

Latitude 38

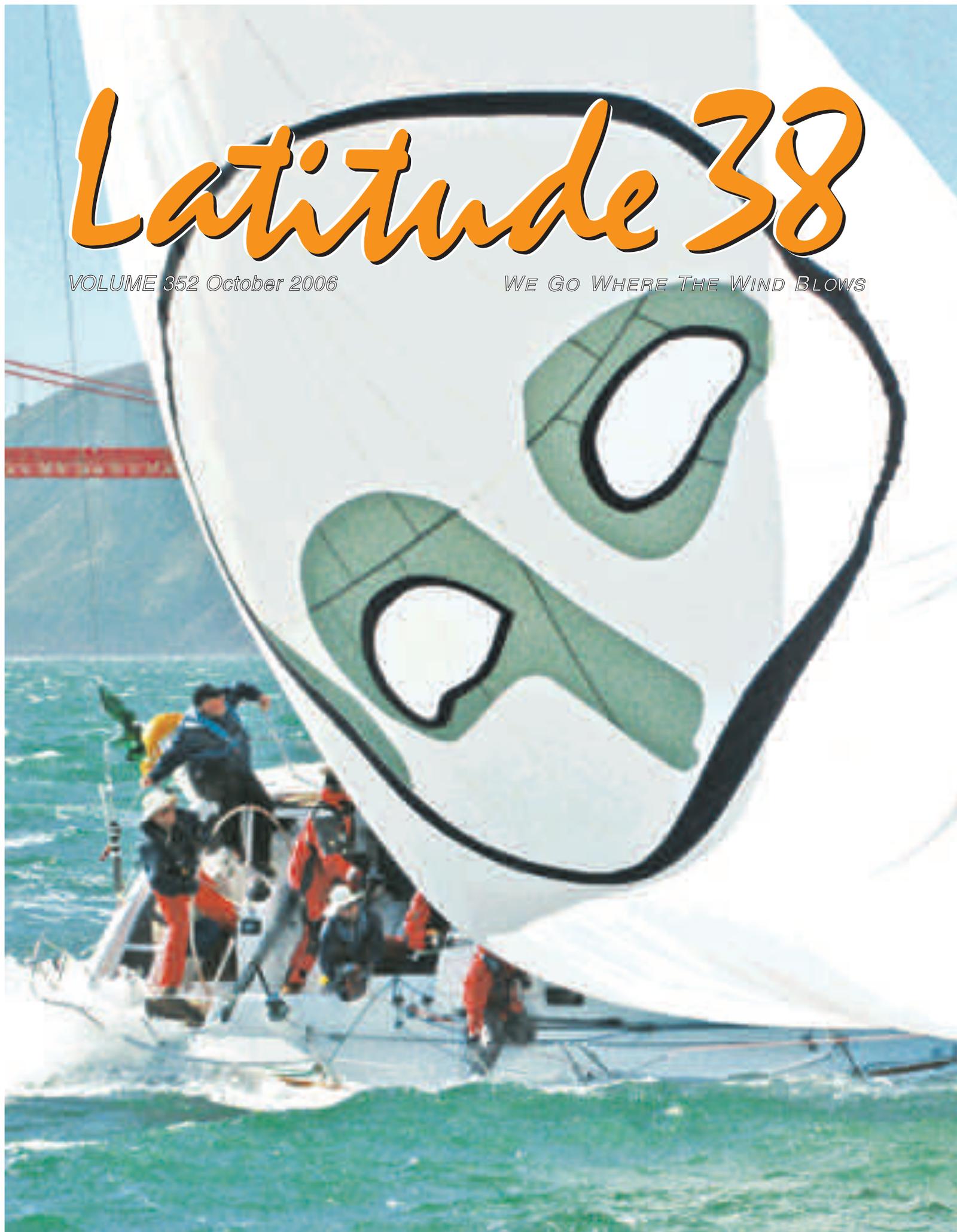
# Latitude 38

VOLUME 352 October 2006

WE GO WHERE THE WIND BLOWS

OCTOBER 2006

VOLUME 352



# Happy Halloween!



*Are you frightened by your marina's customer service, maintenance, or security? Don't be tricked! There is one marina where first-class facilities and customer service are as good as a Halloween Treat. (We have slips available right now from 30' to 41'.)*

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- Monthly informative newsletter

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

# It's about time

PHOTO: JEFF KIRK



*Rainbow\**

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

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

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

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

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

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

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

Sails in need of repair may be dropped off at:  
West Marine in Oakland, Alameda, Richmond or Berkeley;  
or Svendsen's in Alameda.

\*Powered by Pineapples



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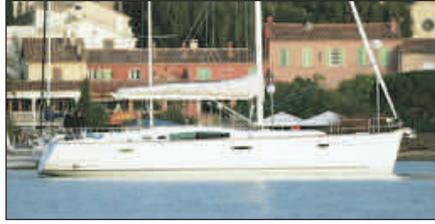
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# Evolution

## 2007 Models



**Beneteau 46**



**Beneteau 49**



**Wauquiez 47 Pilot Saloon**



**Island Packet  
SP Cruiser 41**

In life, there are leaders and there are followers. While other manufacturers may consider innovation as redefining old construction models as 'classic' rather than modernizing factories, Beneteau, Island Packet and Wauquiez continue to set the standard for design innovation and technological advancement to deliver you more comfort, greater sophistication in styling, the latests in sailing equipment innovations and true, long-term value.

With premium builders like Beneteau, Wauquiez and Island Packet, you can be assured that your new boat will give you years of reliable use, pride of ownership, and one of the highest resale values in the industry.

**Intelligent design for thinking sailors.**

# Revolution

## They're not called the First Series for nothing...



**First 44.7**

In the realm of sport cruisers, racers all over the world know that for serious racing in a seriously beautiful boat, Beneteau is the first choice. Consider the new First 44.7. Since her introduction last year, she's been racking up wins all over the globe, from England to Australia, no major regatta is without this First taking a first. Recent first places include...

- Newport Bermuda Race
- Yachting Club Regatta
- Rolex Commodore's Cup
- Hamilton Island Race
- New York Yacht Club Regatta
- Your next race perhaps?

## NEW FIRSTS FOR 2007 Conquer the competition with style

"The M3 of the racing fleet." A high-tech one design boat like no other: The First 10R is affordable, well built, and **easy to sail**. With grand prix features like a Hall carbon fiber rig, high aspect T-bulb keel, injection/infusion hull, and big cockpit, this Farr design sets a new standard for competitive racing and family enjoyment.

### Call about our FLEET BUILDING PACKAGE

"The efficiency of a yacht's design is shown by its ability to harness the streams of air and water and to leave them in its wake in an unaltered state... and these are the characteristics of the First 50." This philosophy of yacht designer Philippe Briand neatly summarizes the concept that inspired the design and development of this new pure performance yacht. The 50 combines sophisticated aesthetics with state of the art technologies in the fulfillment of a single idea – the pleasure of sailing to utter perfection. With the First 50, Beneteau sets out to conquer the realm of the Sport Cruiser.

**The First 50 premiers at the Annapolis Boat Show**



**First 10R**



**First 50**

# New World Order

You don't get to be the world's largest sailboat builder, or considered one of the world's premier builders, any other way than by delivering the goods: boats designed to sail in all the world's oceans, that hold their value and looks over the years, and are built with today's, and tomorrow's technology by a well trained and dedicated work force.

In today's world, you can't afford to waste time and money on mediocre experiences and products. Our 25 years of industry experience has taught us that real value is not an interesting story or slick brochure. We chose the boat lines we offer because in today's crazy world they offer the best in engineering, product development and after-sales service. That is why our customers keep coming back for their next boat.

If you are in the market for your next boat, stop by to see our talented and knowledgeable staff. With a combined sailing experience of 173 years, from world class grand prix racing to serious world cruising, you're guaranteed to get the right advice and have an experience of a lifetime.

**BENETEAU CRUISERS 323 343 373 393 46 49 57**  
**BENETEAU RACER/CRUISERS 10R 36.7 44.7 50**  
**ISLAND PACKET 370 41 SP CRUISER 440 445 485**  
**WAUQUIEZ 41 PILOT SALOON 47 PILOT SALOON 40C 45C**

## October Savings Plans

For the month of October we've come up with a choice of savings plans for you on select models. We call two the 'have your cake and eat it too', and the other is 'eat your cake today'.

Your choice:

- Generous Equipment Package with cash back at the time of purchase (this is the eat your cake today plan)
- No Boat Payments for 12 Months Get your boat (cake part) now but don't make any payments for 12 months (the eat part)
- 4.75% Interest Rate for 3 Years (another cake and eat it plan) (on approved Passage Yachts credit)

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A unique twin cockpit cruiser full of thoughtful features puts this displacement trawler in a class by itself. Lots of standard equipment along with Island Packet's legendary build quality.

**CALL FOR INTRODUCTORY PRICING**



## October Events Calendar

**October 13-15**  
**Beneteau Annual**  
**Rendezvous &**  
**Regatta**

**October 21**  
**Pt. Richmond Open House**  
**Boats - Food - Deals**  
**at our Pt. Richmond office**

**October 28**  
**Alameda Open House**  
**Boats - Food - Deals**  
**at our Alameda office**



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San Francisco, 2003 & 2005



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*Charles Tobias*  
Charles Tobias, Chairman

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Cover: *Don't let the boogie man surprise you!*

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



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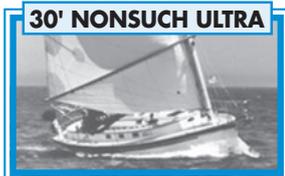
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**NONSUCH 36**

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Photo is a sistership.



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\$39,500.



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Photo is a brothership.



**30' O'DAY, 1979**

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**29' HUNTER 29.5, '94**

**OUR DOCK**

Reduced to \$35,000.



**25' COMPAC, 1997**

**OUR DOCK**

New listing. \$36,500.  
Sturdy pocket cruiser. Trailerable.



**33' PEARSON, 1986**

**COMING SOON**

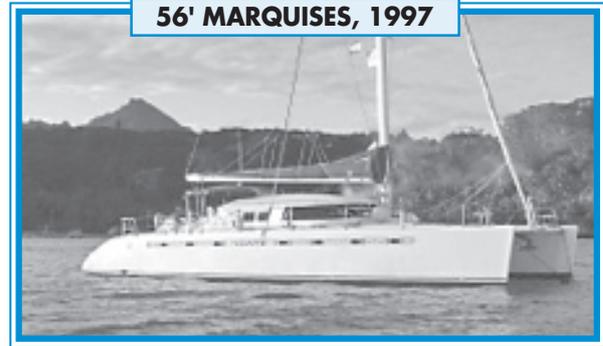
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1987 Hunter 28.5	\$19,500	1983 Hunter 34	\$35,000	1988 Beneteau First 40S	\$99,500	1999 Hunter 45	\$225,000
1974 Ericson 29	\$17,500	2001 Catalina 34 mklI	\$119,000	2000 Catalina 400 II	\$184,900	2001 Hunter 450	\$219,000
1999 Hunter 290	\$54,650	1988 Schock 35	\$55,000	2004 Hunter 41 AC	\$229,900	2006 Jeanneau 45 SO	\$359,995
2004 Hunter 306	\$74,950	2003 Hunter 356	\$118,000	2005 Hunter 41	\$219,995	2004 Hunter 466	\$215,500
1988 Hunter 30	\$35,000	1985 Schock 35	\$45,000	2000 Hunter 410	\$149,900	2004 Hunter 466	\$219,500
2001 Hunter 320	\$58,000	1997 Beneteau 351	\$97,500	1999 Hunter 410	\$165,000	2000 Hunter 460	\$219,000
2001 Hunter 320	\$69,500	1994 Catalina 36mklI	\$117,000	2005 Hunter 41DS	\$239,900	2005 Bavaria 46	\$231,700
2001 Hunter 320	\$68,900	2006 Hunter 36 Sloop	\$169,000	1999 Hunter 410	\$169,000	1996 TPI ID 48	\$179,500
2002 Hunter 326	\$79,500	2002 Tartan 37	\$269,000	1990 Hunter Passage 42	\$148,000	1999 Tayana 48 CC	\$385,000
1987 Ericson 32 MK III	\$49,900	2002 Tartan 3700	\$239,000	1993 Catalina 42	\$115,000	2005 Jeanneau 49 DS	\$464,900
1990 Hunter Vision	\$49,000	2004 Jeanneau SO37	\$189,000	1981 Albin Nimbus	\$79,000	2005 Jeanneau 49 DS	\$485,900
1975 Ericson 32	\$14,950	1994 Morgan 38 CC	\$115,000	1988 Taswell 43	\$239,000	2005 Jeanneau 49 SO	\$429,000
2005 Catalina 320	\$130,000	2005 Hunter 38	\$209,000	2002 Jeanneau 43 DS	\$259,000	2000 Jeanneau 52.2	\$429,900
2005 Hunter 33	\$119,500	1974 Swan 38	\$98,000	1995 Hunter 430	\$149,500	2001 Jeanneau 52.2	\$379,999
2005 Hunter 33	\$121,900	1998 Catalina 38	\$135,000	1980 Lancer 44	\$76,000	1980 Santa Cruz 50	\$245,000
1983 Hunter 34	\$35,000	1983 Choate Andrews 39	\$49,000	2003 Hunter 426	\$235,000	2004 Custom Kernan	\$549,000
1998 Hunter 340	\$79,000	1980 Islander Peterson	\$84,500	1998 Hunter 450	\$210,000	1985 Dencho Marine	\$290,000

2006 Jeanneau 45SO - Now is the time for a deal. Huge factory incentives, this boat only. Stock # 06-2137

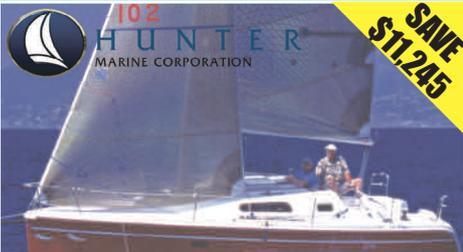
2006 Jeanneau 54DS - Teak side decks, A/C, genset, Raymarine package & much more. This boat only. Stock # 06-2088

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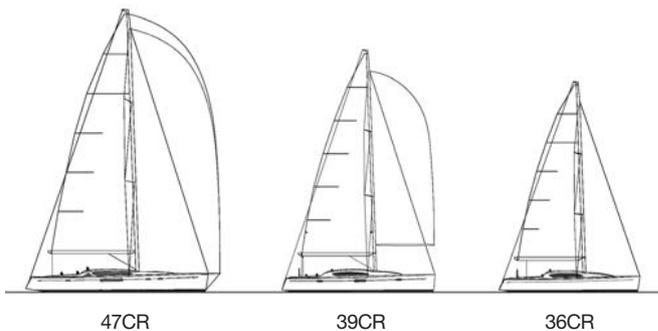
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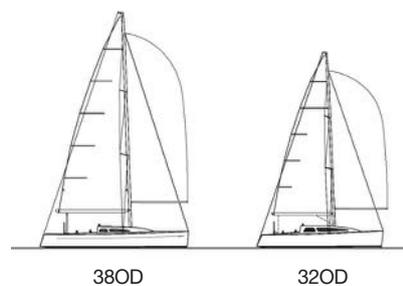


## SYDNEY 36 CR

### Cruiser Racer Range



### One Design Range



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



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#### 1983 UNION 36 CUTTER

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## Latitude 38

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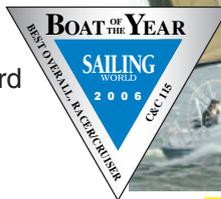
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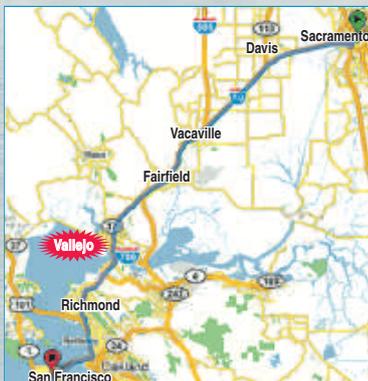
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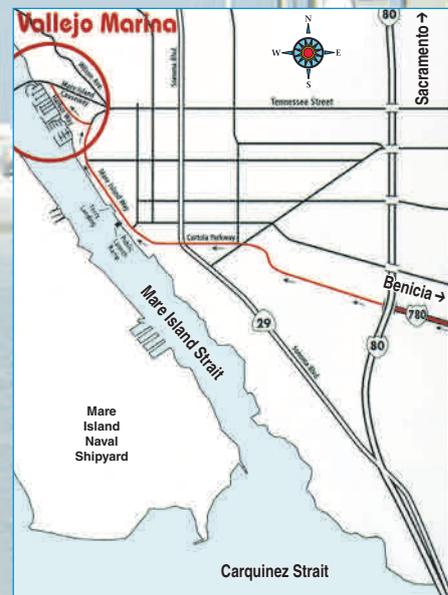
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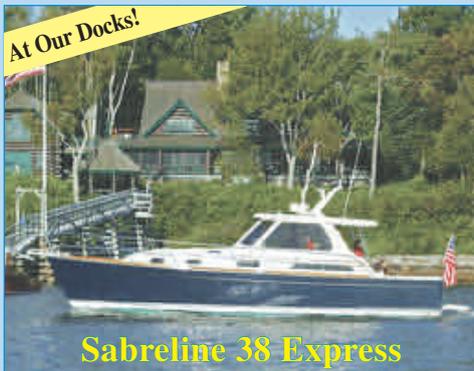
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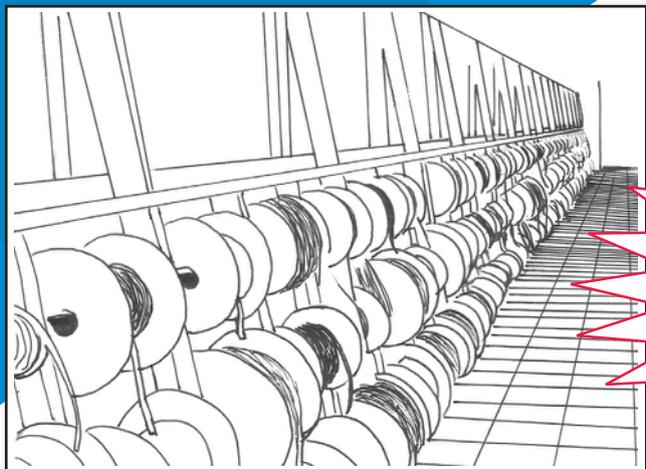
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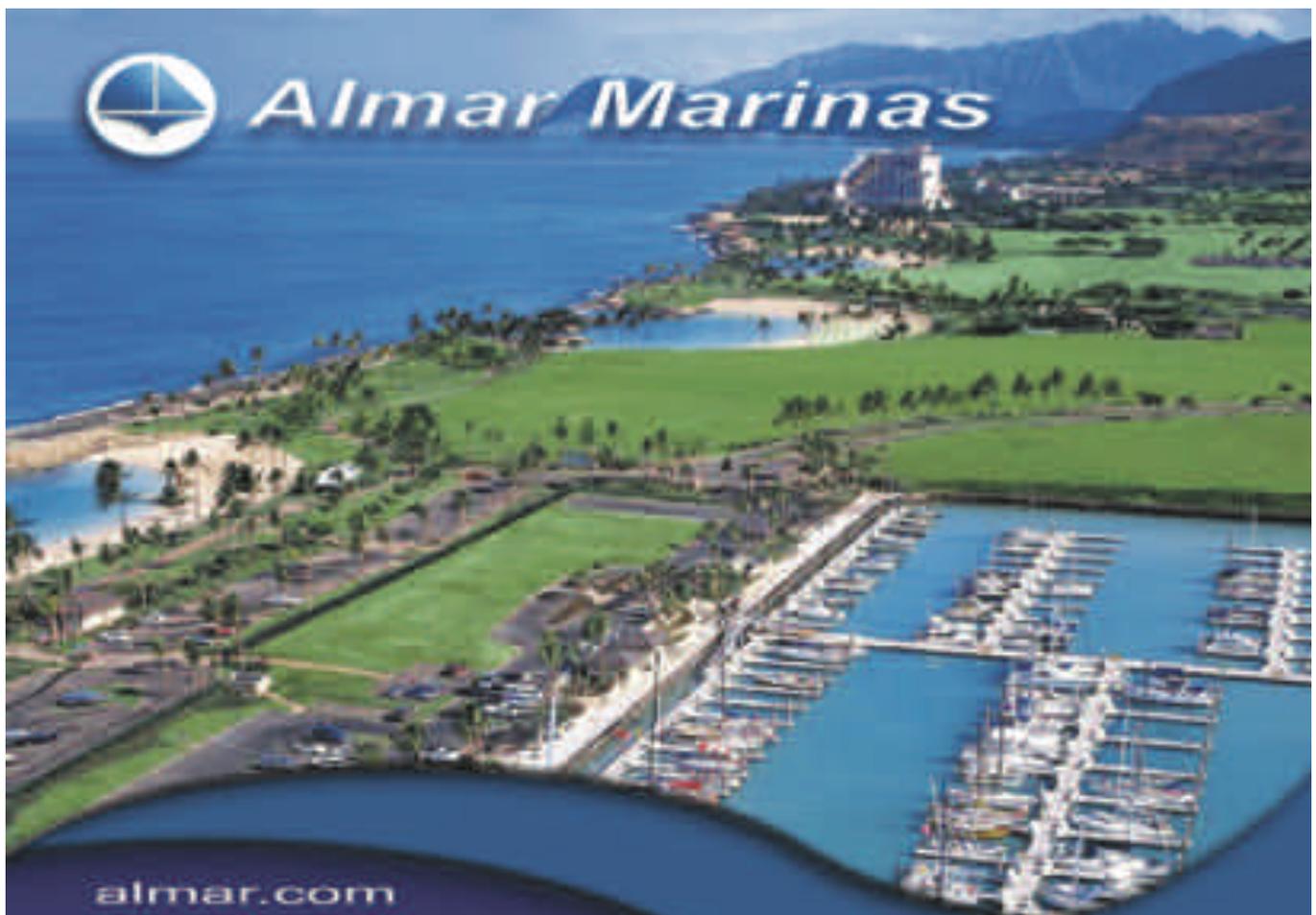
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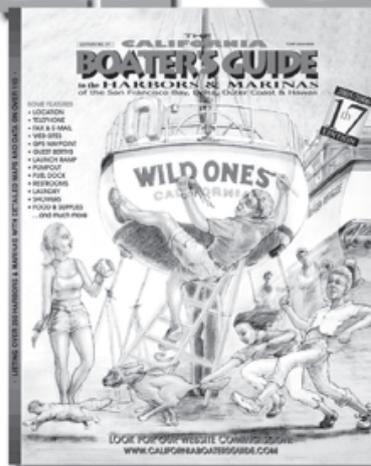
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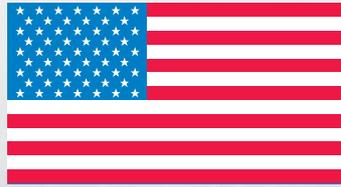
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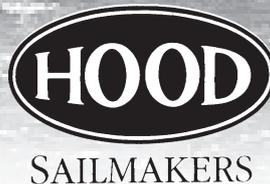
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## CALENDAR

### Non-Race

**Sept. 30** — 10th Annual PICYA Wheelchair Regatta, a powerboat cruise for disabled U.S. veterans followed by a picnic at Encinal YC. Info, [www.picya.org](http://www.picya.org).

**Sept. 30** — San Pablo YC's 60th Birthday Party and Luau, 4 p.m. Live music, tiki bar and pig roast, \$10. Info, (916) 595-7287 or [letty95758@yahoo.com](mailto:letty95758@yahoo.com).

**Sept. 30** — Pacific Currents Sailing Club for singles Open House, 2-5 p.m. Meet at Peninsula Park in Oxnard. Info, (805) 444-6711 or [www.pacificcurrentsailingclub.org](http://www.pacificcurrentsailingclub.org).

**Oct. 1-29** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

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

**Oct. 4** — *Latitude 38* Mexico Only Crew List and Baja Ha-Ha Party at Encinal YC, 6-9 p.m. Info, [www.latitude38.com](http://www.latitude38.com).

**Oct. 4, 18** — Pt. Fermin Single Sailing YC invites singles to two monthly meetings. 6 p.m. at La Conga Mexican Cantina in San Pedro. See [www.pfsyc.org](http://www.pfsyc.org) for details.

**Oct. 5** — 2006 Light the Night Walk to benefit the Leukemia and Lymphoma Society, 5 p.m. at Oyster Point Marina. Info, [www.smharbor.com](http://www.smharbor.com) or Robert Johnson at (650) 952-0808.

**Oct. 5-8** — International Sail & Power Boat Show at Long Beach Convention Center and Shoreline Village. Info, [www.internationalsailandpowerboatshow.com](http://www.internationalsailandpowerboatshow.com).

**Oct. 5-9** — Fleet Week, including the return of the Blue Angels. Details, [www.fleetweek.us](http://www.fleetweek.us).

**Oct. 5-Nov. 9** — BoatSmart course taught by Diablo Sail & Power Squadron in Walnut Creek, Thursdays. For info, call Gwin Hicks at (925) 377-2628.

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

**Oct. 7-8** — 14th Annual Northern California Women's Sailing Seminar at Island YC. Info, [www.iyc.org/wss.htm](http://www.iyc.org/wss.htm) or call Shirley or Rich at (510) 521-2980.

**Oct. 8** — Howl at the full moon on Saturday night!

**Oct. 8, 22** — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**Oct. 11, 18, 25, Nov. 1** — BoatSmart course taught by Peralta Sail & Power Squadron in San Leandro, Weds. nights. \$24. Info, (510) 577-6080 or [www.peraltasquadron.org](http://www.peraltasquadron.org).

**Oct. 12** — If you want to meet other single sailors, learn to sail or need crew, go to Single Sailors Association's monthly meeting at Oakland YC, 6:30 p.m. Info, [www.sail-ssa.org](http://www.sail-ssa.org).

**Oct. 13-15** — Beneteau Rendezvous at Passage Yachts in Point Richmond. Info, (510) 236-2633.

**Oct. 14** — 1D35 Class Open House at GGYC, 11 a.m.-3 p.m. Free BBQ. RSVP, (866) 844-8781.

**Oct. 14-15** — 9th Annual Catalina Rendezvous at Encinal YC. All size Catalinas welcome. For info, call your local Fleet Captain, or Bill at (925) 820-7370.

**Oct. 14-15** — Master Mariners' Drakes Bay Cruise and Oyster BBQ. Info, Dean Gurke at (510) 910-6289.

**Oct. 21** — Passage Yachts Open House, Point Richmond. Info, (510) 236-2633.

**Oct. 21** — 18th Annual Sea Music Concert Series kicks off aboard *Balclutha* at Hyde St. Pier. Dan Milner and Bob Conroy will sing of the Irish-American seafaring heritage, 8 p.m. Tickets are \$14 (\$12 for SF Maritime Park members) or \$35 for the season. Call for info at (415) 561-6662 ext. 12.

**Oct. 22** — Brisbane Marina Festival, 10 a.m.-4 p.m. See

# Guest Berthing in the City

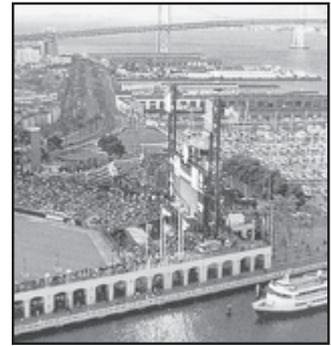


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## CALENDAR

marine artist Margaret Fago. Info, (650) 583-6975.

