sounds of a motorboat, and when we went topsides to investigate, a loaf of freshly baked bread had been left in our cockpit.

We found the best snorkeling of the trip a short dinghy ride from our next anchorage in Gokkaya Limani. Off the southwest point at the entrance to the bay there is some wonderful snorkeling

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across from a cave. The downside of this anchorage is that the restaurant here is also a late-night disco.

Our trip ended at Finike, where a Moorings skipper met us and arranged for our departure the following morning. We took a taxi to Antalya where our hotel overlooked the Roman harbor, then flew to Istanbul the following morning. While Istanbul itself is fantastic, one of the best things we found was that Turkish Airlines flights were so efficient and reasonably priced, we were able make day trips to Ephesus and Cappadocia.

Thanks for your request for info. Writing this on a rainy Saturday in Santa Barbara brought back some wonderful memories of warm sunny days!

— *diane evans & tom farr*
santa barbara

Charter Notes

On the East Coast, two of the biggest events in the sailing world in recent months were the **U.S. Sailboat Show at Annapolis** and the **Newport International Boat Show** at Newport, RI. In addition to the wealth of useful charter-



LATITUDE / ANDY

Foxy's new Tortola sloop will be built to traditional lines, but with modern techniques and materials. He hopes a fleet will follow.

ing info that participants gleaned from visiting the various exhibitors' booths, there were a few special surprises.

Sunsail proudly debuted their new promotional film, **Paradise Found**

OF CHARTERING

— **Sailing the BVI**, which features sailing superstar **Gary Jobson**. To request a DVD copy, email themovie@sunsail.com.

At the Newport show, **The Moorings** tapped the services of one of that company's favorite celebrities, the famous Caribbean crooner **Foxy Callwood** of Foxy's Tamarind Bar on Jost Van Dyke (BVI). As always, the Fox dazzled showgoers with his bawdy, politically incorrect ballads and tall tales.

Profits from his appearance — as with all of his off-island appearances these days — will go to the nonprofit **Jost Van Dyke Preservation Society**, whose current focus is on building a replica 'Tortola sloop'. Used for hundreds of years as the principle means of inter-island transport, only a few of these hand-hewn sloops still exist. Foxy and his wife Tessa — who have hosted **Foxy's Wooden Boat Regatta** for over 30 years — intend to spawn a new fleet of Tortola sloops to race throughout the Caribbean, while teaching young apprentices shipwright skills. See jvdpreservation.org for further details.

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WORLD

We came to know Nippers at Guana quite well. On Sunday we feasted at the pig roast, which apparently is quite a tradition. But our on-board meals, thanks to Ms. Elizondo, were the best. We noodled up to the Crossings on Guana the next evening. Then the following day we sailed back down to Hope Town, on Elbow Cay.

Hope Town is a delightful harbor, and a very picturesque town with a candy-striped lighthouse and well-preserved houses. The Hope Town Marina was fantastic, with helpful advice and great service. We walked to the top of the lighthouse — which was unattended, even though it is a working nav light — and savored a spectacular view.

The following day we returned the cat to Marsh Harbour. It had been a quick introduction to the Abacos, but well worth it nonetheless

— art hartinger
allons-y, beneteau first 310
san francisco

Art — Thanks for your report. We don't



KATHLEEN OLSON

Kathleen and her guy took a luxury tour of the Greek Isles, benefiting from the expertise and local knowledge of their captain.

often get input on the Abacos. Where to next?

Exploring the Waters of Ancient Greece

Earlier this year you asked for reader input from charters in Greece and Turkey. I wanted to let potential charterers know about the fabulous Greek charter we did last spring which was arranged by Tim Monsul of Albatross Charters.

We loved our boat and our skipper, as well as our flexible itinerary. Tim did

a great job planning our trip, and we were most fortunate with wind and weather, which, of course, no amount of planning can guarantee. Tim's strong recommendation to spend time in Santorini was the *pièce de résistance*. What a very special, special place that is.

— kathleen olson
benicia

Kathleen — Glad you had such a great trip. Yes, it certainly is nice to have the assistance of an old pro like Tim when planning a Grecian getaway. He travels to that region annually to update his knowledge.

Sailing the Land of the Ancients: Turkey's Turquoise Coast

In response to your request earlier this year for input from people who have chartered recently along the Turquoise Coast, we've come out of editorial 'retirement' to share some notes from our cruise there last year.

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CHANGES

With reports this month from **Dreamcatcher** on being able to respond to injuries offshore; from **Moonshadow** on the relative merits of 'primitive' and 'First-World' cruising; from **Carmelita** on a Puddle Jump Reunion at Suwarrow; from **Anonymous** a report in disgusting cruisers' behavior in Baja many years ago; from **Patagonia** on a very lucky passage from Cartagena to Curaçao; from **Kellowyn** on Indonesia; from **Always Another Horizon** on the jittery start of a circumnavigation; and **Cruise Notes**.

Dreamcatcher — Passport 42 John Gage & Luise Marchi Injury Offshore (Perth Amboy, N.J./Ramona)

If you were doublehanding with a partner or spouse, and he or she became incapacitated, would the other of you be able to singlehand the boat hundreds of miles to port? And if they were in pain, would you have the medication appropriate for the situation?

I ask these questions because I know from firsthand experience that people can become incapacitated offshore. John, the boat's owner, and I, the crew, were just over five days into the passage from New Caledonia to Australia when it happened. We'd been sailing along at seven knots in 20-knot easterly trades with eight-foot seas when a large wave hit the boat as I was getting dressed for the dawn watch. The impact threw me across the cabin and into the companionway steps.

I was able to stand after hitting the steps, but felt a severe pain in the area of my pelvic bone. I was afraid that I might have fractured my pelvis. Slowly I made my way to the settee, where I lay down and kept as still as possible. John hove to in order to rest and evaluate the situation and our options.

When I sat up a few hours later to go to the head, the pain was excruciating. As I stood up clutching the mast, John asked if I was all right. He told me to sit down if

There are medical problems at sea. Mary McCluskey of the Advantage 44 cat 'Carpe Vita' had an eye problem during the Ha-Ha.



LATITUDE/ANDY

I felt I was going to pass out. I said I was fine, but I might not have been, for when I next opened my eyes, I found that I'd slid down to the cabin sole. I ultimately managed to make my way to the head, but by the time I got back to the settee, it was clear to me that I shouldn't try to move again. I never thought that I'd want to ever wear Depends, but if they meant I didn't have to get up to go to the head, I wanted them!

Some good pain medicine would have been very helpful. All we had was codeine. John gave me two, and before long I had dozed off. He then logged onto the SSB Seafarer's Net, informed them of my medical situation, and asked for the weather forecast. It wasn't the most encouraging forecast, as for the next two days it was supposed to blow to 25 knots, and when we approached the coast near Bundaberg in three days, it was to blow 35 knots.

John set up a twice-daily SSB sked, and it gave me some comfort to know that people were aware of my situation and willing to help if needed. I felt that I was going to be all right as long as I didn't have to move, but John was going to have to singlehand the last 400 miles because I was useless as crew. Having gotten the rest he needed, he got the boat underway again.

The forecast proved to be accurate, and we indeed had 35 knots of wind on the beam with 12-foot seas for the last 40 miles. As we neared the coast, we were contacted by the Australian Coast Guard, which stayed in contact with us the rest of the way — and even sent a plane to check us out. We assured them that I was not in any immediate danger, and comfortable as long as I didn't move much. By then I was pretty sure that I hadn't fractured my pelvis, as the swelling had gone down.

Thanks to a good boat and John's skill, we arrived safely. Fortunately, we'd been given the VHF frequencies of a marina and Immigration. The latter actually started our paperwork over the radio. When we arrived at 6:30 p.m., they had an ambulance waiting. The Immigration folks were also on hand to complete the paperwork while the paramedics checked me out.

I was also examined and X-rayed at the hospital. Fortunately, I hadn't broken any bones, and just suffered some bruised ribs and soft tissue damage. Although it



would require nothing more than time to heal, the pain was extreme. That first night in the hospital I was given three different pain medications, including morphine. Nonetheless, I could still feel the pain when I moved the wrong way.

Happily, I have since recovered completely. Nonetheless, it proved to me that accidents at sea can happen to anyone at any time. Since most cruisers sail with only two people aboard, it should raise several questions. First, if something like this happened to either of you, would the other be able to singlehand the boat to port? Second, do you have the necessary pain medications aboard? These are good questions to consider before you take off.

— luise 09/12/05

Moonshadow — Deerfoot 62 George Backhus & Merima Dzaferi Primitive Or First World Cruising (Sausalito)

In an October *'Lectronic*, you asked cruisers which they preferred, 'primitive'

IN LATITUDES



BOTH PHOTOS GEORGE BACKHUS

Spread; One of the rewards of 'primitive cruising' is 'National Geo' moments like this; Inset: A First World art exhibit in nearby Singapore.

or 'first world' cruising. In our opinion, variety is the spice of life.

Over the years, we've had the opportunity to visit many very interesting remote areas, including the San Blas Islands of Panama, Palmerston Island in the Cooks, Beveridge and Minerva Reefs, parts of the Lau Group of Fiji, the outer islands of Vanuatu, and the Northern Territory of Australia. While it can be challenging cruising in these more primitive areas, there is an indescribable feeling that comes from being so out of touch with the 'real world', and from experiencing those 'National Geographic moments'.

It never ceases to amaze us to see people, who by our standards are living primitively or in sheer poverty, yet are so happy with the simplicity of their lives. It's inspiring to see that it's not 'stuff' that brings happiness.

'Primitive cruising' also tends to be very inexpensive, because the further

you are from civilization, the less opportunity there is to spend anything but coconuts.

Since we're avid divers, and few of the best dive sites are near major metropolitan areas, we've had another reason to cruise to primitive areas. Having gotten around a bit, I can report that it's getting increasingly difficult to find reefs that haven't been adversely affected by the impact of humans. Of the ones left, many of the best can only be reached by private yacht.

On the other hand, too much of anything can become boring. Folks laboring away in office buildings in San Francisco may not believe this, but that's even true for white sand beaches, palm trees, azure oceans, and warm weather. So after a few months in the outback ar-

eas of the world, we long for a bit of civilization, concrete, and hustle and bustle. As such, I don't think that we could survive without spending a big chunk of each year in the First World, soaking up all the excitement, enjoying the technology, arts, cuisine and nightlife, and not having to do everything for ourselves.

Our solution has been to try to spend ***It's not far from the jungles of Borneo to the Little India section of sparkling Singapore where the Hindu Deepavali celebration is held.***



GEORGE BACKHUS

CHANGES

about six months a year 'primitive cruising' and about six months a year 'first world' cruising. In some cases, it only requires travelling a few hundred miles. For example, it's not far from the jungles of Borneo and the rice paddies of Indonesia to the beautiful, modern, cosmopolitan and impeccably clean city/island/country of Singapore. There's no shortage of bright lights in Singapore, as seen by the accompanying photo of the 'Little India' area during Deepavali, which is sort of an Indian version of Thanksgiving.

Singapore is a very vibrant city with gorgeous architecture, lots of waterfront wining and dining, excellent food from every corner of the world, great marinas, and an excellent public transportation system. In addition, they've got not one, but two six-story shopping complexes that sell nothing but consumer electronics! No wonder many of us yachties are spending on new toys, with flat screen TVs, AirCon units (a necessity here), laptop computers, and iPods the top picks. It's going to be fun to have them when we're in the wilds of Malaysia before too long.

For the last three weeks, we've been berthed in Raffles Marina in Singapore which, like so many modern marinas in the world, offers high-speed wireless internet access. As such, we've been able to catch up on *'Lectronic Latitude'*. We're glad to hear that the official clearing procedures seem to have gotten much easier in Mexico, as we're giving some thought to spending another season there in a couple of years. We might even do another Ha-Ha if we ever decide to go north to San Francisco for a summer. Good luck

The tranquil rice terraces of Indonesia, not all that far from the jangly six-story consumer electronic retailing palaces in Singapore.