**Oct. 22** — 'Ha-Ha Welcome to San Diego Party' at Downwind Marine, Noon-4 p.m. Info, [www.baja-haha.com](http://www.baja-haha.com).

**Oct. 24-26** — Medicine for Mariners aboard *Star of India* in San Diego. Info, (415) 332-4871 or [maritimemed@aol.com](mailto:maritimemed@aol.com).

**Oct. 28** — Diesel Engine Maintenance class, SF Maritime's Hyde St. Pier, \$100. Info, [www.maritime.org/cal-boat.htm](http://www.maritime.org/cal-boat.htm).

**Oct. 28** — 2nd Annual Haunted Harbor Festival and Boat Parade at Jack London Square. Info, (510) 645-5968.

**Oct. 28** — Diesel Engine Maintenance seminar at KKMI Boathouse, 9 a.m. Contact Ginger for details and reservations, (510) 235-5564 or [ginger@kkmi.com](mailto:ginger@kkmi.com).

**Oct. 28-29** — Medicine for Mariners conference at OCSC. \$295. Info, (510) 843-4200 or [www.ocscsailing.com](http://www.ocscsailing.com).

**Oct. 29** — Time to 'fall back'. Daylight Saving Time ends.

**Oct. 30** — Baja Ha-Ha 'Lucky 13' Cruisers Rally begins from San Diego. Details at [www.baja-haha.com](http://www.baja-haha.com).

**Oct. 31** — Boo!

**October, 1986** — Twenty Years After, from the article *Reprovisioning in the South Pacific* by Toni Withington Knudson:

To those of us who have been cruising longer than a year, the search for favorite American foods is non-ending and where to restock the larder is a major topic of conversation. When we left Hawaii five years ago, Ty, Justin and I bought what we thought was a year's supply of just about everything. This was a mistake. We wish we had filled our larder with special things we like most — and planned on getting staples along the way. For example, it was a well-remembered day when we ran out of American catsup — our last *real* hamburger. On the other hand, soups languished away in bins until they rusted and were thrown out.

This brings up another point about food planning for the tropics. Diets change. In the heat and humidity of the islands, no one hungers for the hot stick-to-the-rib meals of the north. Furthermore, recipes tend to get chosen for the least amount of time the stove or oven is heating up the cabin.

The truth about food in the South Pacific is that the longer you are down here, the more your diet goes native. The natural fruits and vegetables, while not too varied, can be prepared in many different ways. Our fish consumption increases each year. We don't even stock canned tuna anymore. Why bother when we catch them pretty regularly?

Cooking habits change as well as diets. At first I overstocked with convenience foods — open-a-can or add-boiling-water stuff. Meals tend to take on added importance on a cruise, especially at sea. I enjoy spending more time preparing meals from scratch than I did at home.

For several years I have been questioning fellow cruisers about what they wish they had brought more of and what they would have left behind. The usual answer is that more storage space would have been filled with specialty foods — sauces, condiments, spices and favorite snack foods. What would have been left behind are ordinary foods such as vegetables, fruits, corned beef, tomato sauce, soups and tuna. These can be bought just about anywhere, even in the smallest trade store. And in some places for even cheaper than in the States.

**Nov. 4** — SF Maritime National Park tour of nearly 100 local historic boats, discussing elements of their history, design and construction. Free. Info, [www.maritime.org/cal-boat.htm](http://www.maritime.org/cal-boat.htm).

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

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

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## CALENDAR

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

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

### Racing

**Sept. 25-Oct. 3** — Star Worlds. StFYC, [www.stfyc.org](http://www.stfyc.org).

**Sept. 29-Oct. 1** — Express 27 Nationals, RYC. Info, <http://express27.org>.

**Sept. 30** — Banshee PCCs. FLYC, [www.flyc.org](http://www.flyc.org).

**Sept. 30** — YRA-OYRA Full Crew Farallones, BVBC. Info, [www.yra.org](http://www.yra.org) or (415) 771-9500.

**Sept. 30-Oct. 1** — Fall Classic for WBRA Fleets. SFYC, [www.sfyc.org](http://www.sfyc.org) or (415) 789-5647.

**Sept. 30-Oct. 1** — Tomales Bay Regatta for the Vanguard 15 fleet, Inverness YC. Info, [www.vanguard15.org](http://www.vanguard15.org).

**Oct. 1** — YRA-HDA #8 Richmond Long, RYC. For info, [www.yra.org](http://www.yra.org) or (415) 771-9500.

**Oct. 5-8** — Moore 24 Nationals. SCYC, (831) 425-0690.

**Oct. 6** — Big Team Regatta, an all-day corporate sailing challenge and party held at OCSC to raise money for Treasure Island SC's Youth and Adaptive Sailing programs. To learn more, go to <http://bigsf.gelcorp.com>.

**Oct. 6-7** — Southwestern YC's 43rd Annual San Diego to Ensenada International Yacht Race. Info, (619) 222-0438 or [www.southwesternyc.org](http://www.southwesternyc.org).

**Oct. 7** — 3rd Annual VNA & Hospice Regatta on Monterey Bay, MPYC. Register at [www.ccvna.com](http://www.ccvna.com) or (831) 402-3181.

**Oct. 7** — YRA-OYRA Junior Waterhouse, RYC. For info, [www.yra.org](http://www.yra.org) or (415) 771-9500.

**Oct. 7** — Wallace Cup, a PHRF championship for East Bay clubs. OYC, (510) 522-6868 or [www.oaklandyachtclub.com](http://www.oaklandyachtclub.com).

**Oct. 7-8** — Fall One Design. SFYC, (415) 789-5647.

**Oct. 7-8** — El Toro Stampede, RYC. Info, Gordon Nash at [gcnjr@earthlink.net](mailto:gcnjr@earthlink.net).

**Oct. 8, 15, 22, 29** — The first Berkeley YC Chowder Race, every Sunday through March. Paul, (510) 540-7968.

**Oct. 13-15** — International Master's Regatta, a J/105 regatta/reunion for senior citizens. StFYC, (415) 563-6363.

**Oct. 14** — Encinal YC's Centennial Cup for all West Coast YCs over 100 years old. Info, Steve at (415) 244-5960.

**Oct. 14** — YRA-HDA Yankee Cup/ODCA Championships, hosted by IYC. Info, [www.yra.org](http://www.yra.org) or (415) 771-9500.

**Oct. 14-15** — Fall One Design #3 and Ultimate Open. SCYC, (831) 425-0690.

**Oct. 14-15** — Olympic Finn Dinghy PCCs, CPYC. Info, (831) 336-2672 or [www.cpyc.com](http://www.cpyc.com).

**Oct. 15** — Lady Skipper's Race, PresYC. For more info, [www.presidioryachtclub.org](http://www.presidioryachtclub.org).

**Oct. 15** — Women's Skipper Regatta, a fundraiser for the Tall Ship Semester for Girls. SYC, J. Rigler at (415) 332-6367 or [www.syconline.org](http://www.syconline.org).

**Oct. 21** — Nor-Cal #2, aka Oyster Shell Regatta, hosted by Oyster Point YC for CFJs raced by high school kids. Contact Eric Anderson at [hiker4u@aol.com](mailto:hiker4u@aol.com).

**Oct. 21** — El Toro Corkscrew Slough Regatta, Sequoia YC. Info, Gordon Nash at [gcnjr@earthlink.net](mailto:gcnjr@earthlink.net).

**Oct. 21-22** — SSS Vallejo 1-2, a mellow way to end the shorthanded season. Jeff Berman, (415) 302-0101.

**Oct. 21-22** — Fall Dinghy & Olympic Classes. StFYC, [www.stfyc.org](http://www.stfyc.org) or (415) 563-6363.

**Oct. 21-22** — Joe Logan Mercury Regatta on the Cityfront. StFYC, (415) 563-6363 or [www.stfyc.org](http://www.stfyc.org).

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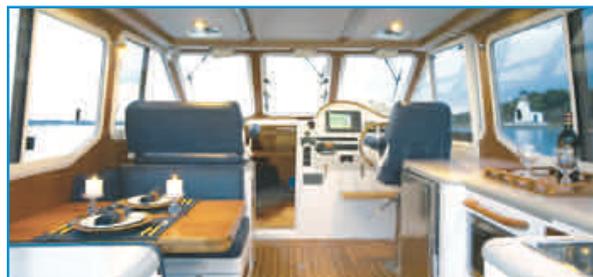
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# CALENDAR

**Oct. 22** — Fall Score #3. SCYC, (831) 425-0690.

**Oct. 26** — Race Management Workshop with Jeff Zarwell of RegattaPRO and YRA at Sausalito YC, 7-9 p.m. Find workable solutions to race management problems. Free. RSVP to YRA, (415) 771-9500 or [info@yra.org](mailto:info@yra.org).

**Oct. 28** — Red Rock Regatta and Costume Party. TYC, (415) 883-6339.

**Oct. 28-29** — Great Pumpkin Regatta, a Halloween tradition. RYC, (510) 237-2821 or [www.richmondyc.org](http://www.richmondyc.org).

**Nov. 4** — Jack & Jill + 1 and Chili Challenge. IYC, (510) 521-7442 or [www.iyc.org](http://www.iyc.org).

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

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

### Remaining Beer Can Regattas

**BALLENA BAY YC** — Friday Night Grillers: 10/13, 10/27. Ward Fulcher, (510) 385-4285.

**CAL SC** — Year-round Sunday morning Lido 14 races, intraclub only. Ed Corbett, [racing\\_chair@cal-sailing.com](mailto:racing_chair@cal-sailing.com).

**COYOTE POINT YC** — Every Wednesday night through 10/18. Mike Finn, (408) 866-5495.

**HP SAILING CLUB** — El Toro Races. Wednesday nights during Daylight Saving Time. Dan Mills (831) 420-3228.

**LAKE TAHOE WINDJAMMERS YC** — Wednesday nights through 10/25. Kurt Rasmussen, (530) 541-1129.

**SANTA CRUZ YC** — Wet Wednesdays during Daylight Saving Time. Larry, (831) 423-8111 or [lweaver@cruzio.com](mailto:lweaver@cruzio.com).

**SEQUOIA YC** — Wednesday night 10/11. Ron Brown, (650) 361-9472.

**SIERRA POINT YC** — Beercan Saturday 10/7. Larry Walters, (650) 579-3641.

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

### October Weekend Currents

date/day	slack	max	slack	max
9/30Sat	0207	0513/2.4F	0856	1046/1.2E
	1338	1643/1.4F	1912	2302/3.7E
10/01Sun	0315	0625/2.6F	0958	1155/1.3E
	1510	1756/1.6F	2032	
10/07Sat	0158	0441/4.1E	0806	1059/3.8F
	1355	1700/5.2E	2038	2340/4.5F
10/08Sun	0255	0530/3.7E	0848	1139/3.6F
	1431	1744/5.4E	2128	
10/14Sat	0231	0553/2.9F	0908	1139/1.3E
	1448	1725/1.5F	1957	2322/3.4E
10/15Sun	0334	0656/2.9F	1003	1310/1.6E
	1556	1842/1.7F	2108	
10/21Sat	0139	0412/2.8E	0742	1030/2.7F
	1322	1625/4.0E	2013	2311/3.2F
10/22Sun	0224	0449/2.6E	0811	1058/2.6F
	1348	1659/4.2E	2049	2347/3.3F
10/28Sat	0036	0345/2.8F	0732	0927/1.4E
	1217	1518/1.4F	1740	2136/3.9E
10/29Sun	0137	0348/2.9F	0729	0929/1.5E
	1244	1527/1.5F	1755	2137/3.8E



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**Dr. Michael Jacobs** is an expert in the field of marine medicine. He is a U.S. Coast Guard licensed captain and practicing internist and has lectured at safety at sea seminars and marine medicine programs around the world. He has authored numerous articles on medicine for mariners and survival at sea. He is co-author of "The Comprehensive Guide to Marine Medicine".

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Hazardous Marine Life  
Health Maintenance Aboard  
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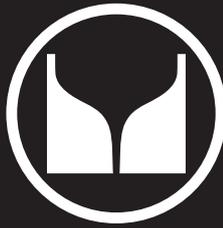
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## LETTERS

### ↑↓ SHOULD I GO NORTH TO SOUTH OR THE OPPOSITE?

I plan to do a two-month bareboat charter in the Eastern Caribbean between mid-January and mid-March of next year. If we're going to cruise between the Virgin Islands and Grenada, which is the best direction: north to south or south to north? My main goal is to minimize upwind sailing as per the old saying 'Gentlemen don't sail to weather'.

I'm talking to charter brokers, but if anyone knows of a three-cabin sailboat for chartering during that period, let me know.

P.S. Twenty-five years ago I picked up a copy of *Latitude* while sitting in the bathroom of a vacation rental at Stinson Beach. I was instantly transfixed, but it was another 18 years before that led me to take sailing lessons and become a member of Tradewinds Sailing Club in Richmond. Since then I've been on 8 or 10 charters — including Greece last May — and I sail the Bay a couple times a month. I would like to compliment you on creating a very unique and wonderful journalistic product. There is nothing quite like *Latitude* in the magazine universe, and probably very few magazines that are held in such affection by their readers.

Howard Torf  
Walnut Creek

*Howard — Thank you for the very kind words.*

*The trip you've planned sounds fabulous. The very reliable easterly trades in the Eastern Caribbean have a northerly component more frequently in the winter and a southerly component more frequently in the summer. As such, we'd recommend sailing from the Virgins to Grenada. Nonetheless, the trades will still vary to come out of the ENE to ESE depending on the day*



LATITUDE / RICHARD

*Playing the northeasterly and southeasterly oscillations of the winter trades can make the difference between pleasure sailing and relentless pitching.*

*and week, and playing the shifts will pay huge dividends in your speed and comfort. Fortunately, weather forecasts in the region are plentiful and accurate.*

*You're especially going to want to wait for a shift to the ENE or better, as well as moderating winds, when crossing the 90-mile Anegada Passage between the British Virgins and St. Martin. That's because the passage requires quite a bit of easting, which can be difficult to get in the often strong winds and adverse currents of winter. The last thing you want to do is take off for St. Martin in ESE winds, because you'll never come close to laying St. Martin, and the last thing you want to have to do during the Caribbean winter is claw upwind against the reinforced trades and current. Fortunately, Virgin Gorda, the closest of the British Virgins to St. Martin, is a great place to wait for the right weather window.*

*It's similarly important to wait for such northerly shifts and*

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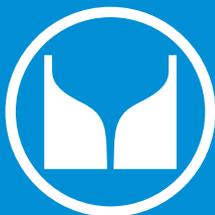
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## LETTERS

moderating winds when crossing from St. Barth to Antigua, the most easterly place on your cruise, or Montserrat to Antigua. Once you reach Antigua, you should be reaching for the remainder of your cruise.

Playing the windshifts will not only be important for making fast and pleasant passages, but also for choosing safe and comfortable anchorages. Indeed, it can make the difference between being miserable and having the cruise of your life. By the way, check out this month's Changes for Captain Mark's report on his recent 40-day Walkabout on a charterboat in the Caribbean.

(Ed. note — For the record, Senior Editor Andy Turpin, who lived in the Caribbean for 10 years and sails there annually, refuses to go along with the above recommendation. "What you been smokin' mon?! You've got it backwards," he was heard to say, arguing that, even if the winter trades go ENE, it would still be a beat to close reach, at best, from the Virgins across the Aneгада Passage to St. Martin and most of the way to Antigua — not to mention there's a two-knot westbound current. Starting in the south, however, even if you had to sail close hauled from Grenada north to Bequia or perhaps St. Vincent, you'd generally be on a reach or deeper the rest of the way to the Virgins.)

### MEMORIES OF THE '80 SOLO TRANSPAC REMAIN VIVID

I've been sent a copy of *Latitude* with the letter from John Hill about the 1980 Singlehanded TransPac, a race I competed in aboard my Gulf 40 *Yankee Tar*. The editor asked whether any of us have knowledge of other entries. We all know that Dan Byrne of the Valiant 40, who two years later became one of the few Americans to do a singlehanded around-the-world race, passed away in '91 after losing out to cancer. And Michael Harding of *Challenge* also disappeared over the final horizon. I don't know what happened to the others.

I finished the race in just under 22 days, a few hours after the official deadline. I was new to singlehanded ocean racing, and with my 30,000-lb sloop loaded up for a trip to the South Seas, was not much of a competitor. *Yankee Tar* did well in a breeze, but since I hadn't studied meteorology, the art of reading weather maps was a blur to me, as was the critical importance of the location of the Pacific High. So I made the major mistake of turning too soon, and plowed right into the very light winds of the High. In fact, I spent 6.5 days wandering around in the High before I was able to escape.

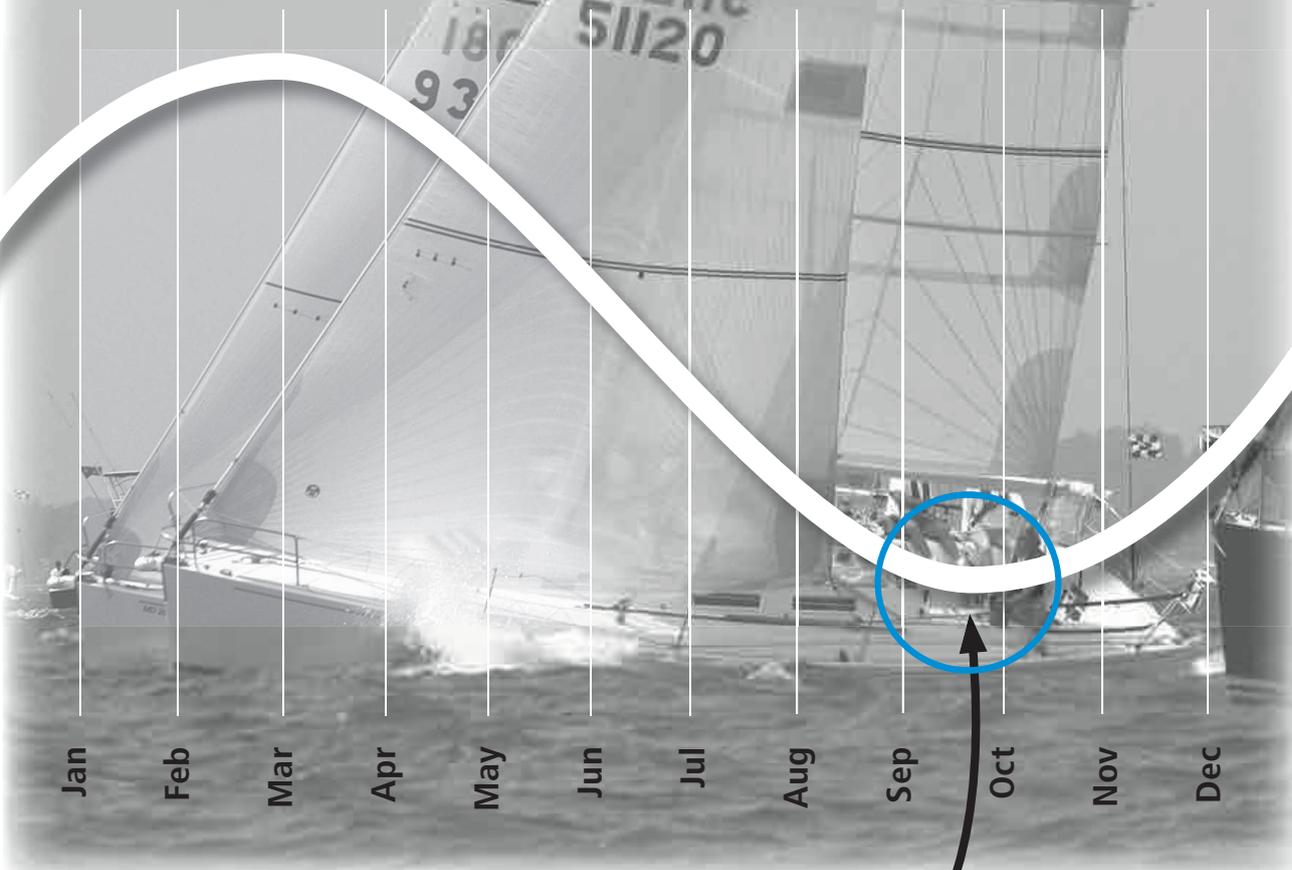
Prior to the race Singlehanded TransPac vet John Carson had repeatedly advised me to "go south until the butter melts." But I misinterpreted the high seas weather report, which said there was 12 to 15 knots of wind directly west of me, so I took the bait. The next morning the wind disappeared.

I carried no electronics except a VHF radio and a Ham radio to give me the high seas weather reports. I couldn't use the Ham for communication because I didn't have the proper license. Or the know-how. I navigated with my compass and a sextant, as there was no GPS or even SatNav back then.

The experience of being out there on my own, coping with the sea and myself, is a memory which has never grown old. Its lessons have come back to me again and again.

I was very lucky to arrive in one piece at the end of the race because the overcast had prevented me from getting anything but a quick morning sun sight the day before entering the Kauai Channel, so I was navigating off the null of a portable radio for the last day-and-a-half. There was a stiff gale with 40 to 50-knot gusts in the Kauai Channel that last night, along with angry 18-ft seas. Sometimes the seas would pick *Yankee Tar* up, push the rudder out, and throw her down sideways,

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## LETTERS

causing water to be scooped up into the cockpit. But mainly she handled it well under the vane.

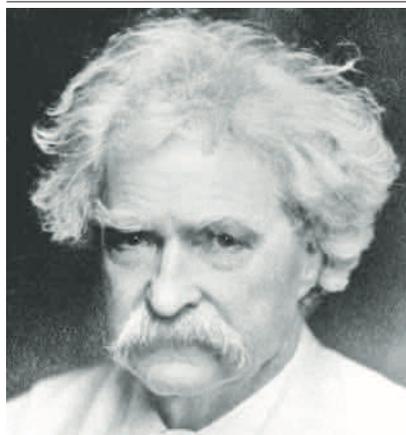
I hadn't slept prior to my arrival in the Channel, and when I thought I was about 15 miles out from my intended landfall at the Kilauea Light, I was desperate for even just a five minute nap. I wanted to set the kitchen timer to wake me, but remembered that all the books had repeatedly warned of the necessity of staying vigilant when close to land.

Before lying down for five minutes, I forced myself to climb up the companionway hatch — which I had locked against the seas — to take a look around. Before I turned my head more than 90 degrees, a big white light swept across me. It was the Kilauea Light! It was about 20 degrees off my port bow. I'd been on course, but was closer than I thought, and was heading right for the rocks!

I quickly had to decide whether to turn around or try to sail higher into the wind and heavy seas to try to clear the point. I chose the latter. *Yankee Tar*, carrying a double storm jib and a triple-reefed main, came up to weather, took the seas into her teeth, and made it around Kilauea Point at 2:30 a.m.

By this time the race committee had closed down operations, so when I finally saw what looked like the lights of Hanalei Bay, just west of that high plateau, I tacked back and forth across the entrance in powerful seas for several hours until Peggy Slater got on Channel 16 at 6 a.m. and said she was coming out on *Hanalei Flyer* to guide me in. That's such a long story that I won't get into it, but suffice it to say that Slater and Don Keenan, *Hanalei Flyer's* owner, couldn't find me for nearly an hour in the steep seas. In fact, they mistook a crewed Santa Cruz 50 that had tried to head to Nawiliwili for fuel but had to turn back, for me. They chased that boat while Slater forbade me to enter Hanalei Bay — even though I could see the red buoy. Our conversation on Channel 16, recorded by a fellow contestant at anchor in Hanalei, was funny — if you weren't on a boat outside the bay.

I finally did get into Hanalei nine hours too late to be an official finisher. I was also wet and 20 pounds lighter than when I left San Francisco.



"Do good and you will be lonesome," says Mark Twain — or is it Hal Holbrook?

I've been busy touring on dry land to every crotch, armpit and breast bone of America, working in theatres. I'm 81 years old now, but you never know what's going to happen next.

My regards to everyone who is still around.

Hal Holbrook  
Probably On Stage Somewhere

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## LETTERS

Readers — The star of many films — he played *Deep Throat* in *All the President's Men* — and television programs, Holbrook is perhaps best known for having done over 2,000 one-man shows playing Mark Twain, including runs on Broadway in '66, '77, and '05.

His letter brings back powerful memories of those early Singlehanded TransPac years, prior to the availability of electronic navigation and easy long-range communications. We remember that Bill Collins of Berkeley was presumed lost in the first race, but only because he sailed past Kauai before realizing his mistake. In later races, a few competitors came ashore only to discover they'd landed on the wrong island! The Singlehanded TransPac is still a very challenging event but, given modern electronics, it's nowhere near as challenging as in Holbrook's day.

### ↑↓ THE HOT-SHOT GOT A LITTLE TOO CLOSE

After spending the weekend up the coast, we sailed back into San Francisco Bay on Labor Day — and had our first real excitement of the trip just before the Golden Gate Bridge. There was a lot of traffic on the water between Point Cavallo and Mile Rock, including the tug *Heidi L. Brusco* pulling a dump scow outbound, and the huge container ship *Ludwigshafen* on her way in. It was late afternoon, the wind was blowing 15 to 25 knots, and the sailboarders and kitesailers were out in force, swarming about like angry hornets. The pilot of the containership sounded his horn again and again to try and get these guys to give him a clear path in, but they seemed to totally ignore him.

Then there was a report on the radio that a kite sailor was down in the channel under the bridge. This is right outside the Coast Guard Station at Horseshoe Cove, so they were on the scene in a hurry. Nonetheless, the containership was only a few hundred yards away, and the pilot was trying to get Vessel Traffic Service to help him figure out which side of the channel he should favor.

A few moments later, the captain of the *Heidi L. Brusco* was on the radio announcing that he had a kitesailing kite tangled on the scow he was towing! Getting out our binoculars, we were able to confirm that there was a large bit of blue cloth tangled up on the barge. Apparently this hot-shot kite sailor got a little too close — OK, a *lot* too close — to the dumpscow, tangled his rig, and found himself swimming in the shipping channel right under the bridge.

As far as we know, everybody came out all right — at least this time. But many of these board and kite sailors are really nuts, as they seem to enjoy playing chicken with the big ships. It's only a matter of time before one of them gets sucked under a ship and turned into hamburger. These guys have to be giving the bar pilots nightmares. After all, the smallest gear failure or sudden lack of wind would make these guys sitting ducks for the big ships.

My wife feels that these kite and board sailors should not be allowed to play in the shipping channel. And the analogy she makes is apt: "We don't allow skateboarding on the freeway, so why should we allow kite and board sailors to play in shipping traffic?"

And there certainly is precedent for prohibiting all recreational traffic from crossing a ship channel. (I hope most sailors know this is the Pt. Pinole Channel in San Pablo Bay.)

In general, I'm against unnecessary rules and restrictions, so if it could be clear to the sail and kiteboarders that any consequences would be their own fault, I wouldn't mind if things stayed how they are. But in our over litigious culture, that probably wouldn't be allowed.



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## LETTERS

And I don't mean to pick on kite and sailboarders. I should also mention that in our last trips on the Bay, I've had skippers of larger sailboats that were overtaking me expect me to keep clear of them! And others who were apparently confused about which is starboard tack.

P.S. In the incident with the barge, the Coast Guard asked the skipper of the tug if he would slow down so they could run out to the barge and release the snagged kite. This was certainly nice of them. But why can they do something like that, but not put a tow line on my boat unless it's a life and death situation?

Bill Kinney  
Fetchin' Keich  
Sausalito

Bill — We also assumed that the kite and board sailors must drive the bar pilots nuts, but the last time we asked a bar pilot, he assured us that the kite and board sailors around the Golden Gate are so good they haven't been a problem. The answer kind of surprised us because, as you pointed out, it would only take a minor bit of gear failure for a board or kite sailor to be ground into shark-pleasing chum pieces by the prop of a ship or tug.

We can report that on several occasions in the most recent Big Boat Series, skippers had to turn or gybe abruptly — and dangerously — in order to avoid downed sailboarders. We re-



LATITUDE / JR

**If you think it was a close call for this downed sailboarder during last month's Big Boat Series, check out the shot in 'Sightings'.**

ally love kite and board sailors, and we believe there is plenty of room on the Bay for all mariners. Nonetheless, we think it would be wise if they gave other less maneuverable marine traffic a little more space. If things ever get far enough out of hand, we presume that the Coast Guard will step in and restrict board and kite sailors. But we hope it doesn't come to that, and even more that somebody doesn't get killed to bring it on.

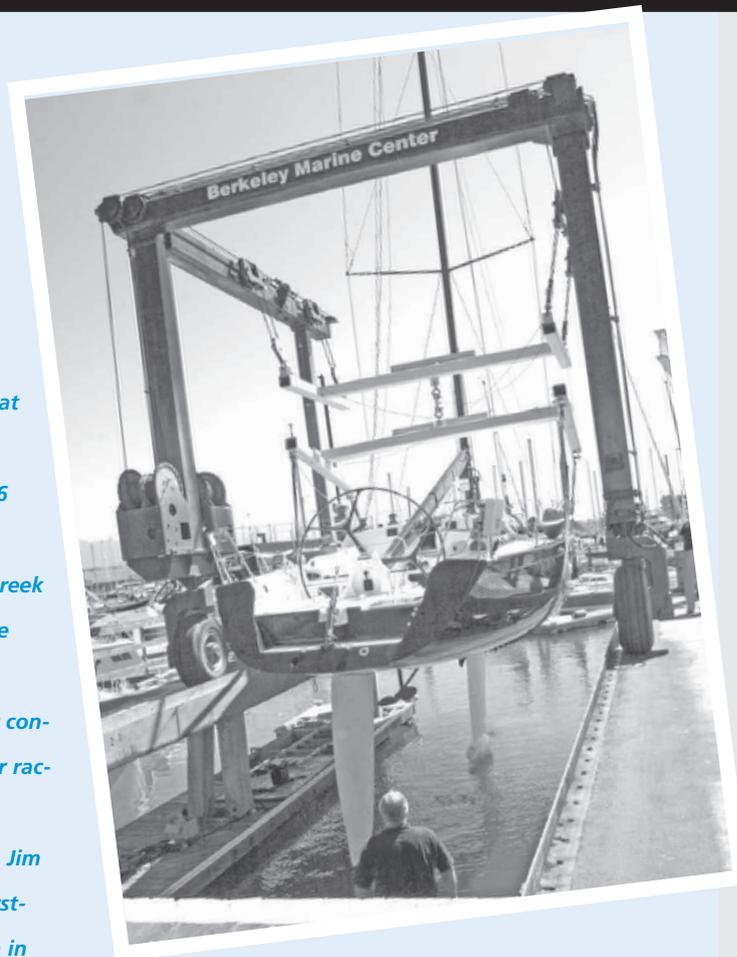
### ↑ ↓ LOOKING FOR THE ORIGINAL OWNER

My wife Hayley and I left San Francisco Bay to do the '02 Ha-Ha — and haven't been back since. But *Lectronic* and *Latitude* — which are both great — always remind us of the great friends and great times we had back in the Bay Area. To quickly update our old friends, Hayley and I continued on south after the Ha-Ha, went through the Canal, and sailed up to the New York area — and into a delicate condition. Hayley gave birth to our son Wyatt in '04, and Amelia turned up a little over a year later. In fact, she's celebrating her first birthday with a sail on Long Island Sound.

I have a favor to ask. If anyone knows how to get in touch with David Hurley, the original owner of our Bristol 40 *Limer-*

# Morpheus Rising...

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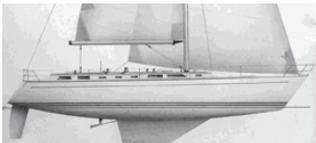
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## LETTERS

ick, and former member of the St. Francis YC, I would appreciate if they could have him contact me at [john.marcous@gmail.com](mailto:john.marcous@gmail.com). Thanks.

John Marcous  
Long Island Sound, New York

### ↑↓CELL COVERAGE IS SPOTTY ON THE WATER

In the August issue there was a letter from a singlehanded sailor who kept a strobe, whistle, and mirror in his PFD in case he needed help. You replied that you thought it made more sense to carry a cell phone and a VHF radio.

A waterproof VHF is nice, although propagation from a VHF stub antenna at wave height is liable to be quite poor. Cell coverage is spotty on the water, even if the phone is dry. Neither of those two items will quickly alert someone in your immediate vicinity — who are the ones in a position to help — that you need assistance or to tell them where you are.

Xenon Herrmann  
Sanity Check, Coronado 25  
South San Francisco

*Xenon — We suppose it all depends on how close you are to receiving antennas for cell phones and VHF transmissions, and what the sea conditions are like. If you're in very rough seas, we don't think any of the aids would help — except a strobe at night.*

*Antennas for cell phones and VHF radios are generally placed as high as possible for maximum possible reception, and most places we've been — including along much of the length of Baja — cell phone reception has been surprisingly good. And in places such as San Francisco Bay, Catalina, and along the Southern California coast, it's excellent.*

*It is probable that VHF propagation might be limited or wiped out by being so low or by rough seas. We'll try to remember to do some testing when we get back to tropical waters.*

### ↑↓HOW LONG DO PEOPLE CRUISE?

We're out cruising at the moment — members of the Class of October '04 — and would like to know if you have any statistics on how long folks continue to cruise. We've read many of your articles talking about the folks doing the Ha-Ha, the Puddle Jump, but what do they do after that? Based on our experience, maybe less than half of the people who do the Ha-Ha do the Puddle Jump. And when we got to New Zealand, the number of cruising boats that had started with us in North America dropped like flies. We'd guess that over half quit in New Zealand.

Do you have any idea of how many folks continue past New Zealand? We'd guess only about 10% of North Americans. Granted, there are tons of cruising folks in Fiji right now, but most of them aren't folks who came from California in the fall of '04.

We're just curious.

Richard & Jen Eaton  
Mystic Rhythms  
New Zealand

*Richard and Jen — We're sorry, but we don't think anybody keeps track of stuff like that. About the closest we can come, is to report that 169 boats did the Ha-Ha in the fall of '04, but only about 50 did the Puddle Jump the following spring. That's probably a typical ratio of Ha-Ha to Puddle Jump boats in any given year. However, that doesn't mean that all the other Ha-Ha boats quit cruising. A good many of them stay in Mexico for a year or more before continuing on, or simply stay*



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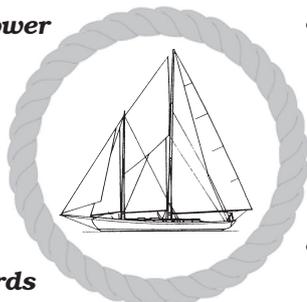
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in Mexico for good, and/or become longtime commuter cruisers. Others become Southbounders, a larger group than the Puddle Jumpers, who ultimately head to Central America, Panama, and from there east or west. There are also groups of cruisers who sail back to California for the summer to refill the kitty and modify their boats prior to another trip to Mexico and/or beyond. Still another group sails from Mexico to Hawaii and then perhaps Alaska. But we have no idea how many there are in each category.

It doesn't surprise us that you've seen a lot of cruisers swallow the anchor in New Zealand. That they got there means that almost all of them cruised Mexico and all across the South Pacific, usually taking nine or 21 months to do it. For a lot of folks, that's all they have the time and money for, while for others it's satisfied their cruising dreams.

New Zealand is a logical place to stop cruising because it's at the end of the South Pacific Milk Run, for which there is no obvious next step. Continuing on to Australia, Asia, and perhaps the rest of the way around the world requires a major new commitment, and it will leave California cruisers a very long way from home. In addition, once a boat is in New Zealand, it's a long and pretty hard trip all the way back to the United States, and would usually involve going by way of the same places that were visited before. As such, lots of people decide to sell their boats in New Zealand or Australia — assuming that the exchange rates are favorable — or have them shipped back to the U.S.

If we had to make a very wild guess, we'd say that in any given year, the number of Ha-Ha boats that continues to cruise decreases by 50%. So if there were 140 boats that went last year, 70 of them are still cruising or at least still outside of California. By next year there will only be 35 of them out, and the year after that maybe just 17. But again, it's just a wild guess on our part.

### ↑↓ HOW ABOUT A 'SEMI-CLEAN SWEEP'?

The statement in the September issue that the Santa Cruz 52 *Lightning* made a 'clean sweep' in the '06 West Marine Pacific Cup is incorrect because she was not the first boat to finish the race. *The Contessa*, the Swede 55 sailed by Shawn Throwe and Neil Weinberg in the double-handed division, finished several hours ahead of *Lightning*.

*Latitude* described the proper order of finish in the August article on the Pacific Cup. Other than that gaffe, it was a well-written article. By the way, *The Contessa* also sailed well south of the layline.

Garry Hubert  
Sea Bear, Cal 35  
Alameda

Garry — Perhaps we should have written that *Lightning* won a 'semi-clean sweep' — in that she had the fastest elapsed-time, corrected-out first in class, and corrected-out first in fleet.

And without taking anything whatsoever from the fine sailing of Throwe and Weinberg, we're going to ask you to consider a few facts and then decide for yourself whether you also might have a problem with *The Contessa* denying *Lightning* a clean sweep:

1) Although three feet longer than *Lightning*, *The Contessa* took three full days longer to complete the same course.

2) *The Contessa* only corrected out 24th in fleet — albeit first among the doublehanded boats. *Lightning* corrected out first.

3) Twenty of the 42 boats in the Pacific Cup fleet — including one boat half the length of *The Contessa* — had faster, often

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## LETTERS

days faster, elapsed times.

*Based on the above facts, doesn't it seem to you that the only reason that Lightning didn't win first-to-finish honors is*



**Shawn Throue and Neil Weinberg aboard 'The Contessa', seen here as the first boat to cross the finish line of the '06 West Marine Pacific Cup.**

*that the race committee had The Contessa start earlier than perhaps she should have simply because they wanted the doublehanded fleet to all start on the same day?*

*We want to repeat that we don't want to take anything away from the fine achievement of Shawn Throue and Neil Weinberg, and will always recognize them as having been the first boat to finish the '06 West Marine Pacific Cup, but do you see our point? We welcome all comments on the subject.*

### ↑↓WHAT'S THE STATUS ON FED AND STATE BOAT TAXES?

Could you explain the current tax laws that would apply when purchasing a U.S. Coast Guard-documented vessel outside the United States and then bringing her into California? Our understanding is that there is a 1% federal sales tax that applies the moment the boat enters U.S. waters, as well as 8.75% California sales tax if the vessel is brought into the state within one year of the initial purchase.

Is this correct? If so, is there any time limit after which the federal tax doesn't apply? Does leaving the vessel out of California for more than a year eliminate the California sales tax burden? Can you recommend any other articles or advisors on this matter?

P.S. Thank you for your fantastic magazine and the excellent information and advice you provide each month. We've learned so much about any number of things that we otherwise would have had to learn the hard way, so we eagerly look forward to each month's articles and *Letters*.

Robb Triton  
California

*Robb — If the boat was foreign built and had never been brought into the United States, you wouldn't owe federal tax, but you would owe import duty and some other little fees that would add up to about 1.8% of the value of the boat. It's just a one-time fee but, until it's paid, it will always be owed. If the boat had already been brought into the United States, the one-time duty and fees would already have been paid — just pray that the owner who did this gave you a receipt for paying the duty. If the boat had been built in the United States, no duty would be due.*

*If you bring the boat — no matter if built in the United States or some foreign country — into California less than a year after you buy here, you will owe state use tax, a tax that can vary*



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between 7.3 and 8.2%, depending on which county you live in. However, if you can demonstrate that the boat was bought for use outside of California for at least one year before you brought her into the state, you shouldn't be liable for that sales tax. But make sure you keep all the relevant paperwork and records.

Prior to '04, you only had to keep the boat outside of California for 90 days, and meet some other relatively simple requirements, in order not to owe the tax. But in '04 the California Legislature passed SB1100 to close this supposed tax loophole. The legislation had a sunset provision that this year was to have returned the law to the pre-SB1100 requirement of having to be out of the state for just 90 days, but in July the Legislature decided to extend the provision for yet another year. You might remember that when the federal income tax was first instituted, it too was supposed to be only temporary. No matter if your representatives are Republican or Democratic, they love to collect and spend your money! It's not clear if closing the supposed tax loophole has resulted in the state collecting more tax money, but we can tell you that the marina owners in Mexico are very delighted with all the money the California Legislature has directed their way. For while boats used to have to stay out of the state — usually in Mexico — for three months to avoid sales or use tax, now they have to stay in Mexico for an entire year.

Just to make sure you don't run afoul of tax law problems, we suggest that you consult an attorney who specializes in this area of law. But we don't recommend any in particular.

### ↑↓ **HARD LESSONS LEARNED ON PROFLIGATE**

In a June letter, I commented on cruising gear that I wouldn't do without. Among these was a modern day watermaker. Just as with indoor plumbing in a land home, it's possible to do without a watermaker on a boat — but it would certainly make it less enjoyable.

You disagreed, and remarked that while *Profligate* has a wonderful Spectra watermaker, because of frequent trips to marinas, you only found it necessary to use the watermaker during a six-month trip from California to the Caribbean and back, and when you have a dozen or more people aboard for events such as the Ha-Ha.

I doffed my hat to you and agreed to disagree.

Fast forward to the July issue, and Carol Baggerly's letter on the lessons she learned being a member of the *Profligate* crew doing the Baja Bash. Among the lessons Ms. Baggerly cited learning were:

"7). That I can go for seven days without washing my hair!"

"8) If you haven't bathed in eight days, a cold shower on a windy deck feels great!"

My inquiring mind needs to know, what gives? I could understand holding back on the cherries, Captain, if one box was all that you had, but to make the crew go without bathing for an entire week while in possession of a wonderful watermaker sounds like grounds for mutiny. How did you avoid being tossed into the lifeboat?

Jerry Metheny  
Rosita

*Jerry — Doña de Mallorca was the captain for that Baja Bash — as she is for most deliveries — and she knows that Profligate is an editorial business machine with a very busy schedule. So deliveries aren't pleasure cruises, they are jobs to be completed as swiftly as possible. As such, when our quick spring editorial tour of the Sea of Cortez was completed and*

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# LETTERS

the Wanderer got off in La Paz to get back to work, de Mallorca wasn't going to waste any time getting the boat back to California.

We know Profligate had plenty of water when she left La Paz, because we were there as the combined 250-gallon tanks were topped off. And had we been on the delivery, we almost certainly would have stopped at Cabo for a last tropical swim and shower before starting the Bash. But de Mallorca doesn't mess around when there is work to be done, so once a delivery starts, she's all business. For example, two years ago, she and her crew brought Profligate 2,800 miles from Panama to San Francisco in just 19 days, making just one overnight stop and five four-hour fuel stops in all that time.

This year's Baja Bash wasn't the worst ever, but Profligate can be a lively boat when trying to cover ground quickly directly into the wind and seas. And when you do this 24 hours a day for several days in such conditions, it's sleep, not showers, that is most desired. So when they stopped in Turtle Bay, it was to refuel, crash, and then get moving again at first light. We don't know why Carol didn't take a shower in Turtle Bay, because there was water, and because she could have had a steaming hot inside shower. It's true that de Mallorca has some pretty strict rules when she's captain — nobody is allowed to sit down or read while on watch — but we're sure she didn't deny anybody a hot shower. We just assume that Carol was too exhausted to take one.

**↑↓WHAT ABOUT WATER IN MEXICO?**

While in the process of prepping our boat for the Ha-Ha, we started thinking about water. I didn't really want to spend all the money necessary for a watermaker, and had planned on hauling drinking water back to our boat via collapsible jugs. Then I started thinking about water filtration, and wondered if any of the systems out there would do the trick of making tap water in Mexico safe for drinking on the boat?

There are essentially three ways of purifying water: 1) Filtration using charcoal-activated filters; 2) Reverse osmosis (super-filtration); and 3) Ultraviolet light. The reverse osmosis is just too costly, and I'm not even sure if it's able to filter out whatever it is that makes the tap water in Mexico disagreeable to us *gringos*. Do you know if the other two methods, which are easier on the pocketbook, are suitable? I think you can get a good UV or activated charcoal system for around \$500. If this would work, it might be a good way to go. I would imagine that you can get water pretty much anywhere, and as long as you have plenty of tankage, you could stay away from cities and such for a couple of weeks before needing to refill.

Any thoughts?

Patrick Turner  
Salt Shaker, Cape Dory 36  
San Rafael

Patrick — In our view, there are only three sensible solutions for obtaining drinking water for your boat in Mexico. The first is to fill your tanks with tap water from marinas. In some marinas this water will have been purified, in others it won't. While there are cruisers who drink this water without any problems, it's not an option that we would recommend. (Some folks do use the ultraviolet filter systems to filter the tap water coming into your boat, but such systems are about \$500 not counting installation, the filters are pretty expensive, and obviously it would only work if you're getting your water from a tap in a marina.)

A second solution is to buy bottled drinking water for consumption and cooking, and use regular tap water for show-

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## LETTERS

ers, washing clothes, and all other purposes. We've taken our various boats to Mexico about 20 times, and have employed this system about 17 of those times. This system is obviously very simple, and involves nothing more than the cost of the water bottles and hauling them down to your boat. You'll be surprised at how little purified water you consume, and hauling the bottles of drinking water to the boat has never seemed to be much of a bother to us — especially since we often pay the check-out kids a few pesos to do the hauling for us.

The third system is a watermaker. These units are really great, particularly if you need large amounts of purified water, have the energy to run them, and are willing to do the maintenance — which is almost nil with many of the newer models. But for simplicity's sake, we often go an entire season without even firing up our watermaker. Based on the 'use it or lose it' theory it might be a bad idea, but that's what we've been doing.

By the way, if you were to buy a watermaker, why would you filter tap water as opposed to water from the good old Pacific Ocean, which is not only more conveniently available, but which probably has a lot fewer microbes?

No matter what methods you employ to get the purest possible cooking and drinking water on your boat, don't be under the illusion that it will prevent you from getting turista. If you spend any time in Mexico, you will get turista, and you will feel as though you're going to die for a day or two. Last year the Grand Poobah got hit with it like a ton of bricks not five minutes after the Ha-Ha Awards ceremony was concluded. Two hours later, he couldn't have lifted his head off his bunk had his life depended on it.

Our theory is that, as time goes on, you develop an immunity to turista. However, this would be contradicted by the fact that from time to time Mexicans get it. Their favorite remedy? Your favorite soda mixed with baking powder.

### ↑↓ THE NORM IS TO SPLIT THE COSTS

Please let people know that the *Latitude* Crew Lists are not a commercial advertisements page to help people goldbrick on boats. I believe the norm is to pay your way for food, diesel fuel and berthing fees — in other words, share the costs for the fun of the adventure.

I have been searching the Crew List for some time now, but don't give a damn if the respondents have a 100-ton master's license. If I wanted hired crew, I would look in the paid advertisements for such, and would expect to pay for your airfare and such. So don't freeload on the *Latitude* Crew List website, you cheapskates!

Doug Springstead  
Gettin Around  
California

Doug — When it comes to who pays the bills on a sailing adventure, there are so many variations that we'd be reluctant to say there is a norm.

At one extreme, there are situations that are all but charters, where the crew chips in a certain amount per day or per trip, and/or pays a percentage of all immediate expenses.

(By the way, it's our understanding of the law that a boat-owner can accept as much money and/or valuable consideration from guests as he wants, and they won't be considered 'paying passengers', unless the money and/or valuable consideration exceeds the expenses of the trip. However, before acting on this, you'll want to get confirmation from your legal advisor and insurance agent, as it could have expensive consequences. Can pro-rated boat payments, insurance, and



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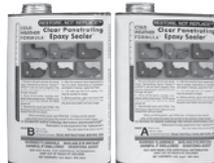
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## LETTERS

berthing be considered 'expenses'? It's a very grey area of the law, so proceed with caution.)

If there was anything like a norm, we'd guess it would be that the owner of the boat pays for all the expenses — except for the transportation of the crew to the boat and home after the adventure, and except for food and drinks while ashore. It would also not be unusual for crew to split the cost of food.

At the extreme other end of the spectrum is the owner who happily pays for all transportation, food, drink, crew dinners and drinks ashore, crew shirts, and even flights for romantic interests of the crew to meet the boat at the final destination.

Then there are many variables. Is the owner and all other members of the crew relatively green, while one member of the crew is very experienced and has been brought along to mentor everyone? In that case he might be paid or have to pay fewer expenses, while the other crew members pay full shares. Arrangements may also depend a great deal on the size and condition of the boat, and how badly others are dying to be part of the crew.

When it comes to the Latitude Crew List, our concern is not what type of arrangement might be wanted or made, but simply that both parties be absolutely clear about the expectations from the outset. Leading someone on would be the worst behavior.

If we might be so bold, we'd like suggest that you refrain from using charged descriptions such as 'goldbrick' and 'cheapskates' to describe others. There are less hostile ways to describe people looking for situations other than the one you are offering, ways that would present you in a more favorable light.

### ↑↓RAFTING BY SCRAP CRAFT

I'm an intermediate level sailor who is extremely interested in living aboard and crewing on other boats. I was wondering if you knew anything about the Floating Neutrinos sailing vessel *Absolute Absolution*, which is currently on Lake Izabel in Guatemala, having sailed across the Atlantic. I'm thinking about joining them as crew for their next adventure, which is after hurricane season. As such, I was hoping that you guys could direct me to some books that will teach me about the basic physics of sailing and more about Benouli's Principle.

For those who don't know, *Absolute Absolution* is a unique sailing raft made from recycled buoyant materials (foam). Because it floats on top of the water rather than in it, it's much different from a boat. I'm wondering what the disadvantages of a 54-ft twin-hulled raft that weighs 3,000 pounds and has two 30-ft masts might be when compared with a regular boat. I assume that steering would be more difficult.

I was also wondering if you could direct me toward any literature about the wind patterns around the world. I am curious about how the wind patterns are affected by latitude, the time of year, hurricanes, currents, tides, and so forth. And finally, do you know of any work-trade programs where I could learn to build a sailboat?

Ripley Ripley  
Planet Earth

Ripley — People are often impressed by westward Atlantic crossings, but they can often be among the easiest in the world. *Bombard* crossed the Atlantic in a little inflatable, *Klepper* did it with a small inflatable kayak, and all sorts of Frenchmen have done it with either beach cats or sailboards. One guy 'swam' across, a woman did it with a 24-ft sailboat without any sails, and yet another man did it clinging to a mooring ball. If you can stay alive and your 'vessel' can stay afloat,



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## LETTERS

there's nothing more certain than that you'll eventually get to the Eastern Caribbean from the Canaries.

It seems to us that what you really need is to learn some seat-of-the-pants sailing, so we say forget the books and just get out there and do it. A little 8-ft El Toro on Lake Merritt or other protected waters will teach you all the basics, and if you pay attention, a whole lot more. From there you can spend a few bucks more with organizations such as the Cal Sailing Club or many yacht clubs, and pick up a whole lot more experience and knowledge. You'll also want to do a bit of rough weather sailing outside the Gate so you don't make the new mariner's biggest mistake — underestimating the power of the ocean.

The thing that we wouldn't like about being on a raft is that you'd have so little control over what happens to you. Back in the '70s, George Siegler, who later founded Survival & Safety and started the Singlehanded Farallones Race, built a big raft and tried to drift from San Francisco to Hawaii with several other adventurers. A few days into their trip the raft was, somewhat predictably, flipped in big seas off Pt. Sur. Siegler and his crew insisted on continuing, and got to within 60 miles of the Islands before the military pulled the plug by rescuing them. Had Siegler and his mates been in almost any kind of sailboat, they could have actively taken steps to prevent being rolled over — and probably would have been having a blast surfing their brains out.

If you joined the Neutrinos, we're sure that you would have a hell of an adventure — assuming that you survived. And if you didn't get caught in the continental shelf shallows of Panama when the trades were blowing in the 40s, you'd have a good chance of surviving. But before committing, you might want to ask yourself what your real interest is. Is it rafting, adventuring of any sort, sailing, extreme sailing, pleasure cruising — or being part of an eco-awareness publicity stunt? If you're really committed to the concept of 'sailing scrap across the ocean', and understand the potential dangers, by all means go for it. But might you not be happier scrapping together \$10,000 and buying the cruised-more-than-halfway-around-the-world-by-two-local-teachers Islander 36 that was recently advertised in 'Electronic for \$10,000? We sure as hell would, but maybe that's just because we prefer to have more control over our boat and our lives. And because sailing to places such as Ibiza, Elba, Capri, Sicily, Malta, Corfu, Hydra, Ios, and Knidos sounds a lot more appealing to us than drifting to wherever the winds and currents takes that raft.

At the most basic level, the winds of the world are caused by the heat of the tropics trying to equalize out with the cold of the poles. This generally results in wide bands of westerlies in some latitudes and easterlies in other latitudes. In ancient times — like 10 years ago — mariners used to rely heavily on pilot charts, which purportedly showed the percentage of the times the wind blew from what direction at different times of year, and how hard it blew from those directions. There were also charts that showed the sailing ship routes for different parts of the world at different times of the year. These are still good references for the general weather patterns, but nowadays most mariners rely on things like GRIB files and Internet weather resources such as [www.buoyweather.com](http://www.buoyweather.com), which give seven-day weather forecasts for anywhere in the world for about \$70 a year. These sources of weather information are to the pilot charts what Google is to the Encyclopedia Britannica.

#### IT'S NOT THE MONEY, IT'S THE WATER

The Baja peninsula coastline is a rather squiggly critter, but I'll put my money on the fact that it meanders 1,300 miles

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## LETTERS

between Tijuana and Cabo San Lucas. The limiting factor on the possibility of large scale development is not money, investors, or customers, but water.

There isn't sufficient rainfall in Baja to replenish the aquifers. The aquifers at San Quintin and Ciudad Constitución, two of Baja's biggest, have been drawn down to frightfully low levels. Folks are not going to dock at a marina where water is rationed to a few gallons a day. Golfers would be unwilling to play on sandlot courses, and I cannot imagine a condo owner doing without grass or trees.

With regards to the controversy over whether or not to drive at night in Mexico, my excuse for not doing it is that my night vision isn't good enough for a safe journey. Could it be that folks who swear night driving isn't hazardous in Mexico simply have better night vision and faster reflexes?