MOONSHADOW

to everyone in this year's Ha-Ha fleet!
— george 10/15/05

Carmelita — Peterson 44 Paul, Carol, and Kate (13) Reid Suvarrow Puddle Jump Reunion (Santa Cruz)

This is a little dated, but thought folks might get a kick out of some photos we took while having a Pacific Puddle Jump reunion at Suvarrow Atoll in the Northern Cooks. (The atoll is also known as Suvarov after the Russian who discovered it.)

There were seven of us Puddle Jump boats in the lagoon for the 'reunion', and we were joined by a number of other boats from around the world. Our *Latitude 38* Puddle Jump flag is now proudly displayed for the Suvarrow YC — along with another one from the Class of '02.

Suvarrow is a logical stopover point for those boats leaving the Society Islands on the Northern route to Tonga via American and Western Samoa. The atoll is a bird sanctuary for the Cook Islands, and is uninhabited except for seasonal caretakers. John and Veronica were the 'hosts' this year, and very welcoming and gracious to all the cruisers. They hosted a weekly potluck for the yachties that included fish, coconut crabs, and coconut-based dishes. The yachties reciprocated by erecting a volleyball net — made from discarded fishnets — and helping John fix his SSB radio.

The holding at Suvarrow is not the best, and there is thin sand over a coral hardpan and lots of small coral 'bombies'. It's also like the atolls in the Tuamotus in that you have to be aware that a shift in wind direction doesn't leave you on the lee shore of a reef. But the weather in Suvarrow was settled while we were there, so it was fine. The entrance to the pass in the reef is not marked, but it's easy to negotiate.

The fishing at Suvarrow is amazing. And if you're lucky, you'll find lobsters by walking on the edge of the reef at night. There are a number of sharks in the lagoon, so you have to be careful when spearfishing, but the sharks don't bother regular swimmers.

Suvarrow was one of our highlights this year, so if anyone is bound for Samoa from the Societies, don't miss it!

— the reids 07/21/05



Disgusting Cruiser Behavior Anonymous

The shameful story I'm about to tell is true, although it happened many years ago. Before it was over, neither participant was proud of what they had done. One of them, now deceased, told me that he regretted it for the rest of his life.

The story took place back in the early '70s near Loreto in the Sea of Cortez. This was in the days before the TransPeninsula Highway, when Baja was a true frontier. Cruising was much different back then, as during the summer there were perhaps only a handful of cruising boats in the entire Sea of Cortez. Wooden boats were common, and everyone had to navigate by sextant because SatNav, let alone GPS, hadn't been invented yet. Nobody had today's common cruiser conveniences such as watermakers, refrigeration, inverters, SailMail, and SatPhones and stuff. The cruising life was less complicated but more challenging.

There were so few boats sitting out the long, sweltering hurricane season near Loreto that it was very quiet and lonely — maybe even boring. That, combined

IN LATITUDES



ALL PHOTOS COURTESY CARMELITA



Spread; Boats anchored at Suwarrow. Insets; The Puddle Jump Reunion folks; the Puddle Jump burgee; and John and Veronica.

with the following ditty of the day, perhaps best explains the motivation for the misdeed: "Down Baja way/Where life is sweet/If the meat is tender/You can be sure it ain't beef."

Dying for some good beef, our intrepid 'Great White Hunter' and his friend decided they would get their beef by matching brains and brawn with the most fearsome beast of the parched Baja desert — the cactus-fed, long-horn, free-range Baja cattle. Just because an animal was free-range in Baja didn't mean it wasn't a poor rancher's prized possession — and perhaps his primary asset. But this didn't weigh heavily on the beef-hungry hunters. Besides, they had a plan. Rather than being greedy and taking the full-grown steer, they'd take a baby calf. The fact that calf meat may be easier to chew had also entered their minds.

So the Great White Hunter and his assistant set out during the day to find their prey and get the lay of the land. It wasn't hard to find the calves, as they never strayed far from the small family

that owned them. In Baja, the cattle's only natural enemy — beside the heat and thirst — were the coyotes, so they associated humans with safety and weren't afraid. So the GWH and his assistant found a 90-pound calf that would be suitable for their dietary desires, they noted its location and made plans to return after the moon had set that evening.

The thing to remember is that no matter how poor some cruisers might have felt down in the Sea, they were many times wealthier than the poor Mexican family that was trying to scratch out a living there. For what cruisers spent on entertainment was about equivalent to a rancher's household income for the year. While many would call these sailors greedy *gringos*, or maybe even cattle rustlers, they preferred to think of themselves as 'hunters'. Indeed, the GWH was truly a hunting fool. For example, when this singlehander went diving for lobster, he didn't take just one for his dinner, he took 12. When asked why, he'd say he did it because he could. After all, he was the Great White Hunter.

Anyway, the prey had been

chosen, the plan had been set, and the hunters had thought of everything — right down to shooting the calf with a bow and arrow so as not to awaken the family that owned it. So the hunters rowed their dinghies ashore and flitted through the darkness to the spot where they had last seen the calf. There in the distance was the calf, appearing as a black shape against an even blacker background.

Taking aim, the GWH let loose a single arrow from his bow. Since he was an accurate archer, the arrow passed through the chest of the animal, killing it instantly. As the cruiser-hunters scrambled over to pick up the carcass, they made a horrible discovery — the arrow hadn't killed the calf, but the poor family's prized 1,000-lb bull!

Killing the wrong animal was a disaster on many counts. First, they realized they could never butcher such a huge animal. In fact, they could barely lift one of its hindquarters. Second, they had inflicted a serious economic hardship on the Baja rancher and his family. Calves were sometimes lost to coyotes, but a bull was another story. Third, they had killed something so huge that there was no way they could conceal the evidence by dawn. They had really screwed up, and they knew it.

The original plan called for them to carry the 90-lb calf back to their boats and they would sail away. But since they couldn't carry the bull's half-ton carcass, the truth would be obvious that they were indeed cattle rustlers. And nobody in Mexico likes rustlers, not even the inmates in the jails.

As the magnitude of their stupidity and the severity of the problem sank in, the two gringos were in great despair. Their 'discussion' about what to do had to take place in near silence, as sound travels a long way in still Baja nights, and the last thing they needed was for the rancher to

Perhaps Baja's dry air and rugged geography had something to do with the cruisers' berserk behavior.



LATITUDE/RICHARD

CHANGES

awake.

After an hour of tormented thinking, the two hunters decided they simply had to make the best out of a very bad situation. They would butcher one hindquarter, bury the rest of the bull as best they could, then get their boats out of the area as quickly as possible. What they didn't count on was how much work it takes to butcher even one hindquarter of such a large animal. Nor did they realize how many rocks it was going to take to bury what they were going to leave. Digging a hole for the carcass was out of the question, as there were too many rocks and they didn't have shovels.

As dawn broke, the two were just finishing about the hardest six hours of labor in their lives. As they threw the last few rocks on the remains of the bull, they know their pathetic attempt to cover the remains wasn't going to hide their crime for long. The vultures would be around quickly.

As soon as the sailors got back to their respective boats, they weighed anchor and left. They didn't want to wait around for the poor rancher to make his dreadful discovery and figure out who had done it. After all, the GWH's arrow was still embedded in the bull's chest.

— anonymous 10/15/05

Readers — To us, the really disgusting part of this story is that the two cruisers didn't work day and night until they could repay the rancher for his loss.

Patagonia — Passport 40 The Klenk Family East From Cartagena (Emeryville)

After spending five months in Cartagena, Colombia, we — Ricardo aka 'Tincho', Gloria, and our daughter Tatiana, set off on October 3 on the 460-mile passage along the dreaded coasts of Colombia and Venezuela for Curaçao. We did so in

This is Guayraca Bay, one of the bays that makes up the '5 Bays' anchorage. The shoreline is typical of Colombia.

company with four other boats, *Pizazz*, *Seafari*, *Von Voyage*, and *Katie Rose*.

We departed Cartagena with a good 72-hour weather window — northwesterly winds of 5 to 10 knots with less than 3-foot seas. This was good enough to get us started, and we hoped it would eventually extend itself for the entire passage. To our surprise, the good weather and conditions not only held for the first three days, but continued for our entire six-day trip. We also had favorable currents up to 1.5 knots for the duration, and the wind was always out of the east or northeast at a maximum of 15 to 20 knots, so we had a lot of good sailing as evidenced by the fact that we only used 33 gallons of fuel!

Our first stop and overnight was at Punta Hermosa, a very beautiful and protected anchorage just 50 miles from Cartagena. Unfortunately, it has a bad reputation because of some violent incidents against cruisers in recent years. The main reason we stopped was to avoid hitting the mouth of the Rio Magdalena after dark. This is very important, as there is a tremendous amount of debris — such as entire trees — that flow out of the river. Although we passed five miles offshore of the river mouth, we still had to dodge all kinds of debris for about two hours!

Our proposed second leg was 67 miles to Five Bays, but as we wouldn't have made it before dark, we stopped at Rodadero, a more upscale resort town on a very scenic bay. Although the anchorage was a little rolly, it also turned out to be a very pleasant stop. We didn't get off the boat, but the town seemed to be alive with people and music. In fact, we could hear the music until the wee hours.

Early the next morning we continued on to Five Bays, anchoring in Guayraca Bay, which is the middle one. We spent the rest of the day there enjoying the water, the quaint village, and the very friendly people.

At 125 miles, our fourth leg — from Five Bays to Cabo de Vela — was a little longer, and took us 36 hours. Due to the westerly winds — the direct opposite of the easterlies which blow almost all the time — we had a hard time finding a protected spot in which to anchor. So we ended up dropping the hook at Bahia Portete, which is 15 miles past Cabo de la Vela. We assumed that we'd be given a hard time because it's a commercial port, but the officials were very nice and accommodating.

After a good night's sleep, we set off for the last leg of our passage, a two-day sail to Curaçao. If necessary,



we could have stopped at Los Monjes del Sur or Aruba, but the conditions were so unbelievably good that we did a straight shot. We arrived in Spanish Waters, Curaçao, at 7 a.m. on October the 10th.

Our message is that anyone who is considering going from Cartagena to the ABC's (Aruba, Bonaire and Curaçao), or even vice versa, is that while it's definitely considered one of the most difficult and dangerous cruising passages in the world, it's not impossible. The key things to keep in mind are that you don't want to be on a schedule, you only want to do it at the right time of year, and you need to be patient enough to wait for a good weather window. If you follow the 'rules', it's possible to complete the passage.

We strongly recommend travelling as part of a group of boats — three or four seems like a good number. We established a radio net for both SSB and VHF, so we knew we wouldn't be alone. We checked in with each other every three hours, and it gave us a lot of confidence.

Even though there have been incidents when cruisers and cruising boats have



PATAGONIA

IN LATITUDES



Spread; 'Patagonia' under sail in light winds between Cartagena and Curaçao. Inset; The happy Klenk family while at anchor off Colombia.

been violently attacked along this coast, and we presume that there will be similar incidents in the future, we don't think it's as bad as most people think. And it's not like there aren't similar incidents elsewhere in the world. We believe that if one takes the necessary precautions and monitors the weather before and during the trip, there is a very good chance of a successful passage.

— the klenks 10/20/05

**Kellowyn — F9RX Trimaran
Ben Ronninger, Crew
Bali To Johor Bahru, Malaysia
(Pacific Northwest)**

"We're anchored at yet another place I never dreamed I would venture to — Johor Bahru, Malaysia. Judging from what I've seen, this place must feel its competition to stay as clean and modern as Singapore, the mecca across the Johor Strait that the Malaysians lost to independence 40 years ago.