Jim Elfers comments about Mexico's Highway 19 between Cabo San Lucas and Todos Santos being dangerous. It certainly reflects what I found to be true when I lived near Cabo. Even though I drove that 80-kmh-speed-limit road at just 50 kmh, I still managed to whack two steers who darted out from behind chaparral at full speed and halfway across the highway. Lucky for me, both times I was able to skid down from 50 kmh to near walking speed before I soundly thumped them. I had a full welded grill guard on my pickup that saved me from radiator woes. Starting in '95, I personally decreed that Mex 19 between Todos Santos and San Lucas is the most dangerous stretch of highway that I have ever suffered.

David Eidell  
Mexico

*David — Here are three reasons we don't think that declining aquifers will be a severe obstacle to growth on the Baja Peninsula: Exhibit A is that Marina Cabo San Lucas has made all its own water ever since it was built. Exhibit B is that a number of cruisers have bought into an 18-unit condo project at Punta Mita, a complex that can meet all its water needs through its own desalination unit. Exhibit C is that entire cities the world over have found water desalination to be cost effective.*

### ↑↓HELP THE OZONE BY NOT EATING ORGANIC CATTLE

That was a great response you gave in the September issue to the guy who was concerned about fuel consumption, global warming, and so forth. Like you, I have been an advocate of diesel engines for some time now. Of course, I got to know them intimately when out cruising, when I developed a close relationship with Mr. Yanmar. I currently own a diesel pickup, which, even though it's a big old hog, still gets 20 miles to the gallon.

I was looking for diesel-powered cars, and came to find out that the State of California, in its infinite wisdom, has outlawed them. Now the dealers have waiting lists for diesel-powered cars which have 7,500 or more miles on them, for they can be brought into the state.

You mentioned that you would like to buy a 49 mpg VW diesel when the state of California allows them. Do you have any inside information when that might be? It makes so much more sense to me to put small efficient diesel engines in cars rather than the complicated drive trains and battery banks that hybrids require. They both get about the same mileage, but the diesel engines last forever.

Years ago I was inspired by an article in *Latitude* about boats running on soy diesel. I was in San Diego at the time, and the America's Cup was going on. So, armed with a grant from the Soybean Farmers of America, I went around to all the America's Cup syndicates to push for the use of soy diesel

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## LETTERS

in their tenders. I didn't get any takers.

Dave Fiorito  
Shenanigans  
Novato

*Dave — Talk of coincidences. Starting in late August, California gas stations had to sell much cleaner burning — and slightly more expensive — 'ultra low sulfur' diesel. This will not only greatly reduce the diesel particles in the air, but will also pave the way for auto manufacturers to introduce a wide variety of diesel-powered passenger vehicles to the state that couldn't previously meet California's tough exhaust standards.*

*General Motors, for example, immediately announced plans to sell a full-size turbo diesel pick-up that will have a 25% fuel savings. BMW, Volkswagen, DaimlerChrysler and Ford also have diesels in the works for the California market. These won't be the old-style diesels, as they will be quieter, smoother, and deliver more punch at low speeds than gas engines. And, they will rival the hybrids in fuel economy. Now, if somebody could just develop either fuel-efficient diesel engines to power airliners — ha, ha, ha — or devise low-cost teleportation, we'd be free of carbon guilt.*

*We know this is somewhat off-subject for a sailing magazine, but we can't emphasize enough that such vehicle fuel savings — up to 70% — are as crucial to the world's geopolitical situation as they are to the environment. As we write this, crude oil prices have dropped over 20% in just two weeks. Want to see them drop another 25%? All you have to do is get yourself and all of your friends to use diesel vehicles that are from 25 to 70% more fuel efficient than the big gas guzzlers. If everyone — or even just a whole lot of people — were to do this, it would shift the economic burden of oil back onto our Middle East and Venezuelan oil producing 'friends'. Everyone knows that the U.S. is addicted to oil sold to us by our enemies, but far fewer people appreciate that these enemies are as much or even more addicted to our oil revenues. Since the economies — and precarious social orders — of sworn adversaries such as major oil-producers Iran and Venezuela are almost entirely dependent on oil revenues, if we Americans were to suddenly eliminate a significant percentage of the demand, they'd have no option but to sell fuel to us at what would have to be much lower prices in order to meet their financial obligations. In addition, their international clout would be greatly reduced.*

*Unfortunately, we're pretty sure the American public has neither the understanding nor resolve to pull it off, but with the proper leadership from Republicans and Democrats — fat chance of that — a real difference could be made. For instance, the savings from the elimination of this 'enemy fuel tax' could be used to finance a hell-bent program to become energy independent.*

*And in our last word on the subject of climate change, those who care would do well to not only start driving a diesel, but to cut way back on meat-eating as well. According to scientists — and we're not making this up — cattle farts account for about 70% of the world's methane, and methane is 30 times more toxic to the atmosphere than is the CO2 that is normally blamed for so much climate change. Ironically, organic cattle, which eat a lot more grass, fart more often than non-organic cattle, and thus organic meats are to be especially avoided. Just for fun, we're going to try to reduce our meat intake to the equivalent of two hamburger patties a month. We're going to do it for fun, and to see if we're capable of living on as little meat as the typical Cuban.*

*Now, back to your regular sailing programming.*

# DIESEL ENGINE STOPPED?

## THE ENGINE DYING SCENARIO

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

## WHAT HAPPENS NEXT?

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

## FUEL & FUEL FILTERS

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



## CAN ONE PERSON DO THIS?

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

## FILTERBOSS DOES IT IN SECONDS

Install the FilterBoss and enjoy the benefits of clean fuel and the ability of *anyone onboard to switch over to a clean fuel filter, while the engine is running, in seconds.*

The FilterBoss is a simple system that integrates 2 Racor filters, a patented dual filter controller with a vacuum/pressure gauge with an early warning panel with visual and optional audible alarms. *FilterBoss is the ultimate diesel engine safety system.*

## A QUICK OVERVIEW OF THE FILTERBOSS SYSTEM

*Above Deck:* The Early Warning Panel (EWP) is mounted in the cockpit.

*Below Deck:* A vacuum/pressure gauge is incorporated into the FilterBoss that monitors the online filter. If at any time the vacuum exceeds 7" hg the EWP signals the crew that the filter is clogging to unsafe limits and must be switched.



## SWITCHING FILTERS IS A SNAP WITH THE ENGINE RUNNING

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At your convenience replace the dirty offline filter. As an extra bonus, the FilterBoss System has eliminated the bleeding problems associated with changing filters. Utilizing the built-in fuel pump and bleed-port valve, the FilterBoss makes system maintenance fast and easy.



# YOU CAN DO MORE WITH THE FILTERBOSS

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## LETTERS

### ↑↓ MEXICANS TAKE GREAT PRIDE IN THEIR PERSONS

I have to say that your September *Letters* response to Steve Howard on the subject of courtesy flags in foreign waters was perhaps a tad over the top. Leaving aside the increasing decay of both style and grace in this country that your words would seem to justify, we are still left with the unfortunate comparison of Mexico to a "banana republic or African dictatorship." The letter was specifically about Mexico and I wonder, given your years of experience there, if you really meant to draw such an analogy.

The Mexican people have very little in comparison to the lifestyle most of us enjoy, and especially those of us who can afford to dally about their country in a yacht. What they do have is their self-respect. They take great and justifiable pride in their persons, in their heritage and in their country. Is it too much to ask that a visiting yacht display a small token in recognition of their sovereignty? Is it such a burden that this token be clean and properly displayed?

And please, think for a moment about living in a world where everyone, "wouldn't give a hoot what anyone else thought of them." I think it might be a pretty scary place.

Jimmie Zinn  
Dry Martini, Morgan 38  
Point Richmond

*Jimmie — In the course of making our point, we used extreme examples, and would never consider Mexico to be like a banana republic or African dictatorship. For example, when President Fox or President-elect Calderon make appearances, they wear subdued dark suits without the ornamentation of 289 or so medals, badges, and other trinkets on their chest that some heads of insignificant countries mistakenly think prove how important they and their country are.*

*If you read our First-Timers Guide to Cruising Mexico, you'll note that we say personal appearance is very important in Mexico, even more so than in the United States. If you visit official offices well-groomed and wearing a clean shirt, long pants, and a real pair of shoes, you'll certainly be treated with more respect than if you arrive unkempt in a dirty T-shirt, filthy shorts, and flip-flops.*

*The difference between one's personal appearance and the*



LATITUDE/RICHARD

*I'm not chicken, I just want to clear in.*

*appearance of one's courtesy flag on the starboard spreader of their boat is that the latter is virtually never seen by any officials. We can't remember the last time any Mexico official looked at — or would have had an opportunity to have seen — our courtesy flag.*

*It's sort of like the yellow Quarantine flag that tells Customs and Immigration officials*

*that one's boat is ready for processing. Did you fly one when you entered Mexico and when you returned to the States? If you did, you're one of the very few. Of course, if that's all you did, you'd still be waiting for processing, because neither officials in the U.S. or Mexico pay any attention to those flags. In the U.S., you've got to call Immigration and Customs on the phone; in Mexico you've got to go to their respective offices.*

*There's also the issue of flying courtesy flags properly,*

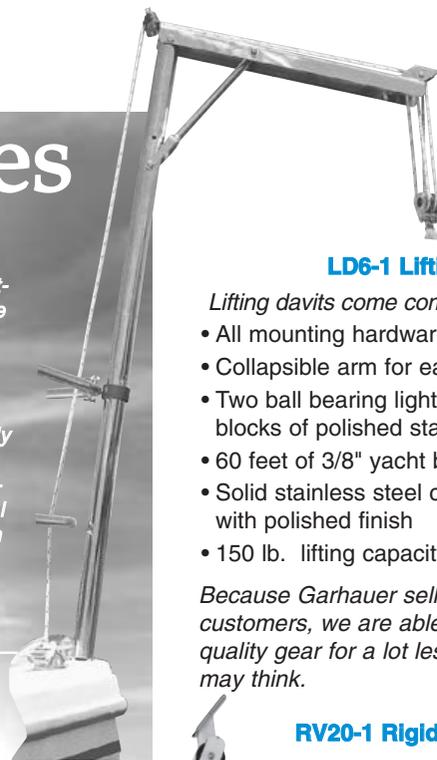
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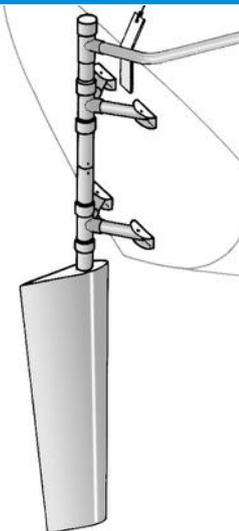
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## LETTERS

which not very many mariners do. As you probably know, you should only hoist the courtesy flag of a country to replace the Quarantine flag after you've finished checking in. Which means, of course, that it's improper for boats in the Ha-Ha to fly the Mexican courtesy flag until they've cleared into Mexico — which they most likely won't do until they get to Cabo.

We respect the point you are making, agree that the decay in style and grace is a shame, and admire mariners who observe proper nautical etiquette — at least to the extent that we understand it. Nonetheless, when it comes to showing respect to a country and a people, we think there are far more effective ways than with a spanking-new but seldom seen or understood little flag flying from the spreaders of a boat.

### ↑↓THE NEW A-8 ANCHORAGE ORDINANCE

On October 6, a newly revised San Diego Anchorage 8 ordinance (#4.36) takes effect. The most objectionable item in the new ordinance is the requirement that each permittee submit a \$2,500 security deposit against the possibility that the permittee's vessel would have to be towed and/or impounded.

Despite legal advice to the contrary from the Department of Boating and Waterways and the California State Attorney General's Office, on September 5 the San Diego Port Commissioners voted to incorporate the deposit requirement with complete ambivalence.

The commissioners were told that this action was in violation of the 'California Public Trust Doctrine'. Their response was that, while they may indeed be sued in the future, they could easily handle it when the time comes.

The current stakeholders in the A-8 long-term free anchorage in South San Diego Bay feel that this new requirement is not only discriminatory, but is also punitive to a class of mariners who have been good stewards of their vessels while anchored in the 82-acre roadstead while awaiting their name coming up on a marina's waiting list.

In addition, there are no services or facilities at A-8 — no mooring balls, no electricity, no fuel stations, nothing that would justify such a large deposit. It would also seem that simple liability insurance, which would indemnify the Port, would not be acceptable to them, although it is acceptable to just about every marina in the area.

Therefore, a class action suit will be filed with the appropriate court on October 7 seeking an injunction to stop the ordinance from taking effect. The suit will need an attorney after filing to follow through on the action, which will additionally seek punitive and other damages.

All California mariners are encouraged to join the suit, as it will affect those who wish to stop by San Diego in the future and want to freely anchor in the South Bay without unnecessary encumbrances.

Charlie Ellery, U.S.M.M. ret.  
Gusto, Islander 30  
Anchorage 8, San Diego

*Readers — For more on the A-8 anchorage situation in South San Diego Bay, see this month's Sightings.*

### ↑↓HOW DO I GET BACK FROM JAPAN?

Could you give me information on how I can get from Japan to San Francisco by boat or ocean liner? I would really be grateful.

I came to Japan on the assumption that I would teach English, either as an assistant or in some other capacity. Due to my long career in music, I suggested that if this wasn't pos-

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## LETTERS

sible, I could teach music from the basic level to the graduate level. I have the references and resume.

Unfortunately, the job I was supposed to get here was fraudulently misrepresented, and once I got here other locals advised me not to take the job. I could see the problem right away, and have been since looking for other honest employment. But Mito is a small city, and I haven't had much luck.

Japan is a magnificent country. I love it and wish to stay, but my situation in Mito has been terrible.

Christopher James Hume  
Mito, Japan

*Christopher — We've heard of unscrupulous people luring beautiful young American women to Japan with promises of 'modeling' careers that turned out to be something else entirely. But falsely luring male English instructors to the land of the Rising Sun is a new one on us.*

*There are no ocean liners or cruise ships that do the Japan to West Coast of United States run for several reasons. First, it's a very long trip — about 10,000 miles. Second, the weather stinks, as it's overcast, if not rainy, almost the entire way. Third, there is almost nothing to see.*

*Since it's a lousy route for cruise ships it means it's an even worse route for sailboats. If you read the last issue of Latitude, you know that it took Japanese singlehander Kazuo Murata*



LATITUDE/LADONNA

**Kazuo Murata spent 96 days aboard his 26-ft sailboat before reaching the Bay.**

*96 days to make it here from Japan aboard his 26-footer, and it took Italian Alessandro de Benedetto 62 days to make it aboard his 19-ft catamaran. While other cruisers have made it faster, nobody would describe the trip as a pleasure cruise.*

*Thanks to the direction of the wind and currents, it's particularly difficult to return to the West Coast under sail from the Far East.*

*Your best option is to scrape together enough money to buy a plane ticket to San Francisco. If you still wanted a trip on a cruise ship or small boat, take one to Mexico; you'll be much happier.*

### ↑↓ WE PUT TOGETHER OUR HA-HA PROGRAM IN 40 DAYS

Our family — My wife Kary and I, and Sally, 10, Kappy, 8, and Seneca, 7 — are so bummed that we won't be able to be part of the Ha-Ha again this year. But we thought you might want to post a photo of *Rocket* in order to encourage a few more entries.

Too many fine older racing boats — such as Santa Cruz 50s like our *Rocket* — stayed tied to their docks too much when not being raced. But we put our *Rocket* to good use last year, both in the Ha-Ha and with our family of five living aboard in Mexico for almost a year of cruising. And we proved that you can put such a program together in just 40 days.

We will definitely miss the wonderful life at sea this year, but will follow all of the Ha-Ha fleet south through *Lectronic*



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## LETTERS

and *Latitude*. And we'll look forward to seeing the Ha-Ha volunteers and *Profligate* in future years when we head south again, or hopefully west.

Carl Fuller  
 Rocket, Santa Cruz 50  
 Newport Beach

*Carl — We remember crossing gybes with you folks on the afternoon of the second leg of the Ha-Ha. You and Rocket looked so sweet that several of our crew remarked that a SC 50 would make a great boat for performance cruising. And*



COURTESY ROCKET

*So happy doing last year's Ha-Ha, the Fuller family are bummed they won't be able to do it this year.*

*then six months later we crossed paths again at Evaristo in the Sea of Cortez. Great memories to be sure. Maybe next time it will be at Cook's Bay in Moorea.*

*Thanks for thinking of encouraging more Ha-Ha entries but, with over 170 paid already, we're set for the year.*

### ↑↓BAD THOUGHTS ABOUT ANOTHER PERSON'S BOAT

I've read that Bill Joy, the high-tech guy at Sun Microsystems, is having his first boat built, a Ron Holland 190-footer at Royal Huisman. She's pretty good-looking, too — compared to that barge *Falcon* that Tom Perkins has.

David Faulkner  
 California

*David — A few times in the last 30 years we've made negative comments about other peoples' boats, but have always come to regret it. It's in very poor taste, like saying their children are ugly.*

*To a large extent aesthetic judgements are subjective, but not entirely. For example, when you describe Maltese Falcon as a "barge," you're factually wrong. The nature of a barge is something that is functional, rectangular in shape, beamy with no sheer, and designed to make the maximum use of its volume. Not a single one of those characteristics applies to Falcon, which is elegant, has a very rounded superstructure and a nice sheer, has the length-to-beam ratio of a single catamaran hull, and a volume that has been utilized with great restraint. Barges are also slow and unable to propel themselves, while Falcon just won the Perini Navi Regatta in Sardinia — despite the fact she displaces 1,240 tons and the wind rarely blew over six knots.*

*There's absolutely nothing wrong with not caring for the design of a boat as unique as Falcon, and we can see how her appearance might come as a shock to those more accustomed*

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## LETTERS

to traditional designs and rigs. But when thinking negative thoughts about a boat, it's always good to ask yourself whether you really dislike the boat — or actually have personal issues with someone else's achievements and success.

The 52-year-old Bill Joy, the so-called 'Edison of the Internet', retired from Sun Microsystems, a company he co-founded, in September of this year. He is now a partner in the venture capital firm of Kleiner, Perkins, Caufield and Byers. That's Perkins as in Tom Perkins of Falcon.

Joy's new boat *Ethereal* is being designed by Ron Holland, who spent some of his formative sailing and designing years in the Bay Area. The 190-ft *Ethereal* is based on Bruce Katz's Holland 141-ft *Juliet*, a boat that has spent time on San Francisco Bay, and on which Joy has done quite a bit of sailing. If you're a long-time reader, you may recall that several times over the years we've remarked that, in our opinion, *Juliet*, along with the 135-ft *Alejandra*, are the two most beautiful large sailing yachts we've ever seen.

However, you may want to keep in mind that there are two very different ways to view and evaluate boats — one is from a distance, the other from onboard. Almost all the Perini *Navis* ever built have had an upper level cockpit or much more, which we'll admit tends to make them appear a little top-heavy from a distance when compared to lower and sleeker-looking traditional yachts such as *Juliet*. But were you to spend some time aboard a Perini or other yacht with an upper level deck, we'd bet you a dollar that you'd be gobsmacked by how spectacular the view and sailing are from up there. It's similar to when we went from our low and lovely Ocean 71 ketch *Big O* to our Surfin' 63 catamaran *Profligate*, which has a house that towers 13 feet above the surface of the water. The cat might look a little odd to monohull sailors, particularly when viewed directly on the beam, but once you get aboard and enjoy the commanding view and never needing to wear foul weather gear, you might have a hard time returning to a cave-like monohull. It would be like giving up a South Beach penthouse apartment with a spectacular view of the Bay for a unit on the second floor.

For those keeping track, the really big boats that have been financed by the riches extracted from the technology mines in Silicon Valley belong to Larry Ellison, Tom Perkins, Jim Clark, and Bill Joy. Ellison's flagship, of course, is the 450-ft motor-yacht *Rising Sun*, and he may also still own the stealth-looking 192-ft *Ronin*. His sailing fleet consists of lord knows how many BMW/Oracle America's Cup boats. Perkins owns the 289-ft *Falcon* and the impeccably restored 122-ft motoryacht *Atlantide*, having sold his previous Perinis and the fantastic 1916 135-ft Herreshoff schooner *Mariette*. Clark owns the 295-ft clipper ship *Athena*, built by Huisman, which, although six feet longer than *Falcon* overall, is somewhat smaller in all other respects. If we're not mistaken, Clark continues to own the very handsome 156-ft Frers-designed *Hyperion*. And then there's Joy's new boat, which won't be completed for a year or so.

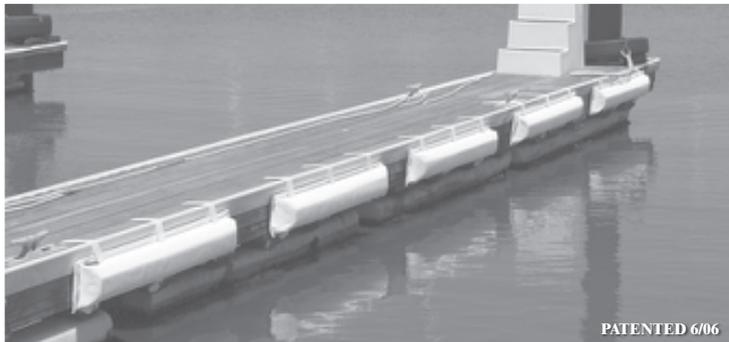
In a way, we view these boats as the last of an era — or at least we hope they are. As everyone knows, we humans — particularly we Americans — have been living through a time of ever-increasing excess — in cars, homes, boats, food, and just about everything else. We're not extreme environmentalists, and in fact we might be the last people in the world who aren't 100% convinced that the current climate changes aren't within historical norms and/or might not be a good thing overall. Nonetheless, we think that perhaps we Americans need to start entering the era of what might be called enlightened restraint. In the past, bigger was always better, and magnificent stuff was built just because it could be. As much as we love

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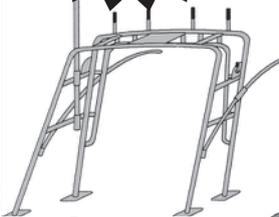
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## LETTERS

spectacular creations of man — including huge yachts — and as much as we think people should be able to do whatever the hell they want with their money, we don't think 'bigger is better' is a sustainable concept.

We don't have any problem with Maltese Falcon, which was started about seven years ago, and built from a hull that had been sitting idle for about a dozen years. She's a very innovative boat and, while some may not care for her look, there is no denying that she's spectacular. In fact, if you get a chance, page through the huge feature on her in Boating International, as the interior photos really do her justice.

However, if someone were to come to us today and announce they were going to build, from scratch, a new 300-ft yacht, our reaction would be to wonder if they really needed quite so large a yacht.

Bill Joy's new boat, the design of which was started several years ago, is meant to be an "ambassador of green," and features all sorts of eco-friendly systems. Since she was started years ago, we're happy to give her a 'pass' too. But if somebody else were to propose the same boat today, we'd again have to wonder if a yacht 20% smaller couldn't be adequate. After all, how seriously can you hope to be taken as an environmentalist if you own such a large yacht? The only way we can imagine it is if you and your venture capital partners fund a company that is able to use the Einstein-Podolsky-Rosen entanglement principles to develop low cost public teleportation, thereby saving all that jet and car fuel that is causing climate fluctuations. Alas, we don't think that's going to happen anytime soon.

### ↑↓WE'RE FROM THE GOVERNMENT, AND WE'RE HERE TO UNDERMINE OUR OWN AUTHORITY

Here is a very brief summary of part of Canada's proposed new regulations for boat sewage. All vessels in Canadian waters would:

1) Maintain a 'Sewage Record Book' or log. All transfers of sewage, even just from a head to a holding tank, would have to be recorded. This would include the vessel's location at the start and finish of the transfer, including the ship's speed, the amount of sewage transferred, and so forth. It would require a record of each use of the head.

2) All discharges of treated sewage would be prohibited within three miles of the nearest land, and all discharges of untreated sewage would be prohibited within 12 miles of land — except into "a reception facility," meaning a pump-out station. This would hold true even where the nearest pump-out station was over 100 miles away. By the way, there are no Type II MSDs made that meet the treated sewage requirements.

These requirements would effectively convert all of British Columbia into a no-discharge zone, with a grossly inadequate number of pump-out stations. The fine for violating these regulations? One million dollars.

Boating interests, yacht clubs, and others are trying to convince Transport Canada to amend the proposed regulations. So far all the proposals have been rejected. We are hoping that a large public outcry will cause them to reconsider.

It reminds me of Ronald Reagan's quote that the most terrifying words in the English language are, "I'm from the government, and I'm here to help."

John Christensen  
Canada, eh?

*John — If the Canadian government were wise, prior to proposing such legislation they would have provided clear and conclusive proof of why it was necessary, and offered reasonable and affordable solutions to the problems it creates*

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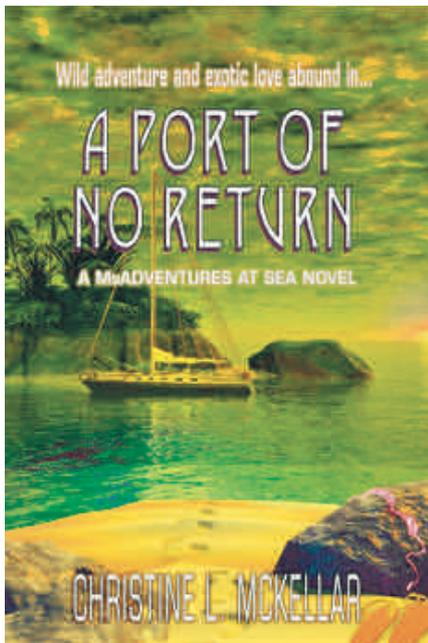
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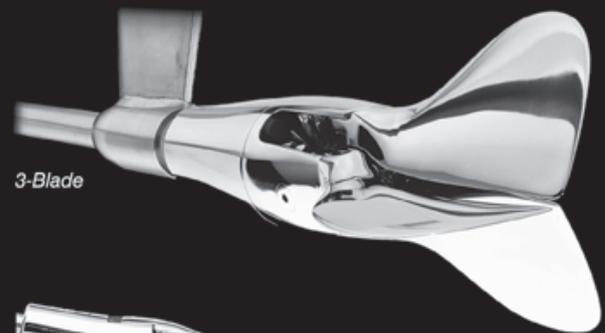
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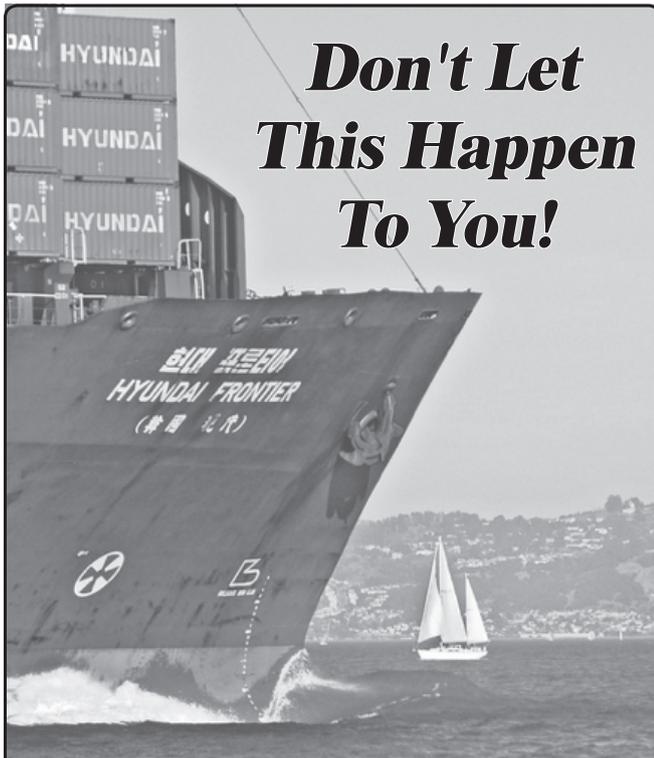


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## LETTERS

for mariners. As is stands now, we imagine the boating public believes that the proposed legislation is a solution to a problem that largely doesn't exist, and that it represents a massive and unwarranted intrusion into mariners' privacy. The net result? Overwhelming non-compliance on the part of mariners and a lack of respect for authority. Well done, legislators!

By the way, how long before you Canadians require swimmers, surfers, and divers to wear diapers to prevent them from peeing into the ocean?

### ↑↓WE'RE A CRUISING FAMILY, NOT A HIPPIE GROUP

When reading the June issue *Changes*, I noticed an item by Bob van Blaricom that seemed to refer to an incident that happened to my family on our boat in Ensenada. The item was obviously written by one of those typically uptight cruisers who assumes they are better than everyone else and think they always know what's going on.

For one thing, this UFO sighter aboard *Tootsie* indicated that there were two ferro-cement sailboats involved in the fracas when actually there was only one — my dark blue 73-ft schooner, not a ketch, *Onceaginn*. The other boat was the Westsail 32 *Floriencia*, which is made of fiberglass.

We're not a "hippie group," but rather a cruising family that bought a boat and repaired her ourselves. It's taken a lot of work over a period of three years, and we've still got more to do.

The antagonist in the incident was Mel, the guy with the Westsail, who I consider to be a twisted Vietnam vet. It's my understanding that he's been kicked out of every port he's been in, and has been permanently banned from Catalina Island. In addition, he's had his VHF confiscated several times by the Coast Guard for blatant misuse, foul language, and threatening Coast Guard and Homeland Security agents. And that was just in San Diego.

What happened in Ensenada is that Mel became so enraged that I wouldn't work on his Westerbeke diesel that he proceeded to terrorize my family while my crew Jeremiah and I were in town. He charged my boat in a drunken rage and began throwing cherry bombs at my 12-year-old daughter LeeAnna and my better half, Sarah McElroy. I heard the cherry bombs going off while I was in town, and some friends told me there was a problem at my boat. So Jeremiah and I rushed down to our inflatable and began rowing out to *Onceaginn* as quickly as possible. While on the way, Bob, an American friend, came by with his dinghy to pull us out toward our boat faster.

After Mel threw another cherry bomb at my boat and girls, he noticed us approaching. He turned his rigid inflatable toward us and rammed us broadside at full throttle. Both Jeremiah and I were knocked into the water, at which point Mel circled back and tried to run us over! But this time he came so close that I was able to surge up, grab the back of his shirt, and pull him out of his dinghy and into the water. Bob then helped Jeremiah and me into his dinghy. Mel managed to grab a line trailing from his dinghy and sped off. As he left, he kept yelling that he was going to kill us all.

Someone called the Mexican Navy, and they came to our boat and Mel's boat to take a report. Mel settled down over the next several days, but we decided we didn't want to get attacked again, so we returned to San Diego to wait out the hurricane season before heading south.

The moral is be careful out there, because Mel is still on the loose. He's supposedly heading to Costa Rica.

We'd had a wonderful time for the eight months we were in Ensenada until that drunken fool showed up. The locals treated us like family and with respect — in fact, more respect

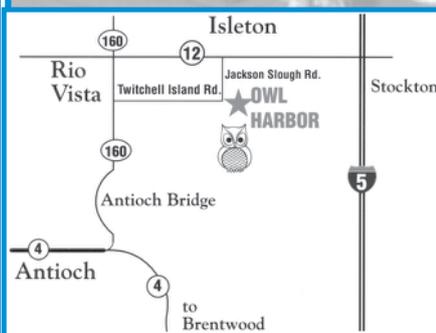


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## LETTERS

than shown by the close-minded cruising *gringos* with more money than boat savvy or brains. Anyway, fair winds and following seas to all the real sailors out there. We'll see the rest of you at the docks you rarely leave.

Brett Jones  
Onceaginn, 73-ft schooner  
San Diego

*Brett — Our apologies for not publishing your version of the incident until now, as we misplaced your letter in our computer. We've been unable to contact Mel for his side of the story, but in fairness have to report that another skipper who has shared an anchorage with you describes you as "something of an anarchist."*

*As for Bob van Blaricom, he's about the nicest, most accomplished, down-to-earth sailor you'd ever want to meet. His report was no doubt affected by the fact he didn't have the best view of the incident and was later given some erroneous information by others in the anchorage. Had you the opportunity to meet him in other circumstances, we're certain you'd like him.*

*By the way, we checked out your website at jonesonwater2.bravehost.com, and got a kick out of First Mate Sarah McElroy's description of the spontaneous beginning of your adventure:*

*"It all started in Lilliwaup in December of '03, when Brett and I were sitting on the couch watching television. He said, 'Hey baby, you wanna buy a sailboat and see the world?'"*

*"Sure, whatever," I replied somewhat sarcastically. The next morning I went to wash my face in the bathroom sink, but to my surprise the bathroom soap had already been packed by Brett's high-spirited daughter LeeAnna. In just three days Brett and his computer skills had lined up two sailboats as possibilities. There was a 55-ft ferro-cement schooner in San Diego that needed work, and a turn-key 45-ft Spray replica in Louisiana. We decided on the schooner and were in San Diego a week later. We arrived with less money than we expected, but the yacht broker told us that if we offered one-quarter of the asking price, he could almost guarantee that the owner would accept it. Brett had really been set on trading the custom Harley he'd just built for the Spray because it was closer to where we wanted to start our adventures from, but we bought the schooner anyway. It's been three years of work, but we should be headed south this winter."*

### ↑↓SAIL DAY IN B.L.A. FOR INNER CITY KIDS

In late July, six cruising boats based in Bahia de los Angeles, Baja, for the hurricane season, hosted 15 boys and girls and six adults for an afternoon sail on the bay. The kids were down from Hoover High School in San Diego for a five-week educational program with an emphasis on marine sciences, the environment, and community service. It was organized by Aquatic Adventures ([www.aquaticadventures.org](http://www.aquaticadventures.org)). Hoover is an inner-city high school, and the goal of Aquatic Adventures is to supplement programs in schools where budget cuts have reduced coverage of the sciences.

The skippers of all six boats anchored off the dinghy landing at Guillermo's at 1 p.m. and then dinghied in to meet the guest crews. Once the crews had been ferried out to the boats, the 'race' was on. We aboard *Nakia* raised anchor under sail, and were first to lead the fleet out from the village on a close reach toward Isla Cabeza de Caballo. Once there, we tacked toward Isla la Ventana. When it was time to return, most skippers had their crews set spinnakers for the downwind run back to the village. It was a beautiful sight to see six boats sailing as a fleet on the bay.

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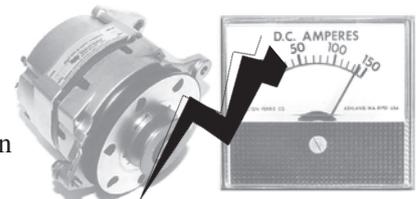
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## LETTERS

The kids were encouraged to help raise and lower sail, gybe and tack, and even drive the boats. We told them a bit about the cruising lifestyle, and they had many wonderful questions. After the boats anchored, everyone jumped into the warm water for a refreshing swim before being dinghied back to the beach. We were fortunate to have a perfect day for the event, as it had been preceded by days of thunderstorm activity and was followed by strong southeasterlies from Tropical Storm Emilia.

We can't say enough about how terrific this event was. The students were enthusiastic, inquisitive, and just a delight to have on board. And it's always refreshing for jaded old salts to experience the thrill of sailing through the eyes of appreciative youngsters.

We'd like to extend a big thank you to everyone who was involved. There was Stan, M.J. and El Gato Gale aboard *Sol-Mate* who got the ball rolling along with us; John and Linda



LINDA HILL  
*Two kids from a San Diego inner-city school, on an Aquatic Adventures program, discover the thrill of sailing thanks to cruisers.*

aboard *Nakia*; Jay, Janice, and bad dog Buster who picked up the idea and ran with it. Also Lance, Jo, and guard puppy Rocky of *Ceilidh*, and Darrell and Rita of *Overheated*, who rushed north from Santa Rosalia to be here in time. There was also Genie, Vicky, Fiona-6, and good dog Clipper of *Caravan*, who called us on the VHF and asked to be included, and even Larry and Jackie of *Liberty*, who unfortunately had to cancel at the last minute because

of engine problems. And finally, there was Larry and Lois of Rancho Pacifico, who are land-based for most of the year, and who threw the great parties that brought everyone together in the first place!

Linda Hill & John Gratton  
*Nakia*, Hans Christian 33  
Redwood City / Sea of Cortez

*Linda and John — Well done to all of you who participated! And, we might add, to all the other cruisers who donate their time and energy to many other worthwhile causes and projects in so many foreign countries. So many cruisers retire to go cruising, but after a few months get irresistible itches to help the local folks out.*

### ↑↓180,000 HOOKS IN THE SEA OF CORTEZ EVERY DAY?

Knowing that *Latitude* has such a wide following, and that you love Mexico and the Sea of Cortez, made us think that you would be interested in getting the word out about new plans for devastating gill-netting in the Sea of Cortez.

The problem is that the Mexican government is apparently going to allow longliners in the Sea. Mike McGettigan, the founder of Sea Watch, reports, "New proposals by CONAPESCA (Mexican Fisheries) and backed by the United States-based Defenders of Wildlife will devastate the already overfished

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## LETTERS

stocks of dorado, billfish, sharks and turtles in the Sea of Cortez. Juan Carlos Cantu, the Mexican representative of the United States-based NGO Defenders of Wildlife, has worked



COURTESY WWW.SEAWATCH.COM

**What's happened to all the magnificent big rays in the Sea of Cortez? Many have been slaughtered.**

out an agreement with the commercial fishermen of Canainpesca that would allow longliners into the Sea Of Cortez. Up to 200 longliners, 6,000 miles of longline, and 180,000 hooks could be in the Sea of Cortez on any given day! These proposals must be stopped immediately!"

If you go to the Sea Watch website, [www.seawatch.org](http://www.seawatch.org), you can learn all about the policies that are contributing to the devastation of the fisheries in the Sea of Cortez.

Chuck Houlihan & Linda Edeiken  
Jacaranda, Allied 39  
Puerto Vallarta

*Chuck and Linda — We haven't seen McGettigan in a number of years, but in our estimation his website does the best job of showing some of the terrible things that have been and*



COURTESY WWW.SEAWATCH.COM

**What's happened to the once prolific numbers of hammerhead and other sharks in the Sea of Cortez? They've been slaughtered too.**

*are happening to the fishery in the Sea of Cortez. Please take five minutes and see streaming video of all the abuses they have documented. We encourage everyone to not only become involved, but to prod the much larger — and long conspicuously absent — environmental organizations to lend their influence to this incredibly important natural resource.*

### ↑↓IT MIGHT'VE BEEN THE VOYAGER OF THE WHULGE

We recently made a sail from Richmond to Tiburon. As we approached Angel Island, I noticed a semi-submerged backpack in the tide line. We came about and managed to grab the backpack. Judging from the crustaceans and grass growing on it, the thing had been in the water for a while.

I was surprised at how heavy it was. The backpack was so round that the kids thought there might be a skull inside. Nonetheless, I waited until we docked to investigate further. When I did, I discovered some clothes and some pharmacy receipts that suggested the owner of the backpack might be HIV positive. It crossed my mind that he/she might have been despondent and jumped from the Golden Gate Bridge while wearing the backpack.

When evening came, we left the dock, minus our kids, in company with Laurie at the helm of her Swan 38 *Truant*. I was

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## LETTERS

below while Brian stood watch. To make things interesting, the compass wouldn't work. But we figured we could dead reckon our way home.

But as we passed Angel Island, a low fog rolled in through the Gate and we began going around in a circle. Laurie and I started to get a bad feeling. It occurred to us that the backpack might have something to do with it — so we threw it back into the Bay! And you guessed it, as soon as we did, the fog lifted and we made it home just fine.

Our lessons of the day? A compass is a must, and be careful what you might pick up from the Bay.

Neil Diggins  
San Francisco

Neil — *Having not had any paranormal experiences since levitating from the floor of an East Oakland pizza parlor in 1971, we tend to think there are usually logical explanations for things that initially strike some people as unfathomable. Unfortunately, you've provided us with precious little in the way of factual information about your incident.*

*For example, what exactly do you mean when you say the compass "didn't work"? Was the needle merely stuck pointing to the west when it should have been pointing to the east, or was it something much more lively, such as the needle flying around in irregular circles as though guided by the hand of an invisible descendant of the Voyager of the Whulge? Was the compass feature on your GPS also not working?*

*You were similarly nonspecific about the boat beginning to go "around in a circle." Was it a full circle, or was it just a start of a circle — as could easily have been caused by crossing a tide line? Did you do any investigating to try and discover any logical reason for the boat turning? For example, was anybody tugging on the arm of the person at the helm? Or, if the boat was on autopilot, was anybody leaning on the '10 degrees to port' button? Did you see if there was any change if the helmsperson was replaced or the autopilot turned off or on? It's surprising what can be learned from basic troubleshooting such as that. On the other hand, we suppose your boat's bow could have been nudged by the Raccoon Strait Monster, the as yet unseen distant relative of the Loch Ness Monster.*

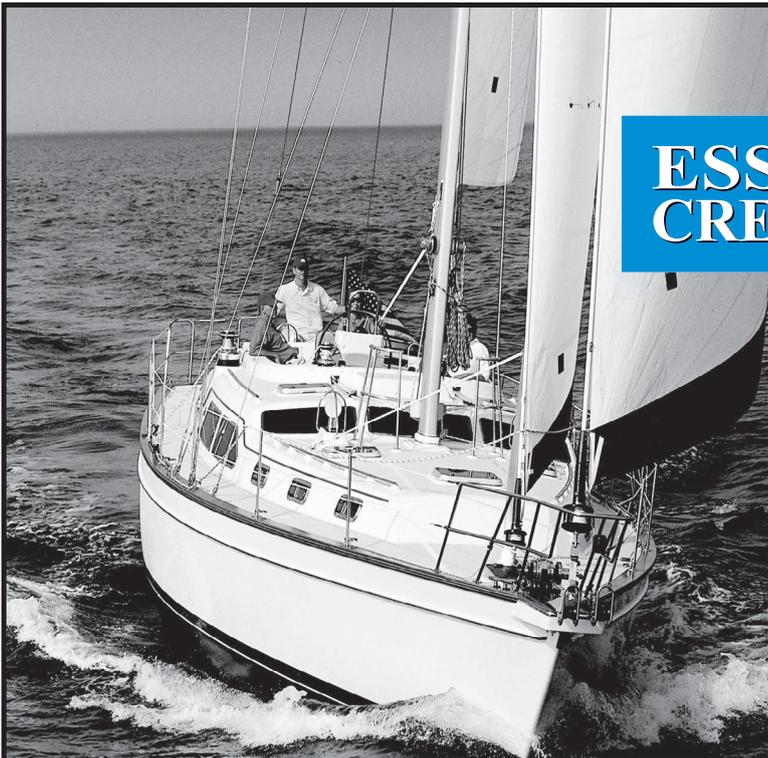
*Of course, the fact that the fog backed off as soon as you threw the backpack back into the Bay would seem to be incontrovertible evidence that something truly weird was going on — were it not for the fact that the same thing happens there about 320 evenings a year. Now if one of your crew had spontaneously combusted, then you really would have gotten our attention.*

*All we can say is we hope there wasn't anything valuable in the backpack you tossed back into the water without carefully examining the contents.*

### ↑↓ YOU SHOULD SEE THE TRAIN STATION IN MONACO

It was interesting to read your comparison about how dynamic Monaco has been making great strides with their waterfront and marina, generating huge revenues, while Honolulu's Ala Wai Yacht Harbor has been allowed to deteriorate so badly that many of the slips have had to be condemned and revenue opportunities lost.

It just so happens that my mom just returned from a trip to Monaco, and she said that there is a big multi-story garage in at least part of the new breakwater. Apparently, the engineers built the garage, then sunk it in place. It sounds crazy, but you should see the train station Monaco built into the side of a cliff. Real estate is at such a premium there that practically all new construction is vertical. It's like cramming



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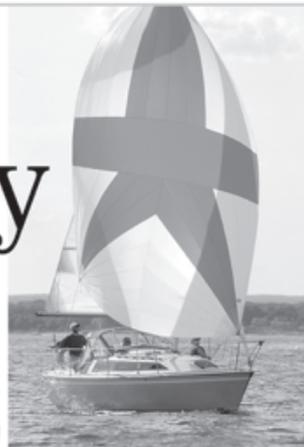
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## LETTERS

a few million people into Tiburon — all of them with their own Ferraris.

Jim Scripps  
South Lake Tahoe

*Jim — We not only saw the train station while in Monaco, we took a photograph of it. And it's not only real, it's spectacular!*

*How can Monaco, whose population of 32,000 lives in an area less than two miles by one mile, be able to afford such a magnificent but difficult-to-build train station without the residents being assessed any income tax? Simple, the government knows how to get the most out of what assets they have. Forget the Casino de Paris, the Principality's economy thrives because of tourism. And no matter if you have \$20 or \$2,000 to blow,*

*Monaco really is a fun place to visit.*

*The way we see it, if the Hawaiian Legislature would turn over the Ala Wai Yacht Harbor to an intelligent mariner a developer and manager, the Ala Wai*

LATITUDE / RICHARD



**Maximized tourist revenues allow the Monégasques to have the finest train station in Europe without having to pay income tax.**

*could become such a cash cow for the state that it would be heard mooing all the way from South Point on the Big Island to Niihau in the northwest. Not only that, but taxpayers, mariners, surfers, fishermen, joggers, and sunset-watchers would all have better facilities.*

*But we think big and have an even better solution. As USA Today reported on September 15 in a front page story, many cities in the United States, fed up with their government employees, are hiring private companies to run all but their fire and police departments. Given the desultory reputation of the state of Hawaii government, and the widespread dissatisfaction with the influence of state employee unions, would the citizens of Hawaii not be better off if the entire state government — minus the fire and law enforcement — were turned over to a private company? Judging from the state's monumental mismanagement of the Ala Wai, it hardly seems that a private company could do worse.*

*One thing is for sure, if the dynamic and daring visionaries in Monaco were in charge of the Ala Wai Yacht Harbor, it wouldn't be the marina slum that the State of Hawaii has allowed it — and its other small boat harbors — to become.*

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

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

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

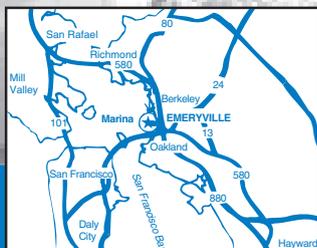
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## LOOSE LIPS

### An Injured Sailor's Appreciation

On Thursday, September 14, 2006, during the first downwind leg of this year's Big Boat Series, I had an accident aboard the SC 52 *Kokopelli2* involving a spinnaker sheet and two fingers of my right hand.

The accident touched off a spontaneous and multi-faceted rescue and recovery operation that stretched over the Bay and across the San Francisco and Marin County waterfronts. *Kokopelli2* stopped racing immediately and, within minutes, had called a Protector over and transferred me with the instructions to get me to shore and an ambulance. Subsequent to my departure from the boat, a piece of my finger was found on the deck. It's my understanding that when news of the accident and discovery of 'the piece' came over the radio and telephone transmissions, it became Priority One to everyone who heard to do whatever it took to make me whole again. As it turns out, the piece was taken to Ralph K. Davies in San Francisco, while I was taken to Marin General. As I sat receiving initial treatment in an ambulance on Main Street in Tiburon, unbeknownst to me, an all out effort was underway to get me reunited with the piece.

To that end, all the efforts were successful. The recovery and reattachment of the piece provided treatment options that allow for a much better chance for full recovery. By the time the original surgery had been completed Thursday afternoon, I was informed that the piece, while helping tremendously, might not make it, and that doctors anticipated several more operations to complete the repair of my damaged ring finger. However, during a follow up appointment on Monday, September 18, it was discovered that the reattached piece had circulation and might heal and once again become a permanent part of me.

I want to express my thanks and deepest gratitude to the crew of *Kokopelli2*, the Rolex Big Boat Series Race Committee, the crew of the Protector who took me ashore, the emergency medical personnel and dispatchers in two counties, the harbor masters in Marin as well as all the people who helped, although I have no way of knowing who they are or what they did. A special thanks to Lew for finding the wayward piece, to Sarah for ferociously protecting it until she was sure it was safely in my possession and to Tim for his high spirited post-op hospital visit.

It is a comfort and an honor to be part of a maritime community that, without hesitation, pulls out all the stops to come to the aid of an injured sailor. We should all be very proud.

— Doug Partridge

### Waterway watch.

As part of the five-year anniversary of the 9/11 attacks, the Coast Guard reminds boaters that they can play an important part in the heightened awareness and possible deterrence of future terrorist attacks.

America's Waterway Watch (AWW) is a combined effort of the Coast Guard and its Reserve and Auxiliary components. In essence, AWW is the marine version of 'neighborhood watch.' It encourages recreational and commercial boaters to keep their eyes open for any suspicious activity on the water, and to report such activity to law enforcement. Not like that rumored visit by a U-Boat to Chesapeake Bay during World War II, where the sub anchored and the crew went ashore to a local grocery store and bought provisions. Apparently no locals were concerned enough at the time to report this to authorities — as the story goes, the U-boat got back underway and sailed unmolested into the sunset.

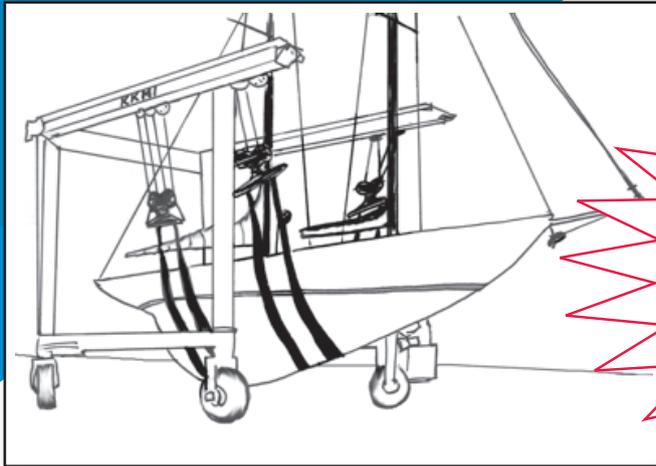
Today, however, this would qualify as 'suspicious activity.'

All kidding aside, the threat of more terrorism occurring on our shores is very real. As one AWW representative notes, "If it makes you go hmm," it may be worth reporting. By calling 877-

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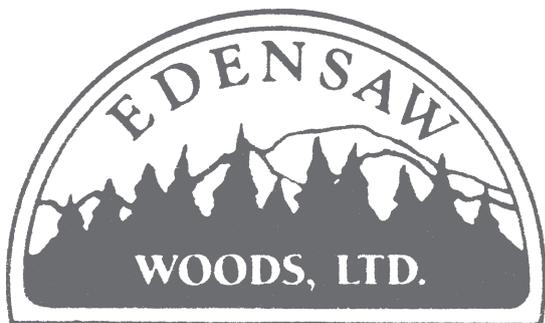


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## LOOSE LIPS

24-WATCH (877-249-2824) with the location and details of the incident, the report becomes part of the Coast Guard's National Response Center, and will be investigated if necessary. If you can't remember that number, or the situation is urgent, call 911.

Another anniversary worth noting.

With all the other anniversaries being noted this year, we thought we would remind everyone that, believe it or not, it has been 40 years since a teenager named Robin Lee Graham pushed off from California to become the then-youngest solo circumnavigator ever. He experienced just about every calamity that can befall a solo sailor — including falling in love and getting married — along the way. But in 1966, he was on just the first leg. He would finally cross his outbound track, at the ripe old age of 19, by sailing through the LA-Long Beach breakwater (he started on a Lapworth 24 named *Dove* and ended with an Allied Luders 33 named *Return of Dove*) on April 30, 1970 — three years, 1,739 days and 30,600 miles after starting. And in case you need reminding, he did it without a two-way radio, GPS (or any other navigation electronics), EPIRB or even a real liferaft. The book he wrote about the passage, also called *Dove*, inspired a generation of young sailors, including us, and according to *Amazon.com*, it's still a good seller.

Robin never sailed again. Last we heard, he and Patti, now both 57, were still together, still happily living in rural Montana. Both their kids are grown and gone. 'Little' *Dove* was reportedly lost in hurricane Marilyn in 1995. Last we heard, 'Big' *Dove* had been restored and was still sailing out of Hawaii. A tip of the hat to Robin and Patti. We still remember.

Rupert's end.

Sad news out of Newport Beach — Rupert, the iconic black swan, was killed last month after accidentally being run down by a Harbor Patrol boat speeding to the scene of a reported body in the water. The irony was thick: many times over the years, the Harbor Patrol played a part in rescuing Rupert from various oil or gas spills and the occasional fishing hook.

No one knows where Rupert came from. Like many Newport residents, he just showed up about 20 years ago, liked the place, and stayed. To say he was the harbor mascot would demean him. He was more like a feathered ambassador, often haughtily refusing to move from the paths of boats, who would respectfully change course to avoid him. He also enjoyed occasionally chasing lifeguards or swimmers and, in one blustery honking incident, is said to have caused a terrified pair of canoeists to capsize.

Rupert's growing fame took on a new dimension when concerned Newporters found him female companionship a decade or so back. After a few territorial issues were settled, Rupert and Pearl — also an Australian black swan — became inseparable. After she died several years ago, Rupert grieved for months.

A local rowing club gave Rupert a burial at sea.

Water, water, everywhere. . .

The Water Channel, the world's first television network devoted exclusively to water lifestyle programming, is now broadcasting 24 hours a day, 7 days a week. The only network that showcases water-related sports — yes, including sailing — The Water Channel is now carried to over 15 million homes by Dish Network and Time Warner Cable.

All this means more varied program content. Of course, not all of it will interest sailors (unless you also fish, dive or race powerboats). But more sailing coverage is also planned. Log onto [www.waterchannel.com](http://www.waterchannel.com) for schedules and how to find The Water Channel in your area.



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# SIGHTINGS

## the sky is falling

Labor Day weekend, typically the last weekend before kids are forced to give up lazing about the mall, is considered the unofficial end to summer by many. As such, it's widely accepted that Labor Day is one of the busiest boating holidays known to Western civilization. Hundreds, if not thousands, of boaters take to the Bay where they usually manage to avoid hitting a multitude of hazards — container ships, tugs with tows, windsurfers, channel markers, each other and, of course, rocks.

But what if rocks start hitting *you*?

Believe it or not, Chauncey and Nelle Chapman experienced this oddity firsthand over the holiday weekend and supplied the details. "We were out on our Island Packet 32 *Caprice* on Sunday, September 3," relates Nelle. "Like most people in the Bay Area, we knew the lower level of the Bay Bridge was being worked on that weekend. What we didn't know was that we'd soon see some of that very work raining down on our heads!"

continued on outside column of next sightings page

## close

Have you ever wondered if the zillion board and kite sailors who launch off Crissy Field ever get in the way of sailboats? Well, as the photo below illustrates, they occasionally do. This photo was taken during last month's Rolex Big Boat Series. The boat is the Beneteau 36.7 *Mistral*, the orange buoy is just outboard of Anita Rock and had to be left to starboard, and the kid in the water should be very happy he's not to port of it.