Our sail here from Bali aboard Curtis Nettleship's trimaran was fairly routine, as early on as we plowed through books and games of cribbage while the Indian Ocean sent her winds and swells to push us along the southern coast of Java. We had a big decision to make when we came to the western tip of Java — should we continue along in the Indian Ocean, or should we go northeast between the big islands of Java and Sumatra and on up to the Malacca Strait? Both routes were fraught with perils, whether from the big ocean or from the shallow sea. We chose the scenic route northeast. This took us past Java Head, where the last Javan rhinos live; past Krakatoa, site of the huge earthquake of 1883; past Sumatra's mangroves; and past a thousand islands along the way.

We only sailed during the day to avoid collisions with supertankers, oil rigs, floating bamboo

huts, fishing stakes and nets, and local boats that were anchored unlit despite the moonless nights. We made it safely, but just barely. All the days were great, but I'll tell you about one of my favorites.

I awoke before dawn — which comes at about 7 a.m. in these equatorial waters, AND where the days are 12 hours long. We had crossed the equator the day before while off Lingaa Island, where I paid homage to Neptune/Poseidon with a cup of fresh water. (He's gotta be thirsty, don't you think, as there's water, water everywhere, but not a drop to drink.) I also threw in some seashells, as I'm sure he needs more of those. My final offerings were some sweat and urine — and I had an excess of both. My offerings seemed to work the last time we faced a similarly risky situation.

We hadn't seen any rain on this leg of the passage, so when the skies looked black and ominous, we anticipated 'sumatras' — which are strong rain squalls from the west. They are common at this time of year, and we were actually looking forward to some fresh water. Despite the approach of the first Sumatra, we decided to keep *Kellowyn's* biggest headsail up for as long as we could in order to clear a small island to the east of us.

When the rain came, it came hard. And then it came even harder. The wind whistled through the rigging as the rain put dimples in our skin. That's when everything started to go wrong. The big headsail wouldn't furl, so I had to go out on the bowsprit to sort things out as the wind began to build to ludicrously high speeds. Curtis eased the tangled line through the choke to me and took over the helm from our autopilot — while the light tri took off in excess of 20 knots! She was surfing down the waves with me perched

In the course of sailing around the world, sometimes you hit hard things and part of your boat breaks. That means it's time to haul out.



PHOTOS COURTESY PATAGONIA

COURTESY KELLOWYN

CHANGES

on a three-inch diameter pole just two feet off the water. I had nothing to hold on to except a little wire and the luff of the headsail.

In retrospect, I should have been scared, but I wasn't. I was too busy being in awe of the sound of the water rushing past the hulls and the speeds that we were travelling. Perhaps it helped that I couldn't see very well, and the tremendous amount of rain hitting the surface of the water created a two-inch higher layer of something that looked like fog. As precarious as my position was, it was the sweetest, most fun ride I think I've ever had. Curtis kept the boat as smooth as possible so I could solve the problems up forward. When I climbed back onto the bow of the boat, I felt a rush of the good stuff. We furlled the screecher as much as we could, got it down on deck, and crammed the bag into an ama — as the wind gusted in excess of 60 knots!

While the fury lasted, we had no choice but to sketchily navigate through the hundreds of islands around us. We even nearly claimed one as the tri's permanent home. The wind and rain continued, so Curtis stretched a tarp out in the cockpit, and soon it had filled enough for us to take a proper bath! We'd have been quite a sight had anybody seen us, sailing over the waves at breakneck speed and having a bath as though we didn't have a care in the world.

The squall eventually ended, as all of them do. We anchored for the night just shy of the Strait of Singapore. We celebrated by played hacky-sack on the shore.

The next morning I paddled ashore to a trippy little community of shacks on stilts, seeking gas with jerry jugs. Meanwhile, Curtis sailed in circles in the light air waiting for me. Walking ashore at low tide, I was mesmerized by the community of creatures that live on the reef. I was

The view from a high-rise hotel in Singapore. Note all the ships at anchor. Trying to cross the straits is tricky in a small boat.



even more flabbergasted by the cool way these folks live.

Having gotten fuel, we made our way across the Strait. I felt like a frogger, skipping across the busiest part of the busiest channel in the world. We nearly met the *Deiulemar* — does that mean 'sea duel' in some language? — head on, but then she gave way, all 4,000,000 tons of her to the two-ton underdog *Kellowyn*. Oh baby!

As we attempted to enter the Johor Strait and thus continue on to Malay Peninsula, we became lost in a complex of jetties and reclaimed land that didn't agree with our charts. Apparently the folks in Singapore just up and reclaim more land daily. And damn if another of those sumatras didn't hit as we were wandering aimlessly through the megatanker anchorage and shipping yards. We were more than a little ready for this sumatra, and came through the blow all right, finally finding our way out of the confounded district and continuing on to good ol' Malaysia.

I don't know about the rest of you, but I love coming through situations such as the one described above. The adrenaline is great, and the laughs when you survive are the best! I guess what I'll miss most about the sailing life is that sometimes Mother Ocean throws some unexpected fun your way, and the only thing you can do is embrace it and ride it out.

Some of you know that I'm giving up sailing for now. After all, I'm more of a mountain man than a salt, and more and more clearly feel the land calling me. Yet sometimes I wonder what I'm thinking, as this cruising is just too interesting and fun. After all, we're basically ambassadors wherever we go, and we're usually treated as such. I can't remember going to a place where Curtis and I didn't fall in tight with an eating or drinking establishment, and truthfully, what more does a man need than a bit of nourishment and imbibery? This was, of course, except when we were in places without such establishments, in

which case we had to provide for ourselves. And that wasn't so hard, because we're actually not so bad at it.

Take the place we're at now. We've made friends with the administrator, who owns the juice bar across from the anchorage. He rarely lets us pay for fresh carrot juice, or watermelon, or starfruit, or honeydew melon juice. He watches our inflatable kayaks all day — well, he sits there playing cards, watch-



ing the weather, and napping in his gold chains. Plus, he's taking us on a tour of the mountains tomorrow to show us the rubber trees, oil palms, monkeys — and I'm sure a ton of more interesting things he knows about.

Maybe it's the dilapidated, disheveled, disgruntled, and destitute way we look — let's face it, you ain't gonna see us on the cover of *Yachting World* — that encourages locals to show us, real travellers, as opposed to those who came off airplanes for booked tours — the very best of their village, town, city, or what have you. But yes, I'm gonna put this kind of cruising aside, take to the mountains, and start my own thing.

I've sure gained a lot of knowledge from Curtis in these two years, and because of that I feel as though I can fix anything with what's at my feet. After all, we've kept this toy boat going for two years now — and she's taken a real pounding — with just what we brought along. It's really quite amazing, and I know the problems I face back home will be easier than this. So I'm gonna have to give it a go. Besides, I'll be broke soon.

— ben 06/10/05

IN LATITUDES



JOHN PETTIT

The little miracles of Mexico. The complicated mounting bracket for 'Profligate's high output alternator — in Robert Sutherland's hand at left — has cracked or broken in Cabo, St. Barth, Sausalito (twice), and Newport Beach. Despite spending several thousand dollars having various people try to repair or augment it, nothing worked for very long — and some for not more than a day. Yet when it broke again in Turtle Bay, welder Eulises Sinhuedelvalle Arce — at right — fabricated a precise replacement in steel from an old curved tank. Everything lined up perfectly, and we have hopes the much stronger steel will hold up whereas the aluminum didn't. The cost? \$60 U.S.

Always Another Horizon

Tina Olton

A Typically Tough Beginning (El Sobrante)

[In 1993, then-Berkeley residents Steve Salmon and Tina Olton began what would turn out to be an eight-year circumnavigation featuring visits to 61 countries. Tina has just published an account of that adventure titled *Always Another Horizon*, the name of their second *Valiant 40*. We're excerpting a chapter from her book — available from the usual bookstores and online sources — to prove that challenging and rewarding cruises don't always start smoothly.]

As we sailed between Santa Cruz and Morro Bay, the wind was near gale force, the seas were high, the engine was overheating, Stephen was seasick, the auto-pilot had stopped working, and it was a very dark night. There was also a

dense fog. It made the dark night darker than dark. There was no ambient light from the shore or from the sky, so it was impossible to discern the horizon. We couldn't see where we were going, where we'd come from, or if the next wave would swamp us or slip under the hull. It's not unusual to have these conditions along the California coast, but they were not conditions anyone would hope for. I hated all of it.

We were both on deck grappling with the sails to reef them. It was my watch, and I had waited too long to wake Stephen to get his help with this task. The wind was whistling and it was

difficult to get the sails under control. We were being flung from side to side by the confused seas. In the dark, we couldn't anticipate the wave action, and were readily thrown off balance. With no horizon to focus on, it was easy to become disoriented — although with all the sea action flinging us about, it was pretty hard to focus on anything.

And then the foghorn boomed off our starboard side. Oh, man! He was close, he was big, he was going fast, and no doubt he didn't have any notion that we were out there with him. We blew our own horn, which resulted in a puny, tinny sound. I rushed to the radar to watch his blip marching closer and closer to our path. Stephen called on the radio: "Ship travelling south at about latitude 35 degrees 52 minutes north, longitude 121 degrees 39 minutes west, this is the sailing vessel *Another Horizon* off your port bow. Do you copy?" There was no answer.

We had little time to plan a way to avoid the ship. Our usual policy was to assume nothing and get out of the way of any vessel bigger than ours. This ship was definitely bigger; we could tell by the tone of his horn. It was possible that he was blasting away because he *did* know we were there. But unless we could raise him on the radio to confirm it, we had to steer clear.

We turned into the seas. The sails slatted and crashed, the bow pumped up and down, and the waves rolled over the deck. We were drenched by seawater and at a near standstill. We watched his radar blip slide past us as we floundered in the trough and crashed through the crests of the waves. We never saw even a shadow of his hull. Oh, how I hated this!

The next morning the wind had abated some, but the fog continued to swirl

Steve Salmon and Tina Olton. Although they ultimately visited 61 countries, their passage down to Southern California rocked their confidence.



COURTESY ALWAYS ANOTHER HORIZON

CHANGES

around the rigging in wet tendrils as we approached Morro Bay. We could barely make our bow from the cockpit, the fog was so thick. Because of the shallow water and long breakwaters, Morro Bay is a tricky entrance even in good weather. In the fog, with the sea running, it can be impossible. We called the Morro Bay Harbormaster to ask for their advice.

Was the entrance passable? "Yes," they replied. "The seas are not bad at the entrance." Well, that was something. But we could see nothing, good or bad, as we approached. The radar was on to help us 'see', and the engine was on to give us more control. Stephen took the helm, and I watched the radar. On the radar screen the breakwaters appeared as two eerie greenish-yellow lines with a narrow gap between them. This would be an 'instrument landing'. We surfed down long rolling swells as we came to the gap between the breakwaters. I began to wonder what the Harbor Patrol's definition of "not bad" was. We stared into the grey void as I gauged our distance from the gap on the radar.

"A quarter mile . . . ah . . . less than that."

"How much is *less*?" Stephen complained.

"I don't know," I replied. "We should be right there . . . now."

"There, there, there!" Stephen yelled. And I could just then make out the gray rocks of the breakwater rising from the gray water, appearing through the gray air. At the last moment, a green marker gave us the key to the channel entrance. I heard a pounding. Was it my heart, or the waves on the rocks?

Slowly we chugged our way up the channel. With the warmth of the land and

Steve and Tina's second Valiant 40, anchored at what looks like it might be the Red Sea or the Suez Canal.



COURTESY ANOTHER HORIZON

buildings close by, the fog was less dense, and we could make out the channel markers leading us to a calm berth. With *Another Horizon* tied at the dock, we both sank into the cockpit. We looked at each other and, I'll have to admit, small begrudging smiles appeared.

We solved most of the problems that had developed on that passage. The engine overheating was traced to a disintegrating pump belt, easily replaced. The autopilot remote control had been switched on somehow without our knowing it, causing us to believe that the autopilot was broken. We vowed that we would learn more about avoiding bad weather as the weeks progressed. And we agreed that we would reef the sails earlier when the wind came up.

Stephen's seasickness, however, would never be solved in the eight years we'd be at sea. It was his cross to bear. And me? At the moment I couldn't believe I was submitting to this way of life. Did I really want to go through more nights like this? I knew it would not be the last, that even with more diligence to the weather, we would have many nights like that — and even worse. Was I crazy? We were only two days into our eight-year odyssey, and I wondered what on earth I had gotten myself into."

— tina 10/15/05

Cruise Notes:

Based on the following letter from Chuck Baier and Susan Landry of the Norfolk, Virginia-based Mariner 40 **Sea Trek**, not all port captains on the Caribbean coast of Mexico are aboard with the new clearing regulations:

"We sailed south from the States in June, just about when the new clearing rules were going into effect. At that time, some port captains on the Caribbean side were still refusing to follow the new regulations. Since then we have spent four months in Guatemala, and are now on our way back north. According to the regional SSB net, the skippers who have tried to clear into Mexico at Puerto Morales are being told they need to hire an agent — who apparently charges \$200 and does very little for the money! In addition, the port captain at Isla Mujeres is also said to make cruisers use an agent. Who can we contact to complain about this? We are currently in Belize and heading north whenever the winds will allow. I guess you might say we're doing Mexico's Caribbean Bash."

It's illegal for port captains to require the use of agents or to charge to be 'informed' that a boat has arrived or is



leaving port. Please send an email immediately to **Tere Grossman**, President of the Mexican Marina Owners Association, at grossman@marinasancarlos.com. She will alert Jose Lozano, the Executive Director of the Merchant Marine in Mexico City. The boss of all port captains, he will reportedly get on their case for not following federal law. It's important that cruisers report all port captains who don't comply with the new federal rules.

"While anchored off Tigre Island one morning recently, there was a call on the VHF from 52-foot trimaran saying that they were on the reef just off Puyadas Island, about two miles north of us," report Ha-Ha vets Joe Brandt and Jacque Martin of the Alameda-based Wauquiez 47 **Marna Lynn**. "Knowing how nasty the reefs are here in Panama's San Blas Islands, we got Karl and his daughter Kelsey from the nearby *Arclyd II*, and headed over to see if we could help. When we arrived, it was clear the trimaran was really stuck. We tried to pull her off a couple of times, but had no luck. But while coordinating our effort over the VHF, friends John and Susie aboard the motor vessel **Cabaret** broke in and asked if they could help. After I explained the situation, they said they

IN LATITUDES



LATITUDE/RICHARD

The Pacific Coast of Baja can be deceptively mild during the fall and early winter, because it does have a nasty side. Turtle Bay locals told us this very large fishing boat (bottom) was driven ashore by 65-knot winds in February. And the big dunes near Cabo Falso speak to howling northwesterlies.

would be with us in less than an hour. The first time, they tried to pull the tri free with a 5/8-inch line from the trim. It broke. So John pulled out a 3/4-inch line. After a couple of pulls, they succeeded in getting the tri off the reef. Fortunately, she'd sustained no real damage, and was able to continue on her way. Nonetheless, it was a typical example of how cruisers — even powerboating cruisers — help each other out. It's our understanding that this wasn't the first time John and Susie have pulled a sailboat off."

If you're reading this issue in a timely manner, chances are the 20th anniversary of the **Atlantic Rally for Cruisers**, the granddaddy of all cruising rallies, will still be in progress from the Canary Islands to St. Lucia. It started on November 20, and the last boat should arrive 2,900 miles later in St. Lucia in the Eastern Caribbean no later than December 17. Happy Birthday to the landmark event and its founder Jimmy Cornell.

The maximum of 225 boats has signed up, and probably about 200 will actually sail the course. Organizers made a big

effort this year to get rid of the big and gaudy boats in an attempt to return the event to its cruiser roots. Well, it didn't work. So there's an Invitational Division for big Swans and Oysters mostly, an Open Division for the R/P 92 **Leopard of London**, an IRC Racing Division, and an IRC Invitational Racing Division. There's also a 21-boat multihull division, which may be a record.

In recognition of the 20th anniversary, Matthew Sheahan of the United Kingdom's *Yachting World* came up with

an interesting feature by determining the 10 most-entered boat models in the last five years. The results were 20 Amel Super Maraumu 52s; 16 Oyster 56s; 15 Beneteau Oceanis 473s; 15 Beneteau Oceanis 50s; 14 Beneteau 40.7s; 14 Hallberg-Rassy 42s; 14 Oyster 53s; 8 Beneteau First 47.7s; 10 Swan 48s; and 10 Westerly

Oceanlords.

The most represented manufacturers? **Beneteau**, 22 models for a total of 96 boats. **Nautor Swan**, 27 models, 81 boats. **Hallberg-Rassy**, 16 models, 76 boats. **Oyster**, 18 models, 75 boats. **Jeanneau**, 21 models, 57 boats. **Bavaria**, 11 models, 45 boats. **X-Yachts**, 13 models, 23 boats. Two companies are tied for 8th place, **Amel** with 3 models and 22 boats, and **Moody** with 12 models and 22 boats. **Westerly** is tenth with nine models and a total of 20 boats.

In any event, we wish them all a safe and pleasant voyage.

"Okay, okay, okay, last month I wrote that I thought the streets of Colon, Panama, were not so bad," writes Kevin Stewart of the 45-year-old Arthur Robb 35 woodie **Vixen**. "That was on Saturday. On Sunday I went into Colon and everyone looked at me as if it was dinnertime at an anteater's house and I was an ant. I took a cab back to the yacht club, and am now thinking Colon isn't so nice after all.

"By the way," Stewart continues, "freaking Bonaire — way to the east in the Caribbean Sea — raised their mooring rates to \$10/U.S. a day. The shopkeepers are the ones who are going to lose. I first arrived in Bonaire in '63, a purunchi-faced boy with a peeling nose. The island has changed since then. As you might know, all the waters around the island are a marine park, so there is no anchoring. My bitch is that the mooring fees have been doubled to \$10/night, which for me is the difference between visiting and not visiting. So far there has been a decline in the number of boats that have visited, so doubling the price didn't double the park's income. And the local stores have lost a lot more. Bonaire is the island where you use your car horn to greet friends in the street — and then you also do it 10 minutes later when you pass them **Beneteaus**, such as this spacious 473, have been the most popular brand of sailboat in the ARC over the last five years. Swan is second.



BEN E. TOE

CHANGES

again. P.S. I anchored in Sausalito for 15 months, and I can tell you the water in the Caribbean is a lot clearer."

Susan Meckley of the Alameda-based Challenger 32 **Dharma** is not your average female senior citizen. In addition to being one of the leaders of last year's Puddle Jump, she did a solo 34-passage to Hawaii. But that was just the beginning of the 73-year-old's cruising aspirations. An enthusiastic amateur radio operator, she plans to broadcast from 23 seldom-visited locations in the Pacific. Meckley spent the summer in Pearl Harbor Navy Marina, and was a volunteer on the **USS Missouri** 'radio central' almost every day. And now she's received permission to visit Johnston Island, which just last October was abandoned by the U.S. Air Force in preparation for being turned over to the U.S. Fish & Wildlife Service. We can remember when William F. Buckley sailed to Johnston aboard a chartered Ocean 71, and figured his friendship with the then-President would be enough to have him welcomed to the restricted island with open arms. To the eternal credit of the local commancer, Buckley and his



LATITUDE/ANDY

Amateur radio operator Susan Meckley of Alameda is 73 — and is singlehanding the Pacific with her Challenger 32. Amazing.

crew were told, metaphorically speaking, to suck some sea slugs. Anyway, Meckley reports that everything on Johnston has been torn down and even the swimming pool was filled in. But the center of the channel, which is wide enough to tack a

sailboat in, is still clear. "I should be arriving there around December 7 for a solo ham 'DXpedition'. I expect to remain on the island for a week or so before continuing on to Kwajalein."

"We're finally headed south from Rhode Island for the Bahamas and then on to South America," reports Christine Watson of the Wickford, Rhode Island-based Cal 36 **Clarity**. "It's been a tough year for heading south from New England, as more often than not, the winds have been out of the south at a pretty good clip. The only window we could get was a 35-knot northwesterly accompanied by near freezing temps. These were not the greatest conditions for regaining sea legs after a long period of working rather than sailing on the boat. Nor was it a good offshore introduction for my mate Curtis Garren, who joined me from inland Oregon. My two harbor-bound Jack Russell terriers Dodge and Aspen were less than impressed with conditions as well. Luckily, that first leg of open ocean sailing was not much more than 200 miles. The gale abated after 36 hours, enabling



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IN LATITUDES

LATITUDE/RICHARD

us to finish the passage with bright moonlight, calm seas, and a spectacular sunrise. Fortunately, we managed not to lose any limbs to frostbite, and my mate and dogs were troopers. But if anybody had asked at that point, I think they'd have said they'd rather live on land. My Cal 36 performed beautifully. I'm glad I've had the opportunity, means, and the know-how to restore such a classic. We're currently in the northern Chesapeake, visiting my family scattered along the length of the bay, working our way south. I'm trying to be patient, but can't wait to bury the long underwear and put on my birthday suit next to some balmy beach. Having left home, I'll miss my regular dose of *Latitudes* — but at least I'll be one of those people out there living the dream rather than sitting around the harbor reading about it."

"Bula!" write Kurt and Katie Braun of the Alameda and New Zealand-based Deerfoot 74 **Interlude**. "We're now on a passage from Fiji to Kiribati and reading up on all the World War II history. Almost 6,000 Japanese and Americans died in

four days on Betio Island, Tarawa Atoll. The losses were similar to Guadalcanal, but they happened over a much shorter period of time and in a much smaller area. Betio is only half a square mile! We had a lot of fun while in Fiji and made two new movies about kava drinking. The first is *Grog Day Afternoon*, the second is the *Night of the Vagona*. Just kidding."

Girls Gone Wild Island exposed as a fraud! If you have a television, you've no doubt been assaulted by ads for the *Girls Gone Wild* videos. You know, the ones where alleged college girls on Spring Break, fueled by alcohol and dying for attention, shed their inhibitions and



Sailing in the classic Caribbean trades, the reason why people from the Northeast are willing to battle so hard to reach the tropics.

clothes for the cameras. Unable to sleep at 5 a.m. the other morning, we flicked on the television to see nonstop ads for a title called *Girls Gone Wild at Girls Gone Wild Island*. The pitch was, "Ever dream of having your own private island full of hot young girls battling each other for your viewing pleasure? Well, dream no more.

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CHANGES

You're invited to the Girls Gone Wild Island where absolutely anything goes with the hottest, sexiest young girls you've ever seen!" Well, after following the bouncing breasts and butts for a few minutes, our eyes drifted to the background — and we had a revelation. Girls Gone Wild Island isn't an island at all, but rather the north shore of Banderas Bay, about a mile east of Punta Mita. We know because it's our favorite anchorage/surf spot in Mexico. That GGW guy should be ashamed of himself, trying to mislead his audience like that.

We don't know that we've ever met Robert Case, and we aren't sure where he's from, but we're pleased he decided to advise us that by reaching Noumea, New Caledonia, he's completed a circumnavigation aboard his sloop **Lala Salama**. "Not too bad for an old girl and an even older boy," he writes. His best 24-hour run was 174 knots, his top speed was 12.4 knots, and he averaged five knots while underway. Well done!