We don't know for sure if *Mistral's* spectacular round down — this is the beginning of it — was due to them trying to round the Anita buoy or because the helmsman saw the boardsailor and gave the wheel an extra twist — but it looked like the latter.



LATITUDE / JFR

## encounters

It was not the only close call we saw. At least one other Big Boat sped by only a few feet away from a fallen boardhead. And the upright boardheads were zinging in and out of the fleet with apparent disregard as to how much it would hurt if they fell in the wrong place.

We know that many if not most of the people who sail the breezy chop off Crissy Field are skilled and experienced sailors.

What we don't know is how common the near misses are, how common collisions are, and what sailors and boardsailors think about this situation. Opinions, anecdotes and first-hand accounts are encouraged. Send them to [richard@latitude38.com](mailto:richard@latitude38.com).



## falling — cont'd

It seems that the Chapmans and their friend Susan were travelling under the Bravo-Charlie span of the Bay Bridge (aka: one of the spans between San Francisco and Yerba Buena Island) when they heard the



***Just a handful of the hundreds of pieces of the Bay Bridge that rained down on the decks of 'Caprice' on Labor Day weekend.***

sound of jackhammers and high pressure hoses overhead. "And all of a sudden, stuff started raining down on us," said Chauncey. "We were in a circle of falling rocks — they were coming down all around us, but the bulk landed square on top of *Caprice*. It was almost like someone scooped up a shovelful of rocks and chucked them over," he continued, "but I can't believe anyone would be that dumb."

"Lucky for us, we were under our bimini because, as you can see from the photo, some of the pieces were quite substantial and could have caused severe injury." Indeed, even small chunks falling from 220 feet up could result in a world of hurt. The Chapmans were surprised there wasn't a Local Notice to Mariners regarding the possible danger of travelling under the construction zone. "If we'd known there

was potential danger," Chauncey insists, "we would have crossed somewhere else, or avoided the bridge completely." They consider themselves very lucky that neither they nor *Caprice* were damaged in the incident.



BOTH: NELLE & CHAUNCEY CHAPMAN

***The sky is falling! 'Caprice's' bimini saved the Chapmans' skulls.***

Since there was no harm, no foul, the Chapmans didn't report the incident to the Coast Guard or CalTrans, the latter of which said they haven't received any other reports of falling debris.

# SIGHTINGS

## trying to reason with hurricane season

NOAA has announced there is a mild El Niño condition in the Central and Eastern Pacific and, as in years past, it seems as though it may have limited the number of hurricanes in the Atlantic and Caribbean.

During El Niños, the waters of the Central and Eastern Pacific warm up, the tradewinds lighten, and the upper level easterly winds get stronger. These stronger-than-normal easterly winds blow all the way across Central America and the Atlantic Ocean, in the process impeding the formation of hurricanes in the Atlantic and particularly the Caribbean.

As of the middle of September of this year, there had been just 25% of the number of named storms in the Atlantic and Caribbean as last year, and much less activity than private and government experts had predicted.

Many scientists believe that we are in the middle of a typical 20-year cycle of increased hurricane activity in the Atlantic and Caribbean. In fact, hurricane activity has been up in the Atlantic and Caribbean every year for about the last 10 years — with the exception of the two other El Niño years. As such, the correlation between El Niño conditions in the Pacific and reduced hurricane activity in the Caribbean and Atlantic seems pretty strong.

El Niño conditions also often result in warmer winter weather for the northern continental United States and wetter weather for the southern states — particularly the southwest. Ironically, this effect seems to be more pronounced when the El Niño conditions are mild, as opposed to when they are strong.

Scientists are learning more about the weather all the time, but at this point have just begun to scratch the surface of understanding. As such, it's a good rule to take forecasts lightly and be prepared for everything.

## isobar to return to west coast

Longtime *Latitude* readers will be familiar with the lovely 45-ft mahogany sloop *Isobar* and her late owner, Richard Steinke. In a series of articles over the years, we followed the two of them over much of the globe.

Richard never completed his hoped-for circumnavigation. After 12 years of cruising (and racing — *Isobar* dominated the Phuket-based Kings Cup for several years), he passed away in February, 2003, in Manila. His daughter, Jessica Hickey of Seattle, inherited the boat. It might not be accurate to say *Isobar* was as much a part of her life as her father's, but she definitely felt a connection. She had spent her teenage years sailing the boat, and had lots of great times aboard, including her honeymoon. As late as last year, she and her husband had cruised through Malaysia with Dad.

But time, work, circumstance and geography were all against them keeping the boat after Richard passed away. So three years ago, Jessica sold *Isobar* (through a brokerage in the Philippines) to an Englishman named Des Kearnes. Like Steinke, Kearnes felt an immediate kinship with the classic wooden sloop, which was designed by San Francisco brothers Don and Les Harlander and built at Hong Kong's Cheoy Lee Shipyards in 1962. Kearnes immediately hauled her out in Malaysia and completed a year-long, ground-up restoration, including rebuilding the Perkins diesel and even rechroming the winches. When he was done, she was reportedly as good as new — until the Christmas tsunami of '04 came through.

continued on outside column of next sightings page

## witchy

Have you ever come away from a bad boat deal feeling powerless to do anything about it? Perhaps you might consider following the lead of one Michael Caputo of South Florida: put a curse on the offending parties.

Caputo alleges that Brokerage XYZ screwed him out of a 'sure thing' purchase when that unethical broker showed Caputo's full-price offer to another party, who 'won' the deal by offering a few dollars more. This not only snatched the boat out of Caputo's hands but — again,



Last month's Rolex Big Boat Series gave new meaning to the phrase 'a run in your nylons.' Party crashers included (clockwise from here) 'El Ocaso', 'Eclipse', 'Bald Eagles', 'Phantom Mist' and 'Streaker'.



## woman

allegedly — cheated the honest dealer he was working with out of a commission.

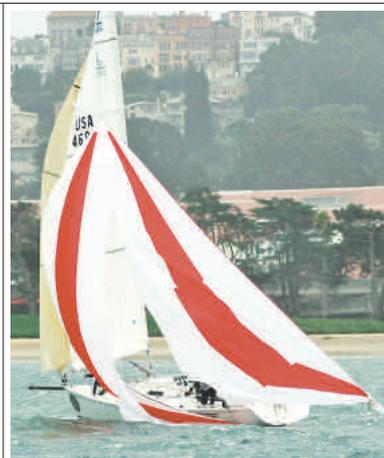
Enter 'Mama X', a noted voodoo priestess based in New Orleans whom Caputo hired to design a custom curse. Official terms of the curse are that Brokerage XYZ "will suffer financial and personal hardships for five years." An additional curse was attached to the yacht itself, a handsome 40-ft powerboat: "All prospective buyers of *Finale* must know they will face nothing but rough seas on her travels if the deal is cut in bad faith."

## isobar — cont'd

Included in the horrible toll taken by that disaster was a lovely sloop named *Isobar*, which was driven ashore, landing atop a pile of other boats. Fortunately, her stout construction (and lots of luck) prevented any serious structural damage. She underwent a second, mostly cosmetic rebuild. Soon after her second re-launch, Des Kearnes had a heart attack.

By now it was late 2005. Kearnes' doctor told him he had to slow down. Back in Seattle, Jessica soon got word that the boat was for sale — and the price had just been dropped. "I always felt I would end up with this boat," she says, "and here fate was offering her to us again." This time, the planets and bank accounts were in alignment, and the deal was done.

continued on outside column of next sightings page



ALL PHOTOS LATITUDE / JR & ANDY

## SIGHTINGS

### isobar — cont'd

We're happy to announce that this classic west coast boat is once again coming back to the West Coast.

And talk about the planets aligning — by now Jessica had been in contact and had become friends with the original owner, Don Harlander. Following her launch, he and brother Les had sailed the boat extensively in coastal, Hawaiian and Mexican Races all through the '60s. (Steinke had bought her from the Harlanders in 1970.) Don had moved to Seattle some years back, and, when Jessica went looking for help with the boat after her father died, she was surprised to find Don, now 88, almost just across town. The two became 'Isobar boat buddies' as Don laughingly puts it, and the synergy has made things happen. For example, Don's stepson is Jim Kirk. In addition to being a top Etchells sailor, Jim is in charge of shipping for APL in the Pacific, so he's arranged for the boat to be loaded on a freighter in Singapore in early October and offloaded in Seattle on or about November 2

continued on outside column of next sightings page

### a soggy

We're always amazed at the grandiose dreams that relatively novice sailors can concoct for themselves. Take Kristofer 'Harley' Harlson of Lynwood, Washington. His goal is to break Ellen MacArthur's singlehanded around-the-world record aboard a large catamaran of his own design in the year 2010. Not an independently wealthy man, Harlson intends to get sponsorship money based on his completing an even more ambitious voyage — singlehanded around the world nonstop aboard *Sea Biscuit*, an 8-ft boat of his own design. No, that was not a typo, his boat is 8 feet long.

According to an interview with Harlson



## sea biscuit

in *Duckworks Online Magazine*, he expects to complete the 27,500-mile voyage in 400 days, averaging 69 miles a day. He doesn't believe carrying food for 400 days will be a problem, noting that "Nine-tenths of the known population of the world lives on rice and a handful of herbs and insects or whatever thrown in." (Is there an 'unknown population' of the world?)

*Sea Biscuit* was launched in August, but had to be pulled from the water when leaking rudder bolts allowed water to enter the hull. Skeptics will suggest that such a problem demonstrates what a joke this project is, while optimists will note that all new boats have teething problems.



Doug 'Lefty' Partridge:  
"Ice some down, I'll be back."

LATITUDE / RICHARD

## isobar — cont'd

— which, as Jessica points out, is, in many cultures, considered the Day of the Dead, when departed relatives are honored.

Coincidence, you say? We've been around boats and owners long enough to know otherwise.

## doug gets the finger

It happened during the first jibe on the first downwind leg of the first race of last month's Big Boat Series. In a move that had been practiced and executed many times before, mastman Doug Partridge helped tractor the big asymmetrical spinnaker around on the SC 52 *Kokopelli*2. As he went to let go of the new sheet, a small coil looped around his hand. In the blink of an eye, the sail popped open, the line loaded — and the coil shredded the ring and index finger of Doug's right hand, breaking the former and (although he was not aware of it at the time) removing the tip of it.

The boat immediately stopped racing. A nearby V.I.P. Protector was called over. Doug, his hand wrapped, was loaded into it with the instructions to take him wherever he wanted to go. The boat at that time was in the Central Bay. Doug asked to be taken to Sausalito, where his wife was waiting, but the water, and the ride, were so rough that he accepted Sam's Anchor Cafe in Tiburon as Plan B.

Although he sat in the bar to wait for the EMTs, the rumors that he ordered a beer are not true. "I didn't want anything to drink — I wanted to get fixed!" he says. (If he had had any alcohol, operations to save his hand would have been delayed for hours.) The Protector crew stayed with him until the ambulance arrived.

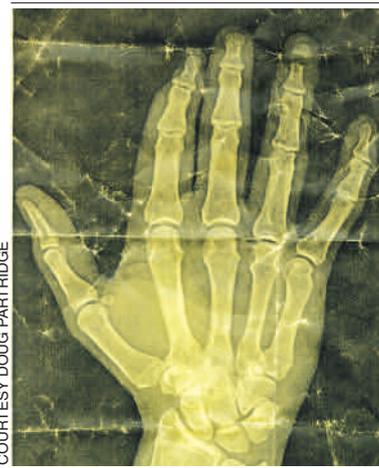
While all this was going on, *Kokopelli* was on her way back to the dock (she retired from Race 1) when someone on board found the tip of Doug's finger.

In one of those you-could-never-make-stuff-like-this-up things, Doug was brought to Marin General. The Piece was brought to Ralph K. Davies Medical Center — in San Francisco. And so began a short 'battle of the hospitals': Marin doctors wanted the finger piece delivered to them. Davies surgeons wanted Doug brought to them. Doug overheard the winning logic when a Marin doctor said, "We have the biggest piece, you come to us."

Sara Simmons, a BBS race official, was entrusted with The Piece, which by now was packed in ice. She raced north, delivering it to Doug and his wife, Lisa, who never let it out of their sight until Doug was taken into surgery. "I was afraid if I didn't keep an eye on it, somebody would just throw it out," he said later, when he could start laughing about it a little.

After the first surgery Thursday afternoon, doctors informed Doug that the wayward tip might not make it, but that it was a very good thing it was recovered as it would act like a 'living band aid' to help heal everything else. He got better news when the bandages came off the following Monday — the tip looked like it had blood flow and might make it after all.

Doug will need several more surgeries on his right hand before he's done. But at last word, he's looking to regain 100% of his index finger function and about 98% on the ring finger. We wish him a speedy recovery. Oh, and the one good thing in all this? Doug is lefthanded.



COURTESY DOUG PARTRIDGE

Talk to the hand. An X-ray of Doug's hand shows the extent of his injuries.

# SIGHTINGS

## drug smuggler needs help

Jennifer Sanders of Long Beach would like to know more about her 'mystery ship' *Cocokai*, which, under other names, had a colorful history from Thailand to San Francisco to Hawaii — and even on the bottom. At times, the 64-ft staysail schooner was stuffed with pot from Asia, and was later decorated in gaudy colors and had a roulette wheel and an industrial-size ice machine installed in the main



LATITUDE / RICHARD

*Greg never let Jennifer out of his sight after meeting at Buccaneer's Day.*

salon. But Sanders has no idea who built the boat, when or where. And other than Goiot winches, which are a French brand, there are no identifying marks on the hull, spars or wheel.

What Sanders does know is that the boat is a 64-ft-long staysail schooner with teak decks, two cockpits, and the wheel all the way aft behind the master stateroom. A DEA agent told her the boat had been used to smuggle pot from Asia to San Francisco Bay, probably Richmond, in the late '90s. After that, she was told, the owner, a guy named Stan with a coffee plantation on the hills above Kona, took off on the schooner for the Big Island, leaving behind a large, unpaid yard bill.

A short time later, a group of law enforcement officials came to Stan's house in Kona to arrest him. He saw them coming, jumped onto a horse, and galloped off into the wilderness never to be seen again. Stan's wife was arrested, determined not to have been involved, and released.

The DEA seized the boat and put her up for auction in Hawaii. She was purchased by Bob West, a gentleman in his '80s who had retired to Hawaii from Las Vegas. Apparently West had made some money patenting casino items — such as chip trays. Renamed *Waterworld* and marketed for chartering by an outfit called Wild West Charters, it was then she received her roulette table and oversized ice maker. But that wasn't all. She was also given a gold overhead, a maroon shag rug, and the heads were painted a high gloss black. That would be enough to make even seasoned sailors sick. It's not clear if illegal gambling ever took place on her, but she did do some charters out of Kona.

It was at this point when the schooner's luck seemed to run out, for she sank while at anchor and spent a number of days on the bottom. Apparently there had been a thru-hull problem. The sinking of *Waterworld* was apparently the last straw for West, as it seemed to affect his health. He ordered the schooner, and several other boats he owned, to be sold.

Sanders, who is a compensation consultant with an office on the 52nd floor of the tallest building in Los Angeles, has wanted to sail around the world for 20 years. It all began when she was working in Manhattan and got invited to join a family for a two-week charter from

continued on outside column of next sightings page

## meet the love

Want to meet the love of your life like Jennifer and Greg did? Buccaneer's Day is Saturday, October 7, at Two Harbors, Catalina. However, many revelers just can't wait for Saturday, so Friday, October 6, can be really wild, too. While there are activities for children on Saturday afternoon, this is probably the one weekend of the year that's not so appropriate for kid's younger than high school age.

*Late for a dart game, Greg jumped in the dinghy halfway back from Catalina and took this shot. Any of you smugglers recognize it?*



## of your life

But if you do come, we have two strong recommendations: 1) Arrive early or accept the fact that you won't get a mooring and will have to anchor. 2) Don't even think of coming without having invested some time and money in a good pirate or wench outfit. For while you will be allowed ashore, you'll feel like a bystander at an orgy — and you know how embarrassing that is. Arrrrgggghhhhhh!

## smuggler — cont'd

Fort Lauderdale to the Bahamas and down to the Exumas. "It was a life-changing event," she says. From that time on, she was hooked on the dream of eventually sailing around the world. But first she had to tend to a career, and then she wanted to find a man who shared her cruising dream.

"I just assumed that all men would naturally want to sail around the world," she laughs. "But they don't. And the few who said they did either didn't really want to or wouldn't have known how."

Sanders eventually did marry a sailor, and six years ago they had a daughter, Coco. In June of '03, Sanders and her then-husband

continued on outside column of next sightings page



COURTESY COCOKAI

# SIGHTINGS

## smuggler — cont'd

started looking for their ultimate cruising boat. A friend who was the head of a Southern California schooner association mentioned that *Waterworld* was available in Hawaii. "It wasn't listed or anything," said Sanders, "and we bought her on a whim."

*Waterworld* was not in good shape. She'd been on the bottom, her propulsion and electrical systems were ruined, her interior had already been ravaged by the smuggling trade and gaudy decor from Hawaii. Sander's marriage wasn't in very good shape either, and before long she and her husband split. But having paid for the boat — or more accurately, for her shares in the Cocokai Charter Corporation that owns the schooner — she ended up with it.

For you smugglers who might not immediately recognize the boat, be advised that back in the day she didn't have teak decks or a bowsprit. Replacing the former was necessary to stop the deck from leaking. A bowsprit was added make the boat long enough to meet the requirements necessary to put the boat in the other shareholder's slip in Alamitos Bay. Once Sanders had the boat in the slip, she hired workers to begin restoring the schooner. And she started looking for a guy who shared her dream of sailing around the world.

The only place a person would be less likely to find love than in a

continued on outside column of next sightings page

## prosecutors

Skylar Julius Deleon, 27, and John Fitzgerald Kennedy, 41, accused of murdering yachties Thomas and Jackie Hawkes of the 55-ft trawler *Well-Deserved* in November of 2004, will be facing the death penalty.

You'll remember the Hawkes had come back from a cruise to Mexico and had put their boat up for sale in Newport Beach. Deleon and Kennedy, posing as potential buyers, allegedly bound the couple to-

## dude, where's

In the August 21 edition of *Lectronic Latitude*, we reported that a sunken sailboat in the southwest corner of Clipper Cove was snagging ground tackle, and the boaters should anchor cautiously in

*The spectacular J-Class yacht 'Endeavour' — shown here at the Antigua Classic Regatta a few years ago — was sold recently for \$13.1 million. That's about \$4 million less than the original asking price, but the seller was 'motivated'. Former owner Dennis Kozlowski had been ordered to sell the boat as part of a court-ordered restitution totalling \$167 million for looting Tyco while serving as the CEO. He was also heading to prison for 8-25 years so didn't need a yacht anyway. 'Endeavour', built in England for the 1934 America's Cup (she lost to the American 'Ranger') was restored in 1989 by Elizabeth Meyer and has sparked a resurgence in this largest-ever racing class. Restorations of other surviving Js followed, a new 'Ranger' was built and rumors are that at least four more Js will be built.*



TIM WRIGHT WWW.PHOTOACTION.COM

## seek death

gether during a 'test sale', attached them to an anchor, and threw them overboard. Their goal was to gain control of the title to the yacht and the couple's \$1 million in assets. The long-postponed trial is slated to begin next year.

Not only has Deleon also been accused of trying to hire someone to murder his father to prevent him from testifying, but he's also awaiting trial on charges of murdering an associate in 2003.

## my anchor?

that area. Included in the report was a photo of one such anchor retrieved by Sausalito-based diver Tim Sell.

A few days later, we received the fol-  
continued in middle column of next sightings page

## smuggler — cont'd

really crowded and noisy bar during a Saturday night rush, would be on the Saturday night of Buccaneer's Weekend at Two Harbors, Catalina, when the mob is really noisy and partying really hard. Nonetheless, it was there that, through one of her crewmembers, Sanders met Greg King who, back in the day, invented urethane skateboard wheels, and since then has been a professional mariner.

"My having a boat seemed to really get Greg's attention," laughs Sanders. "When he asked what I wanted to do with a boat like mine, I told him that I wanted to sail around the world. He said that's what he wanted to do, too. But unlike the others, he meant it, and he had the skills and experience to do it. The funny thing is that I'd been to the previous seven Buccaneer Days, and so had he, but we'd never met each other. But that night was different. Greg didn't let me out of his sight, and the rest is history."

While Sanders may be funding the restoration project, King is certainly doing his part, as *Cocokai* has required a major refit, and even some reworking of the stuff Sanders had already had done. He's been going at it for nearly a year, and there's still more work to be done. But at least the end is in sight.

King, a veteran of many trips to Mexico, including last year's Ha-Ha  
continued on outside column of next sightings page



# SIGHTINGS

## smuggler — cont'd

aboard Bill Lilly's Lagoon 47 *Moonshine*, and Sanders will be doing the Ha-Ha with *Cocokai* this year. Their crew will include Greg Fish and The Admiral, Sander's seven-year-old daughter Nicole 'Coco' Quinn.

"Coco just loves having her own boat," laughs Sanders, "as, ac-



LATITUDE / RICHARD

*Coco, on the left, rides the bowsprit with some friends on 'her' boat.*

ording to her, I'm just the 'captain of the wheel.' She's fearless and friendly, and seems to have a great time on the boat. She's very much looking forward to the Ha-Ha and having fun with all the other kids who love being on boats."

While everything is coming together on *Cocokai* for the trip to Mexico — and hopefully much further someday — Sanders would still love to know more about the history of her boat. Because of the staysail schooner rig, tumblehome, twin cockpits, and teak decks, she screams 'French, mid-'70s' to us. But certainly there are some of you readers out there who know much more about her. You can pass on the information to Jennifer through us at [editorial@latitude38.com](mailto:editorial@latitude38.com) — and you don't even have to leave your name!

## over 180 paid entries for october 30 start of baja ha-ha XIII

It's less than a month away from the start of what almost certainly will be the largest Ha-Ha in history, which therefore will be by far the largest long-distance sailing event to ever depart California.

"As of the third week in September we had 183 paid entries," reports Ha-Ha Honcho Lauren Spindler, "which, based on past experience, should translate to about 165 boats actually starting. The Grand

### LATEST HA-HA ENTRIES

98. <i>Sosiego</i>	Westsail 32	Joseph Graham	Vacaville, CA
99. <i>Flying Fox</i>	Corsair F31UC	Paul Ludgate	Costa Mesa
100. <i>Mirage</i>	Hunter 410	Robert Leslie	Redding
101. <i>Brisa</i>	Custom 50	Ed Martinez	Mill Valley, CA
102. <i>Wave Goodbye</i>	Hunter 44DS	Dan Redding	Carlsbad
103. <i>Yachtsman's Dream</i>	Fountaine Pajot	43 John Bickford	Richland, WA
104. <i>New Focus</i>	Catana 431	Paul Biery	Livermore, CA
105. <i>Gettin' Around</i>	Catalina 400	Doug Springstead	Buford, GA
106. <i>Itsabout</i>	Valiant 42	John Gräff	Denver
107. <i>Wind Trekker</i>	Corsair 31VC	Tom Brown	Palo Alto
108. <i>Grace</i>	Traveller 32	Robert L. Walker	Grass Valley, CA
109. <i>Dulcinea</i>	Flicka	Randy Ramirez	Stockton
110. <i>Destarté</i>	Bristol Channel Ctr	Jerry Murphy	San Diego

continued on outside column of next sightings page

## anchor

lowing email from one Maxwell Dale: "On *Lectronic* you showed a photo of an anchor that was pulled from Treasure Island. I know they all look alike but I think that one's mine!"

Max endured an exhaustive interrogation (Us: "Really?" Max: "Yup.") and properly identified the anchor's distinguishing features ("It was shaped like an anchor and had some line attached.") so we passed Max's message on to Tim who



*The prodigal anchor was reunited with its happy and rightful (we hope) owner nearly two years after getting snagged on a wreck in Clipper Cove.*

## dude — cont'd

quickly offered to return it.

Ironically, Max no longer owns *Tenacious II*, the Ericson 38 from which the anchor was lost on a night of revelry (“utter debauchery” was the term Max used). When asked what he was going to do with the prodigal ground tackle, he responded: “So many people had so many great times on that boat, we’re thinking of setting up a little museum so people can go pay homage to her memory.”

## ha-ha — cont'd

111. <i>Tequila Rose</i>	Catalina 42 Mk II	Paul Eguina	Elk Grove, CA
112. <i>Content</i>	Pacific Seacraft 37	John Joiner	Lookout, CA
113. <i>Rocinante</i>	Passport 40	David Harris	Chelan, WA
114. <i>Deep Water</i>	Hylas 49 CC	Tim Henney	Park City, UT
115. <i>Saber Vivir</i>	Catalina 30	Chuck Naslund	La Habra, CA
116. <i>Beagle</i>	Morgan 461	Jim Scull	San Diego
117. <i>Ruby Slippers</i>	Jeanneau 49	Jim Rard	Arlington, WA
118. <i>Marishanna</i>	Wylie 39	Dr. John Freeman	Glenhaven, CA
119. <i>Solitude</i>	Catalina 38	Richard Gilmore	Sacramento
120. <i>Kalewa</i>	Custom cat	Kevin Millett	Lihui, HI
121. <i>Wolverine</i>	Camper Nicholson 31	Grant Redfern	Whitehorse, Yukon

continued on outside column of next sightings page



LATTITUDE / LADONNA

# SIGHTINGS

## ha-ha — cont'd

122. <i>Gatecrasher</i>	Tayana DS 48	Roger Shortz	Richmond
123. <i>Patriarch</i>	Samson Sea Ghost 40	Richard Brandes	Benicia, CA
124. <i>Cardea</i>	Westwind 38	Jim Todd	San Diego
125. <i>Détente</i>	Hunter Legend 40	Donald Himes	Placerville, CA
126. <i>No Regrets</i>	Cal 39	David Kelly	Boulder Creek, CA
127. <i>Salt Shaker</i>	Cape Dory 36	Patrick Turner	San Rafael, CA
128. <i>Bronco</i>	Morgan OI 416	Nels Torberson	Hayward, CA
129. <i>Sequoia</i>	Formosa 41	Robert Moberg	Long Beach
130. <i>Barbarella</i>	Hobie 33	Jim Blakewell	Oklahoma City
131. <i>Finalé</i>	New Zealand 50	Ken Dubach	Longmont, CA
132. <i>Wanderlust</i>	Gulfstar 37	William Sitch	Santa Rosa
133. <i>Joannalee</i>	Cal 34	Mark Oliver	Avon, CO
134. <i>Calou</i>	Ericson 38	Bruce Powell	Tiburon
135. <i>Sea Ya</i>	Sea Wind 1000	Joe Weathers	Grass Valley, CA
136. <i>Phileas Fogg</i>	Islander 36	Pierre-Alain Segurel	San Francisco
137. <i>Celerity-B</i>	Albin Vega 27	Brett Goldstone	Los Angeles
138. <i>Eye of Infinity IV</i>	Bristol Channel Ctr	Terry Nugent	Monterey
139. <i>Coyote Blue</i>	Jeanneau SO 37	Ed Bassett	Langley, WA

continued on outside column of next sightings page

## coast

**JULY 24, 2006** — Working in cooperation with several law enforcement agencies, including the DEA, the Coast Guard seized 37 marijuana plants and 10 bags filled with harvested pot — valued at over \$50,000 — from a sailboat moored on the upper Petaluma River. Authorities are trying to locate the owner of the boat.