Whenever possible, dear readers, try to include the boat name, boat type, hailing port, and full names of the principles in



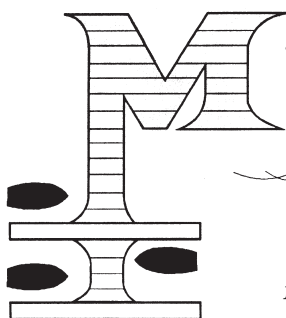
We're not sure what kind of boat 'Lala Salama' is, but Robert Case sailed her around the world, and she did him right.

any report. It makes the reports more precise and authoritative when in print. But trust us, we know how hard it can be to get the full information. For example, we've been in frequent contact with a

woman at the Hidden Port YC in Puerto Escondido who always just refers to herself by her cruising names of 'Connie' and 'Connie SunLover'. When we asked for her full name, we got a short story in response.

"I can understand why you'd be confused," she responded. "I am Connie SunLover, but when I came down here nine years ago I wasn't married. I got involved with the Hidden Port YC, then met Elvin of the 42-ft Cross trimaran **Western Sea**. We eventually got married in the States, and again here in Juncalito Beach with all our friends. Then we got a *panga*, which Elvin uses in the harbor. But while we were using the *panga* to rescue all kinds of boats after hurricane *Marty*, the *panga* started to sink. So when there was an alert broadcast over the VHF that "*Western Sea* is sinking", five dinghies rushed over to our tri. But it was the *panga* that was sinking, not the tri. So now Elvin uses "SeaLover", a combination of *Western Sea* and SunLover. But my real name is Connie McWilliam Schultz."

If you're still as confused as we are,



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IN LATITUDES

have Connie clear it up for you in person when you get to Puerto Escondido for **Loreto Fest** in early May. She says it's going to be really big this year.

Speaking of really big, on November 19, **Panamanian President Martin Torrijos** announced to officials from the States, Europe, and Asia that Panama would be building a **megaport** at the Pacific Ocean entrance to the Panama Canal. This has long been expected, but if you think it bodes well for cruiser anchorages and small boat Canal transits, think again.

What's the market for berths like in **Cabo San Lucas**? Let's put it this way: they are charging between \$3-\$4 a foot per night for transient berthing, and having no trouble getting it. What's more surprising is that Victor Barreda, who has been a ship's agent in town for 40 years, says it was as crowded as he's ever seen it in the marina over the summer. Fortunately, there's a big and lovely anchorage in the bay, where you can drop the hook for free — and where you won't be asphyxiated by several hundred sport-fishing boats at 5:30 a.m. each morning.

Nonetheless, it will be interesting to see if the 500-berth marina being built down the road at San Jose del Cabo will have an effect on berthing prices in Cabo when it opens next year.

The other place in Mexico that is dying for berths is **Banderas Bay**. For years people have been threatening to build a marina at La Cruz, which would be an excellent site. The word is that construction has begun on a facility that will one day accommodate 300 boats. We'll believe that when we see it, which should be by early December, and we'll give you a report. If things are as advertised, Banderas Bay would clearly become the sailing center of Mexico, as it would not only have the most consistent wind and flat water, but have four terrific



LATITUDE/RICHARD

Even at the end of a Ha-Ha there is room for another 100 boats anchored at the east end of the bay where the water is most calm.

marina/anchorage bases around the bay — Puerto Vallarta, Nuevo Vallarta, La Cruz, and Punta Mita.

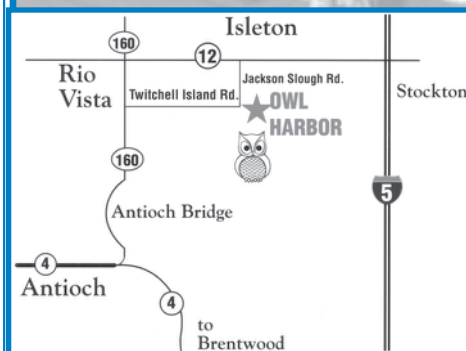
The completion of **Marina Costa Baja** in La Paz doubled the number of berths in that southern Baja town overnight. What's the effect been on older marinas such as Marina de La Paz? "We've got 10 Ha-Ha boats coming up from Cabo," Mary Shroyer told us, "and when they get here,



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CHANGES

we'll be completely full."

"Can you hear me now?" Some of the folks in the Ha-Ha were saying that familiar phrase into their **regular old cell phones** at very remote places — such as Bahia Santa Maria and as much as 90 miles northwest of Cabo San Lucas. And they were getting good reception most of the time. Depending on what billing plan they had, the cost could be very low. The Grand Poobah, for instance, has a Cingular plan — reportedly no longer available — in which a call from the wilds of southern Baja to Sausalito is a regular call, just like one from San Francisco to Sausalito. That's telecommunications progress!

Speaking of modern communications in Mexico, we received the following report from Jay Hall of the Punta Gorda, Florida-based Pacific Seacraft 37 **Orion**: "Much to our surprise, we've been getting very high-speed WiFi out here at the east end of the Cabo anchorage. It looks as though the router is from the hotel just up the beach. It's fast, and the price is right — free!"

If you're cruising around Mexico and get WiFi at an anchorage, please send us



LATITUDE/RICHARD

Even when held right side up, Satphones were sometimes inferior — and always more expensive — than regular cell phones.

an email and let us know where. We'd like to pass the news along to other cruisers.

Rick Carpenter advises that he reopened **Rick's Bar**, which is cruiser

central in Zihua, on October 31. "Yes, internet WiFi is up and operating, but we won't have the exterior antenna up until next week to provide high-speed to the boats on Zihua Bay. We have formed the Zihua Cruisers Club. The \$50 annual membership gets you free use of the Internet system, dinghy valet service on the beach, and I'm mounting a remote camera for surveillance of bay and boats. I just need a little time to get it all done."

Like most yachtie centers in Mexico, Rick's will be having special dinners on Christmas Eve and New Year's Eve, and will be having a raft of activities during the **Zihua SailFest** February 1-5. SailFest is an outstanding fundraiser for the school for indigenous children, so if you're in Mexico, we encourage you not to miss it. We expect to be there with *Profligate*, and hope you'll join us in raising money for the excellent cause.

"My wife Cheryl and I will be shuttling from our Nashville home to our 53-ft sailboat **Blue**, which is our second home, in Mexico this winter," writes Ken Sears. "We hope to be seeing as much of the Mexican

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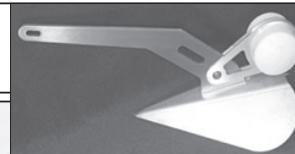
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IN LATITUDES

"Gold Coast" as possible. We already have reservations at Marina de La Paz for our first hop. We've stayed there before and love the staff and marina patrons. Do you have suggestions for any similarly cordial, safe marinas further south? We've never liked the cost or feel of Cabo as much as La Paz. We draw 8.5 feet, so our access to Paradise Village in Nueva Vallarta is typically limited to one passage over the bar per 24 hours."

The 'Gold Coast' of Mexico is generally considered to be between Puerto Vallarta and Manzanillo on the mainland, a distance of 175 miles. The only marinas within that area are Isla Navidad Marina at Barra Navidad, and the small one at the Las Hadas Resort. The Gold Coast is mostly a place for cruising on the hook, with Tenacatita Bay the most popular spot. There are two marinas at the north end of the Gold Coast, Marina Paradise at Nuevo Vallarta, and Marina Vallarta in Puerto Vallarta. They will be absolutely packed during the high season, so get on the waiting list as soon as possible and work on your groveling. The clos-

est marina north of the Gold Coast is Mazatlan, the closest to the south is way down at Ixtapa.

Chris and Carolyn Bridge and their three young children — Tristan, Ethan, and Cheyenne — of the Corona del Mar-based Out-remier 55 **Cheval**

report they made it across to New Zealand. They are now back home for a few months so the kids can enroll in regular school. The Bridges bought their cat from the factory in southern France, sailed around the Med, and sailed across the Atlantic to the Caribbean where we first met them. Subsequently, they sailed to the Canal and as far north as San Francisco. After returning to Newport Beach,



LATITUDE/RICHARD

The artist known as Tristan, with Ethan looking on, spreads his artwork on the cabin sole of the family's 55-ft catamaran 'Cheval'.

they cruised all the way across the Pacific. *C'est bon!* as the French would say.

Each time about this year, a group of **Southbounders** begins to form, these being the folks who have been in Mexico and are continuing south to Central America. Ten years ago, the Southbounders were outnumbered by Puddle Jumpers heading across the Pacific. But with Central Amer-



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CHANGES

ica no longer having civil wars and having opened up in ways older cruisers never would have imagined, and with the cost of living so low, many sailors are heading south instead of west. If you're part of the organization of this group, please be advised that we at *Latitude* would like to recognize you. To do that, we need the name, type, and hailing port of each boat, and the full names of the skipper and first mate. When you've assembled a pretty complete list, we'd be happy to publish it the way we do the Puddle Jump List.

"I recently spent five weeks in Puerto Vallarta, during which time I visited dentist **Dr. Adan Michel**," reports Ken Robinson of Petaluma. "Dr. Michel was mentioned in a recent *Latitude* letter where a reference was made to 'cheap dental work'. At age 75, I've seen a lot of dentists in my life, both here and in Ireland where I was born, but Dr. Michel is without a doubt the finest I have come across. I discovered him after buying a condo in Puerto Vallarta several years ago. He speaks perfect English, having done much of his training in Marin County. 'Cheap dental work' has a negative connotation. It would



LATITUDE/RICHARD

There is "cheap dentistry" such as what this little girl got, and inexpensive dentistry such as Dr. Michel practices. Say aaaahhhhhhhh.

have been more accurate to associate his name with 'inexpensive dental work'. His wife is also a dentist. Their office is just a short distance from Marina Vallarta. Any taxi driver could take patients to

Aldanaca 170 Colonia Versalles, Puerto Vallarta. His phone number is (322) 224-97-61. When dialing from the U.S., first dial 011-52. He can also be reached at dranmichel@yahoo.com. If a person needs dental work done, they can actually save money by flying to Puerto Vallarta to get it done."

While in Turtle Bay during the Ha-Ha, we were approached by three men in uniforms who introduced themselves as being from **Semarnap**, which is the National Ecology Institute of Mexico. They explained that Turtle Bay was part of a national marine park, and as such they were required to sell user bracelets to all visitors at a price of \$20 pesos — about \$2 U.S. — per day, per person. The law regarding this had been in effect for four years, they told us, but in previous years they'd always missed the Ha-Ha fleet. In fact, they'd gotten the dates wrong this year and driven four hours over a wash-board road to find the 500+ Ha-Ha sailors wouldn't be coming for another week.

There are a number of these park and preserve areas around Baja and the main-



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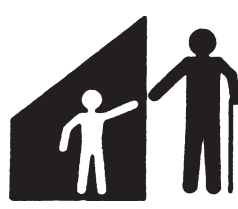
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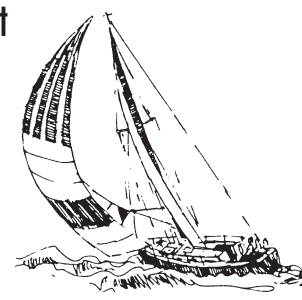


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IN LATITUDES

land. For instance, all of Baja's islands are a part of one, as is the reef at Los Frailes. The truth of the matter is that you can usually visit most of these places and not have to pay for the simple reason that there isn't an efficient system for collecting the fees. It's hit or miss. Some cruisers seek out Semarnap offices in towns and buy their bracelets in advance, while others make appropriate or even larger donations when they return. In any event, these guys and the charges are legit — assuming they have the badges, bracelets, and brochures. We think \$2/person/day is a small price to pay to try to preserve these valuable resources. According to the pamphlets, the fees collected are used as follows: 50% for signs and rehabilitation of public services and information programs; 25% to increasing the number of park rangers; and 25% to conservation and sustainable development projects.

"This is a letter of thanks," write Jerry and Kathy McGraw of the Newport Beach-based Peterson 44 **Po Oino Roa**. "First, thanks for us being able to come south with the Ha-Ha Class of '99, and then

again with the Ha-Ha Class of '04. Having enjoyed a great summer in the Sea of Cortez, we're now starting our fourth winter season in Mexico. We also want to thank the Poobah for leading a new group of cruisers in the Ha-Ha on the start of their new life of adventure. Right now we're sitting in La Paz with some of the just-arrived Ha-Ha folks, and it's wonderful to see the smiles on their faces as they settle into the new lifestyle. Their smiles bring smiles to the faces of those of us who have been here awhile, for it means it's time for us to get moving over to the mainland and then stike out for new cruising grounds further south and/or west."

All we can say is that you're very



LATITUDE/RICHARD

Francisco straps a bracelet on the wrist of Doña de Mallorca at the foot of the Turtle Bay Pier, proving she's paid her daily eco fee.

welcome, it was our pleasure. Here's to hoping everybody has a **great cruising season**. We encourage everyone to make the best use of it by being curious and mentally active. You have a great opportunity to see and learn new stuff. Use it!



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COLUMBIA 26, 1970. Never blistered. 9.9 Honda electric start, remote control, 24 hours. New main, 2 jibs, LectraSan head. Legal liveaboard possible. Custom cabinets, salon makes into king bed. Mini blinds, Truecharge 20 amp. Berkeley berth. Great Bay boat. \$4,900. Please call (775) 224-4738.

CATALINA 27, 1977. Dinette version with Petter 16 hp diesel. This boat has many upgrades & extras. Can be cruised or raced. (707) 528-9520 or email: nemphi@aol.com.

CATALINA 250, 2001. Wing keel, 8 hp Honda, Edson wheel, shorepower, solar panel, Garhauer vang, stereo, ST60 tri-data, Nicro fan. New bottom paint and group 31 battery. Trailrite trailer. Please call (707) 944-0548. Pics & info at: <http://globetrotter64.home.att.net/boat/>

1948 FOLKBOAT, #US67. Wood hull. Full and partial covers, whisker pole and traveler, motor mount. \$3,500/obo. Todd (415) 587-7932.

CAL 2-27, 1975. Jensen Marine. No blisters. Wheel, Harken furler, 120% furling North Sails jib, full batten North Sails main. MB-10 Volvo gas. Head, stove, water, AC power, depth. \$5,500/obo. Berth G-16, Fortman Marina, Alameda. (408) 727-4889 or quickwill@hotmail.com.

WESTERLY CENTAUR 26, 1974. Volvo diesel, full batten main, furling jib, depth-sounder, toilet and holding tank. \$3,500. (650) 969-2980.

MERIT 25, 1982. Excellent condition, ready to race. New racing bottom 2005. 2 sets of racing sails, all good to very good condition. 3 spinnakers. Recently replaced mast, standing rigging, cushions. New Tohatsu 3.5 outboard. Many extras. \$9,500/obo. (510) 237-1458.

CATALINA 27, LAUNCHED 1980. Inboard engine, dinette interior layout. This active, able & well-sailed vessel has new North mainsail, new LeFeil mast & boom, standing & running rigging installed by KKMI boatyard in 2004. Mechanical & electrical systems in perfect order. Very clean, maintained & polished. Owner relocating & upwind Berkeley Marina berth is transferable to buyer. Essential gear/accessories incl. \$12,250. (510) 414-9333.

PEARSON 26, 1973. Alameda. Excellent condition. 9.9 Nissan 4-stroke, 100+ hours. New self-tailing winches. Aft rigged, most rigging recently replaced. Roller furler, great sails, VHF, depthsounder, compass. \$6,200/obo. Please contact (916) 780-0389 or (916) 759-1958 (cell) or email: mavander12@aol.com.

ERICSON 27, 1973. Tiller, Atomic 4. Major refit over past two years. New running & standing rigging, lifelines, spreader brackets, fuel tank & fuel system, thru hulls & valves, holding tank & plumbing, shorepower, batteries & charger, mast electrical, shaft, cutless bearing, stuffing box. Sails older but decent. Boat is clean and sails well. Despite 6-ft headroom, owner needs more & bought a bigger boat. San Rafael. \$8,500. Jim (775) 240-5379.

CAL 25, 1975. Great singlehander, in great condition. 1998 8 hp 4-stroke Evinrude with electric start and remote gear/throttle control. Furling jib, Walker Bay 8' dinghy with sail kit. Recent upgrades: New battery, bilge pump, motor mount. \$6,000. Call (415) 508-0827 or wildduck1975@yahoo.com.



CAPE DORY 28, 1981. Alberg design, offshore ready. Volvo diesel, Monitor vane, autopilot, new Profurl NC-32, EPIRB, companionway dodger. Main, Pineapple furling jib, asymmetrical cruising spinnaker, new cushions, whisker pole, extensive equipment list. Documented. Immaculate throughout. Ballena Bay. \$33,500/obo. (510) 523-3337.

NEWPORT 27, 1974. Excellent Bay boat, ready to sail. Main and jib. Can be seen in Berkeley. Sleeps three. Can sell with or without outboard. Divorce forces immediate sale. \$2,500. Dave (415) 577-9876.

CAL 227, 1975. Club jib, 140, main & spinnaker. Atomic 4, solar panel with regulator, two batteries, depthsounder. Interior modified for living aboard with hot water, shower, propane stove, shore power refig, insulation. Located Humboldt Bay. \$10,000. (707) 443-9660.

CATALINA 27, 1975. Excellent condition. Dinette, standard rig, four sails, 8 hp outboard, recent rigging & hull/mast paint, many upgrades & extras. Very clean interior. Pics available. Coyote Point. \$7,000. Call Scott at (415) 722-0305 or email: c27ripple@yahoo.com.



CATALINA 27, 1978. Atomic 4 inboard, basic sails and equipment. Sleeps 4-5, enclosed head, small galley, sink and ice box. VHF, AM/FM stereo. Needs some TLC but otherwise ready to sail. Interior clean and roomy. Sea Scout donation will be sold as-is. \$ 5,700. (415) 336-3367.



OLSON 25, 1984. Pacific Boats built, 1998 Tohatsu, trailer. Banks main and Pentax 155 2000, Mylar 140 2001, good jib, 3 spinnakers. Complete Nexus instruments, many newer components, many extras. Excellent condition. \$15,000. Please call (913) 962-8388 (lv msg).

29 TO 31 FEET

HUNTER 29.5, 1997. In excellent condition. Fully equipped. Hoyle spinnaker sprit, lazyjacks, roller furling, Yanmar diesel, Autohelm, AM/FM stereo, etc. \$38,000/obo. Please call (510) 632-2370.

CLASSY VAN de STADT 29, 1969. Pocket cruiser. Inboard Volvo Penta. Teak deck with fiberglass hull. Lots of extra sails. Boat is in good condition. Asking \$8,000/obo. (415) 999-1203 or ejbaliantz@ucdavis.edu.

ERICSON 29, 1976. Clean and well-loved vessel, all safety gear, new bottom May 2005. Freshwater tank June 2005. VHF, DS, KN, GPS. Mainsail, 2 reefs, 170, 150, 110, spinnaker, storm jib. Rebuilt Atomic 4, 60 hours. Great liveaboard. \$15,000. Call Tim (206) 780-8379.

CATALINA 30, 1984. Sausalito. See: <www.nextwavecareers.com/cat30/sirena.htm> for details and pics. Excellent condition, loads of upgrades, nice electronics, performance enhancements, and new stuff like rigging and sails. \$31,500. (831) 818-4206 or diz@earthlink.net.

CAL 29, 1974. Recent North full batten main/135 jib on roller, spinnakers, spare sails, tillerpilot. Strong Atomic 4, folding prop, fresh bottom. Great handling, safe Bay boat, genuine reason for sale. \$12,000. (925) 984-3142.

OLSON 30, HULL #198. Warpath. Very nice boat, ready to race or daysail, double-axle trailer, 5 hp outboard motor. Dry sailed. Good sail inventory. Lying Santa Cruz. Relocation forces sale. \$15,500/obo. Call Ryan (831) 234-3229 or Geoff (831) 595-4180.

HUNTER 29.5, 1996. In exc condition. Fully equipped. Bottom paint 6/05, asymmetrical spinnaker & 2 mainsails. Yanmar diesel, Autohelm, AM/FM stereo, etc. See: <http://www.geocities.com/janusz1us/boat.html> \$36,000/obo. Call (925) 672-7682.

CHEOY LEE 30. Outstanding Luders design cruising sailboat, good condition. Equipped, 18 hp Volvo MD2B diesel, galley, shower in head. Sleeps six. Full sail locker including spinnaker. \$8,000/obo. (707) 399-7620.

RAWSON 30. Reduced to \$6,000/obo, death in family. Possible live in/work in, construction or tourism nearby. Moored Bodega Bay. Sound glass hull, been to Hawaii, needs paint. Perkins diesel, recent overhaul. Sails, anchors, ready for sea. (707) 331-5261.

CATALINA 30, 1982. Wheel, autopilot, swapped out Atomic 4 for a Universal diesel, dodger, roller furling, cockpit cushions, interior upholstery, battery charger. \$18,000/obo. (415) 902-5368.



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

CATALINA 30, 1980. Honestly very good condition, Atomic 4 plus 15 hp stern-mounted long shaft Johnson, hard top dodger, wheel steering, safety netting, cockpit canvas, extras. Needs brightwork, great family boat. \$18,500. Call Anton at (650) 670-2404.

CAL 2-30, 1971. Diesel engine. Mechanically sound. Full set of sails. Ready to sail. Located in Redwood City, CA. Asking \$12,500. Dave at (650) 960-3962. Pictures & info at: www.geocities.com/slyfoxrwc.

CAL 29, 1973. Sound and well rigged, fine sailing boat. Rebuilt Atomic 4. New mast support crossbeam. New rigging 2001, epoxy bottom 1999. \$12,000/obo. Call (415) 459-8733. More info & pics at: http://home.earthlink.net/~jnnll.

CATALINA 30, 1985. Three-cylinder diesel, wheel steering, selftailing winches, hot/cold pressure water. Must sell. \$16,900. (831) 295-1360.

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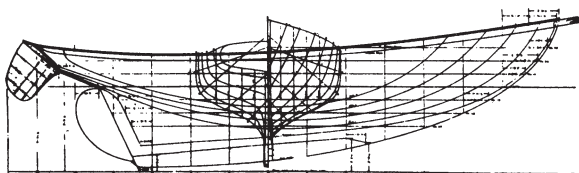
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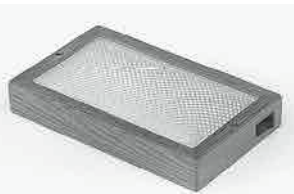
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WALSH 30 – COOL SAILBOAT! In San Rafael Yacht Club, needs some TLC. Perkins diesel doesn't run, cockpit has some dryrot. First \$3,500 sails her home. Please contact Lynn or David (831) 647-1180 or (916) 337-3086. View photographs at: <http://homepage.mac.com/thebooks>

BUCCANEER 29.5 (BAYLINER), 1979. Sleek, fast, roomy, clean, solid sailing vessel. Volvo MD7A diesel, full complement of sails & two spinnakers, auto-PFDs, GPS, nav station, head, plus many extras. Berthed at Alameda Marina. Reduced to \$9,000/obo. Call (559) 565-3115 or email: eric_inman@excite.com.

CLIPPER MARINE 30 SLOOP, 1975. Brisbane Marina. Well maintained, clean, 6' headroom, fixed keel, lead shoes. Fiberglass hull, 1 tiller, transom-hung rudder. New standing & running rigging. New Harken roller furler. Yanmar 2GM20FV diesel, less than 200 hrs. Shore power, 2-burner stove, ice box, self-contained portable toilet. See: <<http://lolltech.com/Clipper>> (case sensitive). \$10,500/obo. Bob (650) 355-5166 (leave message) or (650) 996-4631 (cell).