**AUGUST 12, 2006** — A singlehanded sailor en route from Hawaii to San Francisco requested assistance from the Coast Guard just 115 miles northwest of Pt. Reyes. The sailor had become extremely fatigued in 10-15-ft seas and 29-35-knot winds and was concerned about his safety



When it comes to the spectacularly maintained classic yachts of the world, few can compare with Don Haskell's S&S 69 *Chubasco*, which was built in 1939 at Wilmington Boat Works for W.L. Stewart. He would later take first-to-finish honors with her in the '47 TransPac. She was later acquired by the Haskell family of Newport Beach, who have maintained her in museum quality condition ever since.

She's still actively sailed — and even raced. In fact, we photographed her as she beat up the face of Catalina during the second of the three races in the Balboa and Newport Harbor yacht clubs' Long Point Race Week in late August. *Chubasco* was the overall winner of that event in '03.

For Northern Californians with one-design, PHRF, and cruising boats, the Long Point Race Week is something you might think about putting on your schedule. The ambience of the event, with two nights ashore at Catalina, is something completely different from Northern California. In addition, based on this year's event, the sailing conditions are wonderful. Come the gray of winter, we'll have a major photo feature on the event to pique your interest.

## watch

if he were to continue the voyage. The cutter Sockeye was dispatched and towed the sailboat safely to Bodega Bay.

**SEPTEMBER 4, 2006** — Coast Guard Station Golden Gate responded to a report that a kitesurfer had collided with a barge under tow at the mid-span of the Golden Gate Bridge. The kitesurfer was unharmed and was able to free himself from his gear before the barge ran over him, and he was picked up, uninjured, by a good samaritan before the Coast Guard arrived. The gear, however, was seen still hanging from the barge at midships and was not recoverable.



## ha-ha — cont'd

140. <i>Yankee Dreamer</i>	Perry 47 ketch	Gregory Peterson	Seattle
141. <i>Patricia</i>	Jeanneau 54 DS	Donald Macpherson	Santa Monica
142. <i>Wanderlust</i>	Hunter 466	David Madera	Venice, CA
143. <i>Pura Vida</i>	Gulfstar 44 Mk II	Sean McDaniel	Marina del Rey
144. <i>Anum Cara</i>	S2 35C	Roger Briggs	Avila Beach, CA
145. <i>Tropical Storm</i>	X-Yachts 482	Doug Forster	Mill Valley, CA
146. <i>Profligate</i>	63' cat	Grand Poohbah	Tiburon
147. <i>Quo Vadis</i>	Prout Snowgoos 37	David Priestley	Palm Springs
148. <i>Capriccio</i>	Sabre 38 Mk I	Jan Meermans	Poway, CA
149. <i>Renaissance</i>	Catalina 42	Jim Hosie	Folsom, CA
150. <i>Cocokai</i>	64' stays'l schooner	Jennifer Sanders	Long Beach
151. <i>Deliverance</i>	Hunter 41	Daniel Swett	Bonita, CA
152. <i>Soñadora</i>	Catalina 36	Matt Rollins	Dana Point, CA
153. <i>Mystical Traveler</i>	Beneteau 423	Lewis Guthrie	Boulder, CO
154. <i>Frolic</i>	Islander 36	Stever Hodges	Santa Barbara
155. <i>Compañera</i>	Farr 44	Paul Eichen	San Diego
156. <i>Page One</i>	Beneteau First 42	Craig Alger	Chico
157. <i>Bohemian</i>	Lancer 44	Paul Thompson	Costa Mesa
158. <i>Synchrony</i>	Tartan 41	Juliet DiGiovanni	San Francisco
159. <i>Viking II</i>	MacGregor 65	Erik Smitt	Sacramento
160. <i>Francesco</i>	Rafiki 37	Denny Lowe	Kirkland, WA
161. <i>Libertad</i>	Amel Maramu 46	Dennis Johns	Santa Barbara
162. <i>Vanishing Point</i>	Hunter 380	Andrew Hansom	Goleta
163. <i>Whitecap</i>	Westsail 39	Harry Thompson	San Diego
164. <i>Gael Force</i>	Cascade 36	James Smith	Scappoose, OR
165. <i>Black Witch</i>	C&C 39	Daniel Matthieu	Burnaby, BC
166. <i>Azure-Te</i>	Ron Holland 43	Fred Doster	Concord, CA
167. <i>Southern Belle</i>	Fountaine Pajot 42	George Salley	Newport Beach
168. <i>Distant Drum</i>	Beneteau Idylle 15.50	Harry Hazzard	San Diego
169. <i>Louella-Joie de Vivre</i>	Beneteau 423	Monte Mellon	San Diego
170. <i>Leveling Sprit</i>	Hallberg Rassy P-28	Bruce Coleman	Huntington Beach
171. <i>Alsumar</i>	S&S 70	Ted Davis	Las Vegas
172. <i>Safiyah</i>	Union Polaris 36	Tony Lumpkin	San Diego
173. <i>L'Attitude 32</i>	Beneteau Oceanis 523	Bob Barry	San Diego
174. <i>JWorld</i>	J/120	Wayne Zittel	Alameda
175. <i>Pythagoras</i>	Olson 40	Dale Winson	Laguna Beach
176. <i>Cout'd Tat</i>	Columbia 36	Steve Meyn	Woodside
177. <i>Triple Play</i>	Catalina 30	Larry Lake	San Diego
178. <i>Nonnie</i>	Passport 456	Paul Redington	Bellingham, WA
179. <i>Chessie</i>	Tayana 52	Richard Genet	Jacksonville, FL
180. <i>Little Waima</i>	Ericson 35	Ed Tackabery	San Diego
181. <i>Lorgadoir Eolais</i>	Cape George 38	Rusty O'Shaughnessy	Sherwood, OR

Poohbah, who did the '95 Atlantic Rally for Cruisers with 174 other boats, notes the ARC now regularly has 225 entries, so he's confident that he'll be able to handle the roll calls."

"We had 150 starters last year, and, thanks to the great cooperation of the fleet, it was a snap," agrees the Grand Poohbah. "For many skippers, the most difficult part will be finding a place to stage their boat prior to the October 30 West Marine Kick-Off Costume Party at Cabrillo Isle Marina. The San Diego Harbor Police are graciously setting aside a special anchorage at Glorietta Bay exclusively for Ha-Ha boats. (Note: You must pick up your free permit from the Mooring Office at the Shelter Island Police docks; open 8 to 5; (619) 686-6227. They will also have up-to-date info on available slips in all local marinas.) However, it's still going to be crowded down there. As such, we encourage all of the 67 Southern California boats to remain in their home slips for as long as possible, and suggest that boats from Northern California and the Pacific Northwest hang around in places such as Catalina and Newport Beach — the latter has moorings for just \$5/night — until close to the last minute. It's just 75 miles from Catalina or Newport to San Diego.

In previous years, skippers of smaller boats have asked if they could start from Ensenada so they could shorten the long first leg by 60 miles — and have an easier time finding a place to anchor or berth before the Ha-Ha. It's not only allowed, it's encouraged!

The average size boat in this year's fleet is 42 feet, with the glamour boats being the great S&S 80 *Kialoa II* and the S&S 65 Whitbread vet *Alaska Eagle*, both from the Orange Coast College School of Sailing and Seamanship in Newport Beach. The smallest entry will be Randy

continued on outside column of next sightings page

# SIGHTINGS

## ha-ha — cont'd

Ramirez's Flicka 20 *Dulcinea*, which, despite being 7 feet shorter than the normal minimum length, was allowed entry because of the skipper's extensive offshore experience with this boat. A record 16 multihulls have entered, as have four motoryachts — but no submarines. One of the most gratifying aspects is how many boats and sailors are returning for yet another Ha-Ha. Nels Torberson of Hayward, for example, has entered his always-well-sailed Morgan Out-Island 41 *Bronco* for the seventh time!

The most recent entries can be found in the accompanying list. To see the complete entry roster, visit [www.baja-haha.com](http://www.baja-haha.com). If your boat name is on that list, you are a confirmed entry.

What's the next step if your boat name is on that list? If you *have not* gotten all your crew waivers in to Ha-Ha Headquarters by mail by October 23, stop by the Ha-Ha booth at the Cabrillo Isle Marina from 5 to 7 p.m. on Saturday, October 28, or 8:30 to 10:30 a.m. on Sunday, October 29. If you *have* completed all your paperwork and

continued on outside column of next sightings page

## racy lady regatta

"I would like to invite everyone to enter the 26th Annual Women Skipper's Regatta on October 15," emailed Gail Ward of Sausalito YC. The regatta, which welcomes all yachts as long as a woman is at the helm, is a fundraiser for the Tall Ship Semester for Girls. "All of the \$35 entry fees go to TSSG," Gail noted.

West Marine and Sausalito boutique Hubba Hubba will donate numerous gift certificates, while free beer and wine for the racers at the post-race BBQ are courtesy of Peg Koppel Associates.

For more info on the race, call J. Rigler at (415) 332-6367. To learn more about the Tall Ship program, call (415) 405-3703 or go to [www.tallshipacademy.org](http://www.tallshipacademy.org).

*Look, up in the sky! It's a bird, it's a plane. . . it's . . . the fly boys of Catalina!*



## ha-ha — cont'd

have previously sent it in, all you have to do is show up at Cabrillo Isle on Sunday at 11 a.m. for the Skipper's Meeting, which is where you'll be given the rally instructions and class breakdowns.

When do you get the shirts, hats, tote bags, program, goodies from Pusser's Rum and all manner of other swag? When you show up at 1 p.m. on Sunday in your carefully planned Halloween costume for the West Marine Kick-Off Party.

Still looking for crew or a berth on a Ha-Ha boat? We think your best chance is showing up in person at the Mexico Only Crew List Party and Ha-Ha Kick-Off and Reunion at the Encinal YC in Alameda on Wednesday, October 4, starting at 6 p.m. Even if you've got crew or a ride, you don't want to miss this gathering, as there will be representatives from marinas and other businesses in Mexico, a liferaft demonstration, a nonstop slide show from previous Ha-Ha's — and a lot of great people to meet. So please stop by and say hello to the Ha-Ha volunteers, the Grand Poobah, 'Banjo Andy' the Assistant Poobah, and Doña 'Chief of Security' de Mallorca. For those who can't make it to the party, the Rally Committee looks forward to meeting all of you in San Diego.

## natural highs

When not racing, young male crewmembers are generally on the lookout for any young girls who might happen to be around. If there are none available, they move on to what's next on their interest radar, that being excitement.

Spinnaker flying — sitting in a bosun's chair hanging on a line strung between the clews of an anchored or sailing boat — used to be popular before and after races, but we haven't seen it that much lately. Jumping from spreaders was another thrilling activity, although less so if a person landed on the deck or awkwardly in the water.

Over the years a lot of folks tried 'halyard riding' — which involves taking a spinnaker halyard to the bow, then swinging out as far as possible while hanging from the halyard. It was never exciting for long, because gravity severely limited how long you could hang onto the halyard before slamming back into the boat.

Modern technology has brought great improvements to racing boats, and pre and post-race amusement. The canting keels have been the best single major improvement, because if you're halyard riding and the boat is canted way over, you can swing almost the entire length of the boat. This is true even if the boat is more than 80 feet long — as was recently proven in Catalina by some of the crew of *Pyewacket*, the MaxZ86 Roy Disney donated to the Orange Coast College Sailing School.

While out at Catalina in late August, we watched as some of the *Pyewacket* sailing team did some long halyard rides. Given the length of the boat, it was pretty exciting. Young males, however, are genetically programmed to continually push the excitement/danger envelope. So after about half an hour of relatively tame halyard riding, somebody came up with the idea of getting six guys on the coffee grinders, and grinding like mad the instant the halyard rider pushed off from the bow.

The initial results were pretty spectacular, but as the crews and jumpers got more synchronized, ever new thrills and heights were achieved. Before the activity had to stop in order to get the boat ready for racing, several of the crew had reached elevations estimated to be between 35 and 50 feet. As any of these hard-core adventure junkies would tell you, that's a long way up — and even a longer way down! For the rider who doesn't hit the water properly or have all the orifices squeezed tightly shut, it can be quite painful.

It goes without saying that coffee-grinder-enhanced halyard-riding should not be attempted by anyone but professionals, and only from canted-over boats.

ALL PHOTOS LATITUDE / RICHARD



# SIGHTINGS

## lin & larry layover

As noted in September's *Sightings*, well-known double-circumnavigators Beth Leonard and Evans Starzinger stopped by the Bay in August on their way south. Last month, we were thrilled to meet up with another famous pair of circumnavigators — Lin and Larry Pardey aboard their 29-ft Lyle Hess-designed *Taleisin*.

The Pardeys spent the past couple summers sailing *Taleisin* in British Columbia while spending the 'southern summers' in New Zealand sailing their 37-ft gaff cutter *Thelma*. They will leave *Taleisin* in the Bay Area this winter before sailing her to New Zealand next year.

## home is

LCDR David P. Shapiro (below), local sailor, father and friend to many, has just returned from an eight-month tour of duty in Iraq. Known simply as 'Shemp' to his Navy crew, Dave was part of a field surgical team in Fallujah, where he participated in over 250 interventions as anesthesiologist. I spent a day with Dave in September as he transited through



PHILIP MILLER

## the sailor

Camp Pendleton on his way home. Reading *Latitude* and dreaming of new sailing adventures helped him keep his sanity in the surreal setting which surrounded him. A morning sail on San Diego Bay was “just what the doctor ordered.” As the wind filled in off Coronado, all became “right with the world again.”

— philip miller



## lin & larry — cont'd

Meanwhile, they are busy promoting Lin's latest edition — with 40% new material — of *The Care and Feeding of the Sailing Crew*, released a few months ago. She also mentioned that she will begin writing a new, much-anticipated book about their adventures aboard *Talesin*.

You may recall that, in last month's *Sightings*, we promised you a full-length interview with the Pardeys in this month's issue. Well, you might have noticed by now, it's missing in action. The, um, alignment of the planets was skewed, so the article had to be postponed until November, when it will absolutely, positively run. Unless it doesn't.



LATITUDE / LADONNA

“Larry, they said they're going to run our interview next month for sure.”

## short sightings

**OFF NEW HAVEN** — Why the 92-ft charter sloop *Essence* collided with the 600-ft freighter *Barkald* near Roanoke Shoals remains a mystery at this writing. The accident, in which a Northern California sailor was killed, occurred in clear weather shortly after 4 a.m. on Wednesday, September 20. Both vessels were equipped with working radars, and tests on the crews of both vessels showed no alcohol or other substances. According to reports, the Ted Hood-designed *Essence* was headed to Greenwich for a charter dinner party when the accident occurred. The *Barkald* was enroute from Bridgeport to Halifax. Why they hit is not known, but the result is that *Essence* sank fairly quickly into 90 feet of water, and the three crew either jumped or were thrown into the water. First mate Nardus Bothma immediately swam to the aid of the ship's cook — and his fiancé — Gina Bortolotti, who was the most seriously injured. Bortolotti died soon afterward. She and Bothma were pulled from the water by the Coast Guard. Bothma and the *Essence*'s skipper, Ian Robberts (who was rescued by *Barkald* crewmen), were treated for mild hypothermia and released.

Gina, who would have turned 30 at the end of September, and Nardus, a South African who went by the nickname 'Blue', were due to be married in Lake Tahoe and 'swallow the anchor' with the recent purchase of a new home in the Trinity Alps. She grew up in the Bay Area where her parents ran an Italian restaurant.

**RICHARDSON BAY** — The Richardson Bay Regional Agency last month agreed to spend \$22,000 for a study plan for a permanent mooring field in Richardson Bay. Be still our beating heart — they've only needed one for about the last 40 years. Of course, this is only a tentative toe in the water, and the flak is already popping as to whether RBRA should be responsible for moored boats or not in the first place. The main impetus for the proposed mooring field is the many boats that currently break free during winter storms and drift across to Belvedere. If owners cannot be found (or made to pay), the City of Sausalito ends up footing the bill for their removal. Wind and current deposit most of them on the beach near Blackie's Pasture, but last year one boat wedged under the dock of an expensive West Shore Road house, causing a reported \$20,000 in damage before it could be dislodged. The RBRA board will discuss the mooring plan at its next meeting at 5:30 p.m. on October 19 at Sausalito City Hall, 420 Litho Street.

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# 2006 ROLEX BIG BOAT SERIES

Three things make the 2006 Rolex Big Boat Series one of the most memorable in this event's 42-year history. First, there were no 'big' boats. Second, no one missed them. And third, the whole event was packaged in spectacular weather and tied with the ribbon of spirited — but friendly — competition.

Ninety mostly local boats and some 900 sailors showed up for the battle of the Bay September 14-17. And it wasn't long before the never-give-up 'theme' of this year's regatta was set by two boats. The first was Lani Spund's SC 52 *Kokopelli*2. On literally the first jibe of the



## — LOCAL HEROES



first race, a crewman's hand got injured and the boat had to drop out so he could be rushed to shore and a hospital. The other boat was John Shulze's J/109 *Linstar*. In the third race, they were nearing the finish when, also during a jibe, the mast twisted in column, as though it was trying to look back over its shoulder — and snapped

*Above, Hank Easom and Jim Gregory of 'Morpheus'. Spread, 'Zephyra' leads IRC A on Friday. The first two days of this year's BBS featured high winds into the 30s. Conditions returned to more typical 15s-20s on Saturday and Sunday.*

above the deck. "We were within about 100 yards of the finish, it was blowing 25, and we couldn't make it over the line," said tactician Norman Davant. Amazingly, the quick action of the crew kept the rig from falling. Later, with the mast strapped down like a rogue stallion, *Linstar* was motored to KKMI boatyard where Joey

Hulse worked through the night to sleeve the spar. Both *Kokopelli2* and *Linstar* were back racing on the day following their 'incidents', and though neither won their respective classes, both boats and crews sailed like they were going to.

Those were just two of the 'can-do' stories we heard wherever we turned last month. Here are a few more . . .

### **IRC A — Morpheus**

If a good rating rule is one in which a lot of very different boats can win races, the IRC did a great job handicapping boats in the A division this year, as four



# 2006 ROLEX BIG BOAT SERIES

of the six boats that sailed the whole series won at least one race. And the boats were different, ranging from the Peter Stoneberg-driven canting-keel Shock 40 *Secret Squirrel*, to Sy Kleinman's venerable Schumacher 54 *Swiftsure II*, both older designs, to Robert Youngjohn's three-year-old DK 46 *Zephyra*.

But when it was all said and done, it was a true racer-cruiser, Jim Gregory's Schumacher 50 *Morpheus*, that came away with top honors. It may have been the first time in the history of the Big Boat Series that a winning boat had



*John Siegel drives while his 'Scorpio' crew takes care of business. The boat escaped the scrap heap to win BBS once again.*

started life with a long cruise instead of a race. After *Morpheus* was launched from Davie Norris' yard in New Zealand,

Jim, his wife Debbie, and their two children, spent the next year and a half crusing the boat across the Pacific to San Francisco. "They were about the best 18 months of our lives," he said.

Going into the Series, the dark-hulled *Morpheus* had a history of seconds. She took second in last year's Big Boat Series, second in this spring's Puerto Vallarta Race, and second in class in this summer's West Marine Pacific Cup. After the first three races in the BBS, her finishes of 3,4,3 made it look as though she'd be lucky to even get second this time around.

"We started pretty slow," Gregory admits. "It was windy, so we sailed conservatively the first day, using a chicken chute. It also seemed that our crew — mostly Etchells sailors from around the Bay, 90% of whom have done about 90% of the races on the boat — were a little out of practice.

It was in the middle of the series, the windy race on Friday and the light race on Saturday, that *Morpheus* made her *'Morpheus' charges upwind in the early going. The winner of IRC A began life as a family cruising boat.*



*On the cutting edge — Working the bow on Henry King's 'Jeannette'.*

move, scoring a couple of bullets by margins of about two minutes. She didn't do quite as well in the last two races, but it was enough for a two-point victory over *Zephyra*, which had beaten her for Big Boat honors last year.

"The IRC, which promotes all-around boats, worked well in this series," said Gregory, "and Schumacher designed a terrific dual-purpose boat. But this was



DAN FORSTER/ROLEX

a close series to the end of the last race, with *Swiftsure* right on our tail and *Zephyra* closing in. *Zephyra* is a fantastic upwind boat — she seems to have a whole different gear."

The Malaysian-built *Zephyra*, designed by former Bay resident Mark Mills, is also a racer-cruiser, but with her lower freeboard and larger open cockpit, she looks a little more racy than cruisy. She started the Series off strong with a 2, 1 and looked like she might repeat her 2005 class win. But she stumbled with a 5, 4 on Saturday, finishing 13 minutes back in the second race.

"It was the worst day of racing I've had in four years," proclaimed a disgusted tactician Jeff Thorpe. "I thought the front had blown through on the way down to the last beat," he explains. "All of the boats in front of us had gone left to the cone of Alcatraz, and it looked good to me even though most of the boats in our fleet went the other way. Then the wind shifted 50 degrees to the right, allowing the other boats in our division to lay Blackaller from Blunt. We, on the other hand, got stuck on the other side of the course in a flood. Were it not for the two one-point penalties we got at the start



Repeat offenders — *Swiftsure II*'s Sy Kleinman and Steve Taft have 60 BBSs between them.

of the fifth race, we still would have won the class in a tie-breaker — but the truth was, those 9 points that we got on the second day killed us."

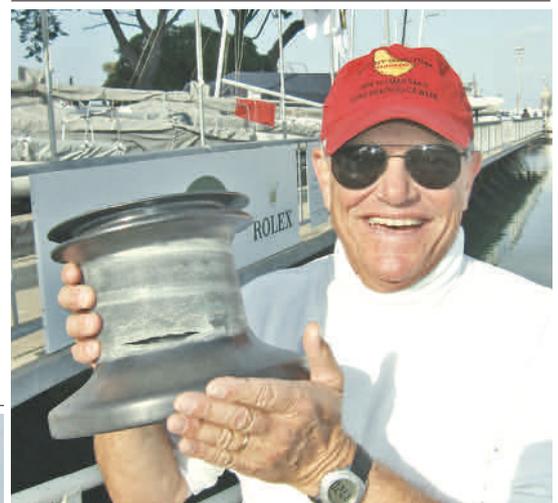
Also having her moments of glory was Sy Kleinman's *Swiftsure II*, winning the first and sixth races. It was Kleinman's 26th Big Boat Series. "We had at least 100 years of Big Boat experience just behind the wheel," marveled tactician Steve Taft, who, along with Ray Delrich, each have more than 30 BBSs under their belts. And had it not been for Doug Partridge's injured hand in the first race, which forced *Kokopelli2* to have to drop out, that SC 52 would also have been right in the thick of things. (See *Sightings* for more on this incident.)

**IRC B — *Scorpio***

Unlike IRC A, IRC B was dominated by a single boat, John Siegel's venerable 14-year-old Wylie 42 *Scorpio*. The victory was nothing new, as Siegel has won his big boat division for the last four years. (In addition to racing *Scorpio*, Siegel raced *Hawkfarms* on the Bay for 15 years, has

been doing the Moore 24 'road show' for 10 years, and does Monday night Laser races in Tahoe.) The irony is that earlier this year, he was contemplating scrapping the extremely successful boat.

"She's an aluminum boat with kevlar decks, and in January we discovered that there were some serious problems with the hull. So I figured there were three options: scrapping her, building a new hull for her, or fixing her. Ultimately, we sent her up to Jim Betts in Anacortes, who had built her when he had his yard in Tahoe. We got her back in May, but for some reason she always seemed sluggish. Maybe the repairs had somehow affected the tuning of the Ballenger rig we'd put in in '04. But then on the Wednesday practice before the start of the regatta, we tried putting the jib leads farther back than usual — and suddenly



Holy sheet! — the headsail sheets on *Cipango* wore through the drum of this *Barient 33*.

we were getting excellent boatspeed."

*Scorpio* won the first two races by margins of nearly seven and eight minutes, based on a combination of superior boatspeed and good calls by tactician Bren Meyer. "We were a pretty happy group when we gathered in the bar on Thursday night," says Siegel. "I was kind of surprised at all the damage we saw back at the dock, as it would have seemed that it had blown 35 knots all day. The only sails we used were our #3 upwind and the .8 poly downwind, and that's all we used the next day, too."

*Scorpio* took the gun seven times in seven races, and the corrected win on six of them. Siegel and crew were surprised to learn about the one exception. "It happened in race four. We sailed through much of division C upwind, and sailed conservatively downwind to cover. We



# 2006 ROLEX BIG BOAT SERIES



**Quantum's new marketing campaign received favorable feedback.**

didn't even notice it, but *White Fang* and *Bodacious*, both of them behind us, took a flyer to Angel Island. When results were posted, we were surprised to find out that *Fang* had corrected out 8.7 seconds ahead of us."

With superior boatspeed and tactics, Siegel and crew intended to play it conservatively for the remaining races, but they couldn't control their competitive nature. "As much as we wanted to play it safe, we couldn't help duking it out, and nailed the start. But there was a recall. We were over early on the next race, but didn't stay out of the way of *Infinity* on the way back to the line. There was a big question as to whether we'd fouled them or not. Just before the finish, we signaled with the Q flag, indicating that we accepted a 20% scoring penalty. Had we not, and had lost the protest, we would have gotten eight points for that race."

*White Fang*, Mark Howe's Beneteau 40.7, was the best of the rest, but a torn #3 in the windy first race took them out of contention on the first day. "The only other sail we could put up was a brand new #2, and I wasn't going to do that in winds gusting to 30," said Howe.

"The IRC rule is a success, but not perfect," said Siegel. "It provides for a pretty level playing field if all the boats are in a narrow enough band, but not so much so when the band is wider."

## IRC C — *Tupelo Honey*

The biggest margin of victory in the

ALL PHOTOS LATITUDE 38 EXCEPT AS NOTED

three IRC divisions belonged to Gerry Sheridan's Humphreys-designed Elan 40 *Tupelo Honey*. She had six bullets and one second to best her nearest competitor, Jean-Yves Lendormy's Jeanneau Sunfast 45 *Acabar*, by a total of 16 points.

"John-Yves is my friend and my lawyer," said Sheridan, "so I was glad to see him finish second. Both of us sail out of

the South Beach YC in San Francisco, and I liked the fact that boats from a club other than the big three — St. Francis, San Francisco, and Richmond — did well. I was also really happy for my core crew.



**Watch your fingers! — The spinnaker goes up as 'Kokopelli2' rounds the top mark.**

They are a bunch of strong and competent guys, and it's nice to see weekend sailors get a chance to win in a major event like the Big Boat Series."

Unlike many of the skippers in the Big Boat Series, Sheridan hasn't been sailing long, just since '97. He bought *Tupelo Honey* two years ago, but didn't start racing until last year. "We got second in last year's Big Boat Series," he says, "so we basically spent the last 12 months making sure that we'd win this year."

Sheridan feels they had a major advantage in boatspeed, particularly upwind when there was no chop. "Our new 3DL light and medium headsails seemed to make a lot of difference. But our tactics, thanks to fellow Irishman James Mullareny, were also very good. Most of the week, the others just followed us around the courses."