CATALINA 30, 1985. Diesel 680 hours. Dinette table. Harken furler, dodger, new standing rigging. Built-in refrigerator, CNG stove/oven, lazyjacks, AH4000, knot/depth meter, VHF radio, battery charger, dripless shaft, shower sump pump. Engine just serviced. Excellent condition. Transferable Moss Landing slip. \$29,500. Please call (831) 753-2001 or Skipper030@aol.com.

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PACIFIC 30, 1971. Solid cruiser will go anywhere, set up for voyaging. Solar panel, windvane steering, autopilot, VHF, GPS, stereo. All sails in excellent condition, cozy interior, wood heater, new motor, bottom excellent, bullet proof. \$18,000. Call Steve (415) 847-0179.

32 TO 35 FEET

CUSTOM ATKINS 34, 2000. Cutter. Like new 35 hp Volvo 3 cyl diesel, 40 hours. North sails, Harken roller furler. Very strong boat. In Morro Bay. \$45,000/obo. (805) 801-1083.

SANTANA 35, 1979. Great PHRF racer, new Quantum Kevlar main and #2, .75 spin, 1.5 spin, carbon pole, 4 other sails. Lots of new Lewmar deck hardware, new prop, bottom paint. \$29,000. Located in OR. Jim (541) 490-0803.

YORKTOWN 35 CUTTER. Aft cockpit. Two-boat owner, first \$16,000/cash. Loaded, berthed La Paz. Completely renovated by marine surveyor. New diesel, MaxProp, Harken furling, Furuno radar, autopilot, teak and holly interior, new LP, electric windlass, more. Photos available. Email: bajasurvey@yahoo.com.



ERICSON 32 SLOOP, 1977. Rainbow-colored genoa, roller reef, Dutchman lazyjack for mainsail. Yanmar 2GM20 diesel engine, 18 hp. Needs some TLC. Priced to sell. \$18,500/obo. Berthed in Alameda, CA. Call Jeff (510) 881-5672 or Fred (510) 655-9877.



32-FT SLOOP. Monterey mooring, from New Zealand. Kauri, laminated frame, hull edge glued, sleeps 5. GPS, depthmeter, side-band radio, interior immaculate, two-burner propane stove and oven, head, holding tank, 20 hp outboard. \$18,000. (831) 277-3971 or (831) 625-5868.

PEARSON 35, 1969, HULL #108. Beautiful solid fiberglass cruiser. Classic lines with full keel and centerboard. Perfect for Bay, Delta and beyond. Well maintained with new Yanmar. Many upgrades and extras. See: <www.pearson35.com> for info. \$30,000/obo. Mike (831) 247-4539.

NEWPORT 33, GARY MULL DESIGN. Just hauled, bottom paint, all new running rigging. New wiring for lights and VHF antenna on mast. Will consider all reasonable offers. Call for all details. (925) 876-3017.



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ISLANDER 32 SLOOP, 1978. Diesel, Profurl 140% genoa, windlass, Horizon digital speed log and depthsounder. Garmin GPS, VHF, Raytheon Autohelm, EPIRB, C.A.R.D. radar detector, 5 new batteries, battery charger. 2 solar panels, 750 inverter, gimballed oven/stove, fridge/freezer, dinghy and Honda. Extensive parts inventory. Outstanding condition inside and out. Cruise ready. Moored in Pto. Escondido, BCS, Mexico. \$23,500. Email: joancraig_393@hotmail.com or VHF Ch.16 Steppenwolf, Pto. Escondido.



CONTESSA 35, 1976. BUY NOW, LAST chance. Great shape, very capable fast boat. USCG documented, recent mast and standing rigging, many extras. If you are dreaming of going far away, this is your boat. \$36,000/obo. For sale by owner. Michael (408) 202-2433 or email: shinskym@mail.com.

ERICSON 35 Mk III, 1984. Excellent shape, diesel with new upper end, Balmar with new 3-stage charger. All new interior upholstery, dodger, cockpit cushions. New Lectrasan head, new Norseja standing rigging, bottom Aug. '03. Radar arch, radar, SSB, GPS, VHF, Trace inverter, 12v refrigerator, 5 new batteries, 4 solar panels w/Smart charger, autopilot, dinghy with outboard, 4 anchors & tackle, lots of extra gear. Very fast, very comfortable, cockpit enclosure. \$75,000/obo. Call (209) 986-5906.

VALIANT 32, 1979. Beautiful Robert Perry cruising cutter. Turnkey condition, almost everything on this boat has been replaced, renewed or upgraded in the last two years. Recently returned from cruising Mexico and ready to go again. (510) 910-0750 or www.mildredkane.com.

36 TO 39 FEET

TAYANA 37, 1987. Moving to the mountains. Boat in Florida, ready to sail back to the Caribbean. Original owner, continuously maintained. New Awlgrip. No teak decks, no cast iron tanks. \$115,000. Photos and info: <www.tayanalaes.com> or call (904) 891-6744.

CATALINA 36, 1986. Universal diesel, dodger with full bimini enclosure. Loaded with B&G electronics, refrigeration, 5 batteries, dinghy davits, lots of upgrades, beautiful boat. \$59,000. Photo & info: <www.adatacom.com/catalina> or call (209) 603-9991.

COLUMBIA 36 SLOOP. Moss Landing slip. Atomic 4, good sails, comfortable liveaboard, electric windlass, CD stereo, TV, VCR, strong hull, no blisters. \$16,500. Call Darrel (831) 338-6746.

ERICSON 38, 1980. \$65,000. Save California sales tax, buy in Mexico. Beautifully maintained and well equipped. Rebuilt 32 hp Universal diesel and other upgrades. Recently surveyed. Currently cruising Sea of Cortez. Email for complete list: Mexicantango@hotmail.com.

ISLANDER 36, 1973. Westerbeke diesel, GPS, autopilot, windlass, refrigerator, propane stove/oven, H&C pressurized water, shower, holding tank. New cushions, carpeting, instruments, bottom paint, non-skid. Looks and sails great. May consider partnerships. Located in Marina del Rey. \$39,900. (310) 458-1229.

ISLANDER 36, 1978. Very good condition with beautiful interior. New bottom paint and major engine service in October. Lots of gear: Force 10, refrigeration, inverter, autopilot, hot pressure water, instruments. Asking \$39,000. Call (650) 726-3848 or (831) 240-9028.

CATALINA 36, 1984, TALL RIG. Recent new engine, interior, dodger, refrigeration, mainsail, rig, prop, thru-hulls, fuel tank. Pioneer stereo CD, CNG stove. Hard dinghy with 2 hp outboard. Set up as comfortable liveaboard. See at Sausalito, D-523. Asking \$55,000. (707) 887-1496.

CATALINA 36 Mk II, 2000. One owner, very loved, freshwater only and perfectly maintained. Custom-built by factory with dark green canvas and gel coated stripes. Equipped for 4-season cruising. All standard available options: Integrated radar/chartplotter/autopilot/GPS/VHS up and down, plus much more. Significant electrical upgrades: Truecharge 40 Multistage Smart Charger and remote; Link 10 E Meter; Balmar alternator and regulator; ProSine 1800 inverter and remote; added batteries for increased AH capacity; 3-bladed adjustable prop; in-mast furling; asymmetrical spinnaker; ATN sock and tackler; Hurricane forced-air heat; microwave; Force 10 BBQ; super sound (FM/AM/CD stack) up and down. \$160k in boat; asking \$121,900. Pictures and inventory available on request. Craig at (503) 283-3050 or craig@qubux.com.

ISLANDER 36, 1977. 3 cyl Yanmar. Recent major refit. New stuff too much to list. Clean, fast, cozy. \$54,000. Please call (415) 459-8659.

CORBIN 39, 1985. Great cruiser in beautiful condition. New Yanmar 66 hp, new Raymarine GPS/chartplotter & instruments, radar, autopilot, SSB, generator, AC, solar, windvane, watermaker, liferaft, dinghy, roller furling jib, extra sails, spinnaker. <www.pbert.com/corbin39.html> \$139,000. Contact (415) 497-0795 or email: hollander242000@yahoo.com.

FREYA 39. Extensive equipment list. Pacific Northwest, Mexico, Hawaii and South Pacific vet. Turnkey, ready to go now. (415) 717-4114.

HANS CHRISTIAN 38T CUTTER, 1979. Recently refurbished. New diesel and electronics. Won the TransPac to Hawaii and has been to Mexico. Original owner was one of the founders of the Apple Computer Co. \$99,000 or will consider a partnership. (925) 639-2774.



C&C 38 Mk II, 1979. Clean turnkey condition. 2004 survey showed no blisters, with hull, rig, and all systems in great shape. New bottom paint, head, holding tank, discharge pump, wind and knot meters in 2004. Excellent Pineapple sails, well-maintained engine, rod rigging, dodger, hot water, Harken traveler, furler, oversize winches. Newer autopilot, radar and refrigeration. Repairs and maintenance done. Documented. Plans changed. Sail away with this great-looking, fast, comfortable boat for only \$58,750. (916) 933-4079.

ISLANDER 36, 1975. 1993 Yanmar 3GMF diesel. 2005 bottom paint. Epoxied in 1992. 2003 royal blue LPU hull and LectraSan, Harken roller furler, 3 water tanks, 2004 Force 10 water heater and Norcold refrigerator, and more. \$39,000. Call (925) 788-0356.



HUNTER 356, BOAT OF THE YEAR 2002. Class A, bluewater. Fast, roomy, lots of storage. Raymarine GPS, 4000 autopilot, ST 40 digital knotmeter, ST 40 digital depthsounder, microwave, refrigeration, electric anchor windlass, more extras. \$129,500. (530) 273-2072.

PEARSON 365, 1976. Incredible cruising value. Radar arch, oversized selftailing winches, lines run aft, rewired with new panels. Far too much to continue here. Priced to sell at \$42,000. (510) 506-1991 or See at: home.comcast.net/~phlyphish/pearson365.html.



NORBELLE 37, 1980. Norwegian-built sloop, classic cruising interior. New Lewmar traveler, Schaefer roller furler, Raymarine ST60 instruments, upgraded electrical. Newer Pineapple spinnaker/genoa. Recent reupholstering/interior refinishing. Photos, details at: <www.pearlygate.us> \$45,000. Brisbane. (415) 999-8818.

ISLANDER 36, 1974. In very nice condition and beautiful interior. New 35 hp diesel engine, newer standing rigging, etc. Well cared for. She has never been raced, does not blister. 2nd owner. \$45,000. Call (408) 591-8796. No brokers please.

FREE TO GOOD HOME. 36-ft Ericson sloop, 1972. All sails, brand new cushions & curtains for the interior are negotiable. Serious inquiries only please. No calls after 8pm. Leave message for Bob at: (707) 869-2818.

UNION 36, 1978. In good condition, nice teak work, new mainsail, new sail covers, new running rigging, Harken roller furling, new fuel tank, Isuzu diesel, new radar. \$49,000. Please call (650) 563-9686 or (408) 373-2231 cell.

40 TO 50 FEET



RHODES 41 BOUNTY II, 1960. All fiberglass. New rigging, watermaker, SSB with sailmail, radar, autopilot, solar, wind gen, 100 amp alt. 27 hp Yanmar, low hours. Liferaft, hard dodger, hard bottom inflatable with 15 hp motor, roller furling, pressure hot water, shower, refrigeration. GPS, offshore gear, charts, spares and more. Equipped for cruising or liveaboard. Located in dry storage in La Paz, BCS. 2004 Baja-Ha-Ha veteran. Reliable, strong and beautiful. Priced to sell at \$50,000. Call (760) 277-2684 or email: nala_setia@yahoo.com.

MOODY 41 CC SLOOP. New sails, Profurl, all electronics. Avon dink, Honda outboard. Currently cruising Mexico, PV and Z-town. \$75,000/obo. Email Tony: makeitso@earthlink.net.

KELLY-PETERSON 44, 1980. Mamouna. Yacht club condition, loaded for cruising. Recent survey, lying Seattle. Illness forces sale. \$145,000. Photos and specs by email: mamounatsea@yahoo.com or call (858) 755-2301.



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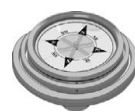
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J/41, 1985. Three-J/boat owner must reduce fleet. 9 sails, Volvo diesel, teak interior, roomy, capable boat. \$29,000. On mooring Newport Beach. (805) 886-7881 or sequoyacoastco@aol.com.

WESTSAIL 42 KETCH, 1977. Hull #54. Factory finished boat. Equipped for Bay and near-coastal sailing. 80 hp Perkins diesel, less than 600 hours, with cruising spares. 2 sets of sails. 2 Avon tenders with motors. Excellent condition. Professionally maintained. Recent survey available. Berthed in Alameda, CA. Priced at \$100,000. Principals only. (650) 326-3689.



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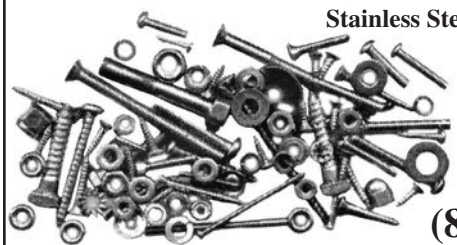
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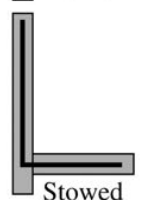
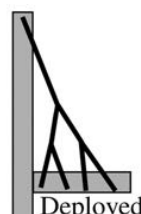
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BOAT SALE: Richmond Yacht Club Foundation has donated dinghy, sail & power boats for sale at below market prices. All proceeds go to benefit Bay Area sailors. For details and pictures go to: www.Richmondyc.org/foundation/forsale.asp.

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So please note the deadline, especially for this upcoming issue, as we will have no wiggle room past the 18th at 5 p.m. due to early press time for the holiday.

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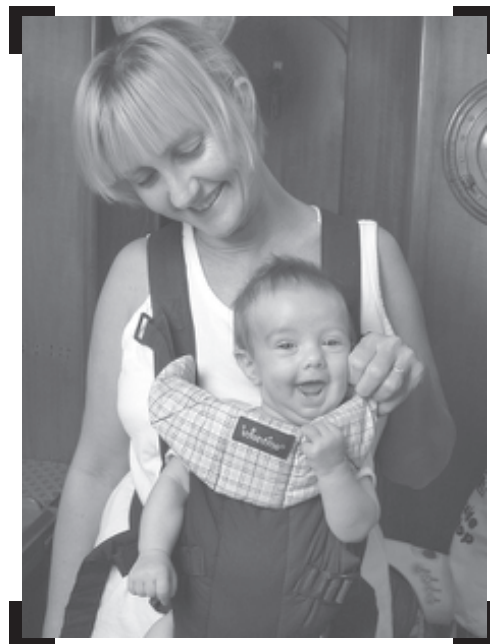


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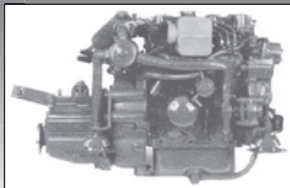
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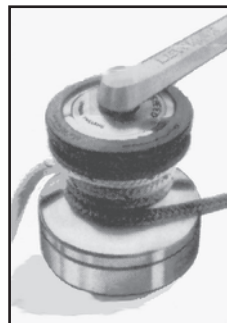
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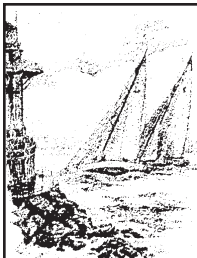
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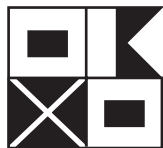
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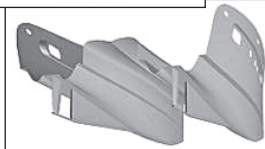
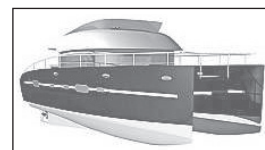
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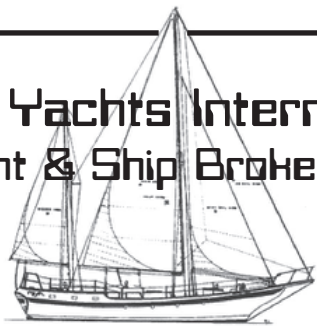


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36' ISLANDER sloop, '75	25,000
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38' BERTRAM sedan sportfisher, '76/01	145,000
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42' CHRIS CRAFT COMANCHE, 1969 This lovely fiberglass classic, designed by Sparkman & Stephens and built in the U.S. during Chris Craft's heyday, is in outstanding shape and, with almost \$45,000 in improvements over the last 3 years, shows much newer than her age. Transferable Sausalito Yacht Harbor slip. **\$68,000**



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33' WAUQUIEZ GLADIATEUR, 1984 Classic European sloop in fantastic condition above and below, shows much newer than actual. Major refit '97 including repower, electronics, windvane, sails, dodger, etc. Interior shows as new, no teak decks but teak in cockpit looks new. Transferable Sausalito Yacht Harbor slip. **\$64,900**



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



NEW LISTING

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32' ERICSON, 1986 Classic Bruce King design, originally launched in '67, sporting an integral lead keel, spade rudder, deck-mounted mast and a double-spreader rig was years ahead of her time. Even by today's standards, the boat holds her own in terms of aesthetics, build quality and performance. **\$49,000**



See at:
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34' C&C, 1978 Canadian-built racer/cruiser spent half her life in fresh water where she was lightly used & hauled every winter. Not surprising, today she's in fantastic condition inside & out — interior shows practically new. Current owner (her 2nd) Awlgrippied hull, epoxied bottom, installed Harken RF, new ('05) jib, heavy duty dodger, more. **\$44,950**



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47' HYLAS, 1986 (pictured).
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Also: 44' HYLAS, 1986, \$185,000

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TA CHIAO 54 PILOTHOUSE, 1980
4 strm, watermaker, bow thruster, inside helm, blue-water cruiser, liveaboard slip S.F. Bay. **\$241,000**



J/105, 1992
Hull #41. Priced to sell.
\$89,000



43' SWAN TOURING MODEL, 1986
Perfect for two couples. Two cabins, two heads, great galley. **\$235,000**



48' MARINER
Center cockpit, two nice staterooms fore and aft. Also known as a Mayflower. **\$139,000**



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



TA SHING BABA 35, 1979
Restored interior.
\$77,500

SAIL			POWER		
53'	Amel ketch.....	'98 440,000	30'	S-2 CC.....	'78 26,000
52'	New Life.....	'83 170,000	30'	Pacific.....	'71 15,000
52'	Hartog schooner.....	'99 195,000	30'	Nonsuch.....	'82 57,500
51'	Jeanneau.....	'94 169,000	29'	Gulf Pilothouse.....	'84 23,000
50'	Gulfstar, Mex.....	'77 89,000	29'	Van der Stadt.....	'69 16,000
49'	Gus March Cust.....	'91 195,000	28'	Islander.....	'76 15,200
48'	Hughes yawl.....	'72 60,500	28'	Islander Bahama.....	'82 19,000
48'	C&C.....	'73 199,000	25'	Pacific Seacraft.....	'78 18,000
47'	Vagabond.....	'80 150,000	24'	Melges, hull #181.....	'94 26,500
44'	Hylas.....	'86 185,000			
43'	Swan.....	'86 235,000	86'	Pacific Tender.....	'45 325,000
43'	Slocum.....	'84 149,500	65'	Pacemaker cert.....	'71 355,000
43'	Hans Christian.....	'88 219,000	62'	Elco Classic MY.....	'26 450,000
43'	Hans Christian.....	'89 225,000	58'	Hatteras.....	'73 360,000
43'	Gulfstar.....	'73 39,900	57'	Chris Craft.....	5 from 119,000
42'	Custom schooner.....	'72 39,000	53'	Grand Banks Alaskan.....	'77 199,000
42'	Bavaria.....	'05 235,000	50'	Stephens (2).....	'65 149,000
41'	Jeanneau.....	Call	49'	Kha Shing.....	'84 179,000
41'	CT, nice.....	'74 79,000	45'	Fellows & Stewart.....	'26 65,000
41'	Newport (2).....	'79 from 51,500	43'	Monk Sedan.....	48 Call
41'	Down East PH.....	'81 55,000	42'	Chris Craft.....	'68 99,000
40'	Brewer PH.....	'88 115,000	42'	Grand Banks.....	'67 89,900
40'	Cheoy Lee MS.....	'75 79,000	42'	Post SF.....	'81 97,000
40'	Newporter.....	'62 19,500	40'	Pacemaker.....	'76 149,000
38'	C&C.....	'74 52,000	38'	Stephens.....	'48 36,000
38'	Catalina (2).....	'83 & '84 from 41,000	38'	Californian.....	'76 45,000
38'	Ericson.....	'81 37,500	38'	Hatteras MY.....	'69 45,000
38'	Ingrid.....	'74/84 95,000	38'	Bayliner.....	'87 87,000
38'	Colin Archer.....	'51 58,000	34'	Tollycraft.....	'80 49,900
37'	Endeavour.....	'79 59,500	34'	Bayliner Avanti.....	'87 38,500
37'	Irwin CC (2).....	'73/80 40,000	32'	Pacemaker FB.....	'74 65,000
36'	Hartog.....	'92 24,500	32'	Bayliner, diesel.....	'89 79,900
36'	Islander (3).....	'76/78 49,500	30'	Sea Ray 305 DB.....	'88 59,900
36'	Steadfast.....	49,500	30'	Sea Ray Sedan.....	'79 20,000
35'	C&C.....	'74 52,000	29'	Wellcraft.....	'85 21,900
35'	Baba.....	'79 77,500	29'	Silverton.....	'85 26,000
35'	J/105.....	'92 89,000	28'	Fiberform.....	'76 10,000
34'	C&C.....	'79 44,950	28'	Bayliner.....	'59 28,000
34'	Islander.....	'75/85 31,500	28'	Bayliner.....	'95 35,000
33'	Newport.....	'84 36,500	28'	Maxium.....	'99 49,000
32'	Rhodes Traveller.....	'77 39,900	27'	Sea Ray.....	'83 14,000
32'	Nantucket yawl.....	'71 15,000	27'	Sea Ray 270.....	'88 28,900
31'	Hunter.....	'98 53,500	26'	Calkins.....	'63 15,900
30'	Catalina (2).....	'81/'84 from 24,500	26'	Star Fire.....	'86 25,000
30'	Cal 9.4.....	'83 25,000	24'	Bayliner.....	'98 25,500
30'	Islander Bahama.....	4 from 20,000	24'	Regal 242, trailer.....	'98 37,000
			24'	Slipjack.....	'76 14,000



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Tri-cabin. **\$45,000**



TOLLYCRAFT 34, 1980
Nice. **\$54,950**



BAYLINER 3870, 1987
\$87,000 OBO

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JEANNEAU 51, 1994 Fast, safe, dependable cruiser. Four staterooms. **\$169,500**



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40' BREWER PILOTHOUSE CUTTER, 1988
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54' CT-54 CENTER COCKPIT PILOTHOUSE AFT CABIN KETCH. Dsl, full keel, 7 Barlows, bow thruster, watermaker, genset, inverter, dual helms, full galley, 4 staterooms, 2 heads & more than you can imagine. **Ask \$217,000**



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Twin Caterpillar V-8 diesels, engine room fire system, bimini top with full cover. **\$200,000**



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

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