## 1D-35 — *Double Trouble*

With 33-year-old owner Andy Costello at the helm, one of the regatta's youngest crews dominated this eight-boat class with a flawless sweep of bullets until the final race, when Eliel Redstone's *Yeofy* successfully held onto her lead to take the Series finale Bay Tour.

Having visited the winner's circle here last year with his Sydney 38 of the same name, Costello has much to be proud of, especially since he took possession of this 35-footer only a month before BBS. "The only practice we really had was the 1D-35 Nationals on Labor Day Weekend," said Costello. "But then, these guys are all really great sailors."

Part of the team's strength is likely due to the fact that at least four of the crew — Morgan Gutenkunst, J.V. Gilmour, Mark Breen and Patrick Whitmarsh — are avid dinghy sailors.

The tiller-driven 1D-35 is, after all, essentially an overgrown dinghy. "Their reactions just



## — LOCAL HEROES



**Jud Smith and Mike Kennedy of 'Copernicus.'**

seem to be a bit quicker," explained Costello. This, combined with Olympic bronze medalist (Solings, '96) Jim Barton's tactics, proved an unbeatable combination. And for an extra measure of luck, Barton brought along his 11-year-old son Jack.

At one point in the windy race four on Friday afternoon, *Double Trouble* clocked 16 knots flying downwind off Alcatraz. "Hopefully the fleet will see the speeds we're hitting and the competition will get tighter," said Costello. "It's sure a lot more fun that way."

Both *Yeofy*, which finished second in class, and Gary Fanger's *Sweet Sensation* (third) showed huge improvements over

their '05 efforts.

### **Sydney 38 — Copernicus**

We'd be hard-pressed to recall a class with racing this close in any previous Big Boat Series. In one race on Saturday, the six-boat Sydney 38 fleet saw six lead changes, and there were two to four in almost every other race. At this level of hardball, mistakes were usually fatal and the boats that slowly emerged at the top of the food chain were those that made the fewest — with one big exception. Jeff Pulford's Monterey-based *Bustin Loose* pulled one of the more spectacular pirouettes in Big Boat history when a 35-knot gust in the third race spun her

*'Infinity' (foreground) crosses 'Jeannette.' IRC may not be perfect, but it seemed to work well at this year's BBS.*



**Andy Costello (left) of 'Double Trouble' and Gerry Sheridan (above) of 'Tupelo Honey.'**

out right in front of the yacht club and she hit the beach. Luckily, her almost 9-ft draft kept the soft parts off the rocky breakwater and a crash boat pulled her off with no damage beyond the DNF. Incredibly, Pulford and his crew — "You should see what these guys can do with cotter pins!" — rallied back with two firsts and a second in the next three races. By the final race on Sunday, *Bustin Loose* had clawed her way into second place with 15 points. Tied at 14



# 2006 ROLEX BIG BOAT SERIES



were Craig French's *Animal* and Mike and Kate Kennedy's *Copernicus*. The latter had yet to win a race, relying on a string of seconds (and one fourth) to earn their shot at the podium. The boat that won the last race would win the division.

Jay Bradford's *Low Speed Chase* won the start on Sunday, but *Bustin Loose* soon snagged the lead with *Speed* and *Animal* close behind. *Copernicus* was in fourth. When the fleet tacked at Angel Island, the three lead boats went left. *Copernicus*' tactician Jud Smith called for the right side. "While those three were busy covering each other, we enjoyed probably the best sailing of the whole series," says the Chicago-based Kennedy — "We had a whole 10 minutes of clean air!" When the fleet converged at the last weather mark, *Copernicus* led by a boatlength. They managed to get a bit more separation on the homestretch for their 'first first' — and the Division win.

**Lots to smile about aboard 'Mr. Magoo'. Skipper Steve Madeira is at center; tactician Bruce Schwab is at upper right.**



**Above, s\*\*\*t happening on 'Phantom Mist'. They were one of many to "hit the fan". Below, 'Mr. Magoo' on the way to a J/120 Division win.**

*Copernicus*' coed crew included Mike and Kate, Smith on tactics, Heather Flick, Rusty Canada, Bill Colombo, Dowse Rustin, Kathy Olson, Susan Griffing, 'bow babe' Karri Johnson and Melinda Erkelens. (Adding some spice to the competition, Melinda's husband, Bill, was calling tactics on *Bustin Loose*.)

*Copernicus* is a Great Lakes boat that Kennedy first brought out for the 2001 BBS, which was cancelled in the wake of 9/11. But he liked the sailing out here, and the boat returned for last year's series (where she finished fifth). After that, she just never went home. With the Great Lakes fleet cooling off and the local Sydney fleet heating up, Kennedy says she may stay out west.

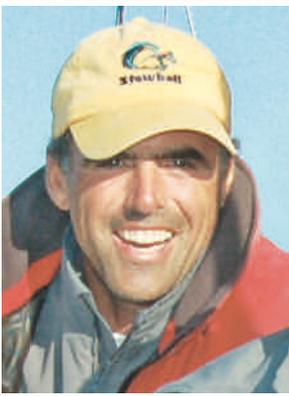
## J/120 — Mr. Magoo

The windy first two days of the '06 BBS saw Barry Lewis' *Chance* looking stellar and Steve Madeira's *Mr. Magoo* looking pretty, well, less than stellar. With a 1,1,1,3, the former seemed on the brink of an unassailable lead,

while *Magoo*'s 2,5,2,4 had them tied for a distant second. But with the lighter breezes for which the green-hulled



## — LOCAL HEROES



**'Stewball's Caleb Everett.**

*Magoo* is set up arriving on Saturday (‘light’ for San Francisco being 14-18), Madeira’s crew emerged from the ether, posting bullets for both Saturday races. With *Chance* stumbling to an 8th in the sixth race and Rick Wesslund’s *El Ocaso* nipping at the heels of second with a string of seconds and thirds, *Magoo* held a narrow two-point lead going into the final race. To beat them, *Chance* not only had to finish ahead, they also had to put a

boat between themselves and *Magoo*. “The Bay Tour is not my strong suit,” noted Madeira Saturday afternoon. “But we’ll give it our best shot.”

It didn’t start well. *Magoo* got spun at the starting line and crossed eighth in the 10-boat fleet, more than six boatlengths behind leaders *El Ocaso* and *Chance*. Tactician Bruce Schwab picks up the play-by-play:

“We felt confident and we had speed, so we started finding lanes and picking the fleet apart,” says Bruce, who flew out from Maine for the event. By the last leeward mark, the *Magoo* crew had ***Spread below, charge of the J/105 brigade. Inset left, Chris and Jon Perkins. Right, ‘Howl’ bashes to weather.***



***If there were a ‘Spirit of the BBS’ award, it would have gone to Jean-Yves Lendormy and his ‘Acabar’ crew. Win or lose, these guys popped the champagne after every race and offered it to everybody. Even reporters.***

climbed back to third. On the last beat to Blackaller, *Chance* came over to try to sit on them, which initiated one of the series’ more intense tacking duels.



# 2006 ROLEX BIG BOAT SERIES

## 2006 ROLEX BIG BOAT SERIES

Yacht	Owner	Design	Yacht Club	1	2	3	4	5	6	7	Total
<b>IRC CLASS - A (6 boats)</b>											
1. <i>Morpheus</i>	Jim Gregory	Schumacher 50	Richmond	3	4	3	1	1	3	2	17
2. <i>Zephyra</i>	Robert Youngjohns	DK 46	St. Francis	2	1	5	4	4/MAN	2	1	19
3. <i>Swiftsure II</i>	Sy Kleinman	Schumacher 54	St. Francis	1	2	6	3	4	1	4	21
<b>IRC CLASS - B (7 boats)</b>											
1. <i>Scorpio</i>	John Siegel	Wylie 42	St. Francis	1	1	1	2	2/20%	1	1	9
2. <i>White Fang</i>	Mark Howe	Beneteau First 40.7	Richmond	2	8/DNF	2	1	2	2	4	21
3. <i>Inspired Environments</i>	Tim Ballard	Beneteau First 40.7	Corinthian	8/DNF	3	3	3	5	5	2	29
<b>IRC CLASS - C (10 boats)</b>											
1. <i>Tupelo Honey</i>	Gerard Sheridan	Elan 40	South Beach	1	1	1	1	1	1	1	8
2. <i>Acabar</i>	JY Lendormy	Jeanneau Sunfast 45	StFYC/CYC	3	2	1	2	11/OCS	3	2	24
3. <i>Josie</i>	Don Sellers	Dehler 39	South Beach	6	3	3	5	4	5	5	31
<b>1D 35 (8 boats)</b>											
1. <i>Double Trouble</i>	Andy Costello	1D-35	Corinthian	1	1	1	1	1	1	2	8
2. <i>Yeofy</i>	Eliel Redstone	1D-35	San Francisco	2	2	2	3	2	3	1	15
3. <i>Sweet Sensation</i>	GPSA/Gary Fanger	1D-35	Golden Gate	4	3	5	2	5	2	3	24
<b>SYDNEY 38 (6 boats)</b>											
1. <i>Copernicus</i>	Michael Kennedy	Sydney 38	Chicago	2	2	2	2	4	2	1	15
2. <i>Bustin Loose</i>	Jeffrey Pulford	Sydney 38	St. Francis	3	1	7/DNF	1	2	1	2	17
3. <i>Animal</i>	Craig French	Sydney 38	Santa Cruz	1	3	1	3	3	3	3	17
<b>J/120 (10 boats)</b>											
1. <i>Mr. Magoo</i>	Steve Madeira	J/120	St. Francis	2	5	2	4	1	1	3	18
2. <i>Chance</i>	Barry Lewis	J/120	St. Francis	1	1	1	3	3	8	2	19
3. <i>El Ocaso</i>	Rick Weslund	J/120	San Francisco	6	2	3	2	2	3	1	19
<b>EXPRESS 37 (6 boats)</b>											
1. <i>Stewball</i>	Caleb Everett	Express 37	St. Francis	1	1	1	2	1	1	5	12
2. <i>Golden Moon</i>	Kame Richards	Express 37	Encinal	2	3	2	1	4	3	1	16
3. <i>Expeditious</i>	Bartz Schneider	Express 37	San Francisco	4	2	4	3	5	2	3	23
<b>J/105 (36 boats)</b>											
1. <i>Good Timin'</i>	Perkins	J/105	St. Francis	3	3	1	2	3	1	1	14
2. <i>Donkey Jack</i>	Sellers	J/105	St. Francis	4	2	2	1	5	14	4	32
3. <i>Aquavit</i>	Tim Russell	J/105	San Francisco	2	8	4	9	1	10	3	37
4. <i>Indefatigable</i>	Phillip Lotz	J/105	New York YC	9	1	6	3	9	20	14	62
5. <i>Natural Blonde</i>	Cooper/Deisinger/Thom	J/105	St. Francis	5	12	12	27	7	6	2	71

Complete results: [www.stfyc.com](http://www.stfyc.com)

*Magoo* was able to hold them off and tack on the layline. *El Ocaso*, *Chance*, *Magoo* and John Wimer's *Desdemona* rounded nose-to-tail in that order. Then, on the homestretch, *Desdemona* rolled *Magoo*. *Chance*'s dream and *Magoo*'s nightmare had come to pass. Or had it? In the last 50 feet of the race, *Magoo* 'Cipango' clipped 'Morpheus's stern on Friday. 'Doc' Easom applied an epoxy band-aid and declared the patient ready for action.



jibed to starboard, forcing *Desdemona* to do the same. *Magoo*'s jibe was clean, *Desdemona*'s included a momentary wrap, allowing the green machine to finish by a literal nose ahead — "less than a foot" said one witness. In fact, it was so close, the *Magoo* boys — Madeira, Schwab, Dave Grandin, Matt Gorman, Darren Goldberg, Greg Meagher, Tom Glockner, Tom Allard, Steve Bates and "Fast Eddie" Broberg — had to wait half an hour until it was in black and white up on the scoreboard before they could pop the champagne. It was official: their third in the last race gave them 18 points to *Chance*'s 19 — and Madeira his third Rolex submariner watch in as many years.

"For us, this is far and away the most competitive and fun Big Boat Series," says Madeira, who has raced *Mr. Magoo* in the last eight BBSs. As for the possibility of a four-peat next year, "I don't know. The guys in this fleet are all getting so good. . . . We'll give it our best shot!"

### Express 37 — *Stewball*

Despite the lowest turnout in recent memory — six boats — the venerable

Express 37 class was represented at BBS for the 16th time, a remarkable footnote in the event's long history. (BBS also serves as the fleet's national championship.) The prevailing force this year was Caleb Everett's *Stewball* (ex-*Einstein*, ex-*Espresso*, ex-*Mainframe*), which stunned class competitors last year with its second place finish, as it was Everett's first BBS attempt. And, in fact, his first boat.

With Quantum sailmaker Don Teakell calling tactics, as he did last year, *Stewball*'s crew was made up mostly of longtime friends and family members, including his wife Niko and sister Selina Satterlee. Their impressive scorecard (1, 1, 1, 2, 1, 1, 5) was blemished only by a throttled-back effort in the final race — "Not to take anything away from the guys at the front. . ." said Everett, "but about halfway through we backed it off and opted for a celebratory cruise around the other side of Alcatraz with a few beers in hand."

Analysing *Stewball*'s success, Everett explained, "We got the boat moving really fast, and Don kept us going the right way — it all just came together for us!" He named her *Stewball*, by the

## — LOCAL HEROES

way, as he considered himself and his "rag-tag crew" to be longshots, as was the famous race horse of the same name. Rumor has it that Everett plans to sell this boat now, and find another fleet to terrorize.

*Golden Moon's* longtime campaigner Kame Richards, owner of Pineapple Sails and the fleet's 2004 winner, pulled out a solid second, scoring bullets in the windy fourth race as well as the final one. Notable also, Bartz Schneider's *Expeditious*, the '05 ODCA season champ, took third in class for the fourth consecutive year.

### J/105 — Good Timin'

This is the seventh year for the *Good Timin'* guys at the Big Boat Series, and with two previous wins ('02, '04), they are proof positive that there's no substitute for time in the saddle. Talented sailors all, partners Chris Perkins, brother Jon Perkins and Dave Wilson — along with



### Swayin' to the music — 'Bullet' (foreground) and 'Stewball' tango toward the finish line.

John Collins, Amy Leroy, Darren Ward and Phil Perkins occasionally sitting in for Jon — are the benchmark J/105 team in the Bay Area.

Which is not to say they don't have to earn the wins. The '06 BBS was once again a brilliant and brutal duel between two masters of the game, the

*Good Timin'* crew and Scott Sellers 2005 winner *Donkey Jack*. The other 34 J/105s in attendance were racing for third place.

As with last year, *GT* and *Jack* traded the lead and several wins over the course of the four-day regatta. In six of the seven races, they never finished more than two boats away from each other. Sellers seemed to do a bit better

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in the heavy stuff of the first couple of days, but *Good Timin'* bounced right back when normal summer conditions returned on the weekend. All in all, it was some of the best boat-for-boat racing anyone had seen — until the sixth race.

"Scott was actually winning until we got down to the gates after the first run," says Chris Perkins. "We went left, toward Alcatraz, and he went right, toward the City. With a couple of hours before max flood, we figured it was a low percentage move." He was right. When the fleet converged on Blackaller for the last turn into the finish, it was *Good Timin'*, *Chili Pepper*, *Convexity*, *Nantucket Sleighride* . . . but where was



**Dig it — 'Eclipse' on the racer's edge during the windy first race on Friday. They pulled out of this dive to finish third.**

*Donkey Jack?* Then they appeared, still tacking up the beach along with a few boats who had followed. They finished

14th. There was no way to recover from that, and *Good Timin'* sailed to an easy final win — and her third Commodore's Cup — on the final race.

**E**xcellent competition, great race management, fun parties, lots of wind — it was all there in spades this year. A tip of the hat to Rolex, St. Francis YC Richard Pfaff, Regatta Developer Norman Davant, Dana Paxton and her media center team, Race Manager John Craig and his team and the scores of volunteers who toiled behind the scenes to uphold the tradition of making the Rolex Big Boat Series the premier racing event in San Francisco Bay.

Check out [www.stfyc.com](http://www.stfyc.com) for more information about this year's BBS. And don't forget to mark your calendars. Like just about everyone who sailed it, photographed it, wrote about it or just watched it, we're already looking forward to next September when the greatest show on water rolls back into town once again.

— **latitude 38**

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Michael Carroll's *New Wave* won the Melges 32 class at 2006 Key West Race Week with 1, 1, 2, 1, 3, 1, 2 finishes. *New Wave* carried a North 3Dr main and jib. *Billy Black photo.*

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*Caleb Everett's 'Stewball' wins Express 37 One Design.*



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## RECORD FLEET IS POISED FOR THE START

As you read this, the largest Baja Ha-Ha fleet ever is making final preparations for the October 30 start. More than 180 boats have entered from all over the West Coast.

The Baja Ha-Ha, of course, is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

While enroute, the rally committee hopes to send occasional updates to 'Lectronic Latitude, hopefully with photos. Look for these reports at [www.latitude38.com](http://www.latitude38.com).

As if often stated, entrants should be clear that this offshore sailing event definitely *is not* a hand-holding service for those incapable of making this trip on their own. However, it is an ideal opportunity to get acquainted with hundreds of like-minded cruisers as the fleet 'cruises-in-company' along the Baja coast. The two stops on the way to Cabo San Lucas give even the slowest boats a chance to catch up, and allow everyone to rest and recreate.

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**Oct 4** — Mexico-Only Crew List Party and Baja Ha-Ha Reunion, Encinal YC, Alameda, 6 - 9 p.m.

**Oct 29** — Skipper's meeting, 11 a.m., at Cabrillo Isle Marina, San Diego.

**Oct 29** — Ha-Ha Halloween Costume Party and BBQ, 1 p.m. at Cabrillo Isle; co-hosted by West Marine.

**Oct 30** — Start of Leg 1

**Nov 11** — Awards presentations hosted by the Cabo Marina.

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# WHAT TO DO IN MEXICO AFTER THE HA-HA

Some skippers will be a little overwhelmed when the Ha-Ha ends in Cabo on November 11. Blame it on an excess of cruising possibilities. We're here to try and help sort them out.

There are roughly three kinds of 'cruisers' — Commuter Cruisers, One-Season Cruisers, and Long Distance Cruisers. We have different recommendations for each.

## Commuter Cruisers

The most important thing commuter cruisers need to do is secure a berth in Mexico so they can fly home without hav-



*The heck with a "cold November rain," give us a swim in the 82° blue water halfway between Cabo and Puerto Vallarta.*

ing to worry about their boat. Since the Ha-Ha is two weeks long, and most folks usually need a week or two to get ready for it, many commuter cruisers with jobs or businesses need to return home as quickly as they can. We don't recommend trying to leave your boat in Cabo for two reasons: 1) Much of it has become a cheesy tourist hell-hole, and 2) You probably can't afford the berth fees. Luckily, there are three good and relatively close alternatives:

**La Paz**, 150 sailing miles to the north, is an excellent option because the recent dramatic increase in the number of berths means you'll almost certainly be able to find a slip there. The primary marinas are the classic Marina de La Paz, Marina Palmira, and the grand new Marina Costa Baja — and Singlar's new Fidepaz Marina is expected to open soon. Nonetheless, we strongly recommend making reservations right away to ensure

*October is great in the Sea of Cortez, and normally November is terrific, too. But by the middle of December, the season is usually over.*



that you get a slip in the marina of your choice. All the marinas are fine, but they are different. For example, if you want to be close to downtown and where there is a very vibrant cruiser community, you'd prefer to be at Marina de La Paz, while if you're looking for a quieter and more upscale marina closer to the islands, Marina Costa Baja would be your choice.

(The phone numbers and email addresses of all marinas in Mexico are published in *Latitude's First-Timers Guide To Cruising Mexico*, which was sent out to all Ha-Ha entries.)

With great anchorages as close as a few miles and some spectacular islands as close as 15 miles, La Paz makes a great place to visit for a week or two — or even just a very long weekend. Be aware, however, that the winter weather in La Paz can be unpredictable. Averaged over a period of years, it's sunny and warm about half the time, and windy and cold the other half. The problem is that the weather can be streaky, being either good or bad for days, weeks, or even months at a time. And as Neil Shroyer points out, some winters are much better than others. Fortunately, weather forecasters are getting much better at seven-day forecasts, so you'll often be able to decide whether you want to head south one week or wait for more promising weather the following week. A good source is [www.buoyweather.com](http://www.buoyweather.com).

There is wonderful warm-water swimming in the La Paz area and north until about the middle of December. But once the water cools off, you're going to need a wetsuit — perish the thought! — until at least the middle of March, and maybe even later.

When Aero California Airlines was shut down for safety violations this year, La Paz was left with hardly any flights to and from the States. Fortunately, Alaska Airlines has stepped in and taken up a little bit of the slack. However, the number of flights out of La Paz is very limited when compared with the 150 flights a day out of San Jose del Cabo. The good news is that it's only about a 3-hour, \$16 bus ride between San Jose del Cabo and La Paz, and much of the drive is through lovely desert scenery. Thanks to the rain dumped by Hurricane John, the drive will be particularly beautiful through about the end of this year.

**Mazatlan**, about 210 miles across the Sea of Cortez, is another excellent place to leave a



boat after Cabo. Often folks will head up to the anchorage at Los Frailes to get a better angle for sailing across the Sea. While Mazatlan's El Cid Marina typically fills quickly with Ha-Ha boats, Antonio Cevallos, the Harbormaster at Marina Mazatlan — and brother of El Cid Harbormaster Geronimo Cevallos — tells us he will be able to accommodate everyone who wants a slip. Although their rates will be going up, Marina Mazatlan has always had some of the least expensive slips in Mexico.

While the Mazatlan area doesn't have quite as many great cruising opportunities as La Paz, many cruisers fall hard for the city because it's so authentically Mexican. The marinas have active cruiser communities, and there's good surfing just a bus ride away from the marinas. While Mazatlan is sometimes affected by Northers, it usually doesn't get hit as hard or as often as La Paz. Mazatlan has numerous flights to and from the United States.

**Puerto Vallarta** and **Nuevo Vallarta**, about 315 miles from Cabo, are perhaps the most popular commuter cruiser destinations in Mexico — which is why berths can be so difficult to get. If you're interested in getting one, we'd drop the



***When it comes to the luscious pleasure sailing conditions on Banderas Bay in the winter, one photos says it all.***

magazine, run to the phone, and dial Marina Vallarta and/or Paradise Marina immediately to try to reserve a berth. The former is 'in town', where the pace of life has amped up dramatically in the last couple of years, but it's also close to shopping, restaurants, Sam's Club and the airport. Nuevo Vallarta is about a 20-minute bus ride out of town, quieter, and has much better beaches and pools. Puerto Vallarta is part real Mexico, part tourist town, and really coming up in the world.

For commuter cruisers who love to sail, Banderas Bay offers the most consistent breezes and flatwater sailing in Mexico. And although it's about a half hour longer plane flight than La Paz and Mazatlan, it's still only a little over three hours from San Francisco. As such, if you catch a really early flight out of San Francisco, you can sail out to Punta Mita or Yelapa by the time the sun goes down. And if you catch the 5 p.m. Alaska flight back to San Francisco, you can surf without a wetsuit in the morning at Punta Mita, have a wonderful spinnaker run in the afternoon back to

Vallarta — and still stop by your office in wet and gray San Francisco by 8 p.m. that night. A two-hour time difference helps make this possible. The Vallarta area has grown tremendously in the last few years, so there are plenty of flights to just about everywhere in the States.

There is a much-needed major new marina under construction at La Cruz, about 10 miles north of Puerto Vallarta. It won't be completed until at least next winter — and judging by the current pace of construction, maybe another year after that.

There are a number of other places for Commuter Cruisers to leave their boats, from Puerto Escondido up in the Sea of Cortez, to Ixtapa down near Zihuatanejo. But the three cities mentioned above have the closest facilities to the Ha-Ha finish in Cabo San Lucas.

Two notes on commuter cruising. First, have that passport! Although they won't officially be required for getting back from Mexico until January 1, even now airlines won't let you fly down there without proof of citizenship — which means either an original birth certificate or a passport. Second, Mexico

is an extremely popular winter vacation destination, and becoming more popular all the time. As such, you must make your plane reservations early to get a good deal — or even a seat! The major holidays and spring break are the busiest of all.



***Fund-raisers, such as the Vallarta YC's Chili Cookoff, are a gas — and bring out the best in cruisers.***

### **An Overview Of Cruising In Mexico**

There are two distinctly different places to cruise in Mexico — the Sea of Cortez and the mainland. The Sea of Cortez offers fantastic cruising for those who love the desert environment — and except for an oasis or two, it's all desert. The mainland offers more traditional tropical cruising, with lots of jungle or jungle-like environments.

Cruising in Mexico is seasonal. While a few people cruise the Sea of Cortez throughout the year, it's not something that we'd recommend to average cruisers. The problem is that it's too cold for comfortable swimming from mid-December through the end of March. We wouldn't recommend that most people cruise the Sea of Cortez from July to September either, because it gets ferociously hot — as in day after day of 100+ temperatures. There are, however, some cruisers who thrive in the heat, extreme tranquility, and great diving. In fact, some cruisers say a summer aboard in the Sea of Cortez is an almost mystical experience. Nonetheless, for most cruisers October through early December, as well as the middle of March through the ***Drop the magazine this instant! And pick up the phone if you hope to have any chance of getting a slip at Paradise Marina.***



# WHAT TO DO IN MEXICO AFTER THE HA-HA



**A traditional fish fry on the Zihua waterfront, using the traditional wood grill. The shot was taken about 9 p.m., and it was 85 degrees.**

end of June, are the prime times. And with good reason, as the Sea is something really special in the spring and fall.

Hurricanes are a consideration in the Sea from June through the end of October, with September traditionally being the most dangerous month. The lower half of the Sea gets hit by a hurricane on the average of about every other year, but historically boating interests haven't been hit too hard. At least they hadn't until about the last four years, when La Paz and Puerto Escondido took some pretty strong punches. The further north you are in the Sea, the less your chance of getting hit hard or at all.

The cruising season is different on the mainland, where the weather is spectacular from November through May. The air and water are always warm, there is very rarely any significantly bad weather, and life is about as simple, sweet, and tranquil as you could imagine. June through the end of October, however, is hurricane season on the mainland. It's also very warm and humid, and except for this year, there is lots of rain and lightning storms. As such, there is almost no cruising whatsoever done on ***Oddly enough, one of the main cruiser landmarks in Zihuatanejo is the basketball court — right next to the beach.***



the mainland during the summer. And places such as Zihuatanejo and Tenacatita Bay, which might have 50 to 100 cruising boats in the winter, become boat ghost towns.

## One-Season Cruisers

Many participants in the Ha-Ha will be doing a one-year cruise, after which they will be returning to the States. For such folks, La Paz, Mazatlan, and Puerto Vallarta all offer excellent next destinations. However, if Don on *Summer Passage*, [www.buoyweather.com](http://www.buoyweather.com), and other reliable weather sources report that the general conditions are favorable for Northerners, we'd skip the Sea of Cortez and head right over to the mainland. After all, if you've got a full season in Mexico, you'll have plenty of time in the Sea in April, May, June when it's equally spectacular.

Where to go on the mainland first? It depends on what you're looking for. If you want to continue on with friends you met on the Ha-Ha — which is usually true for boats with kids — you should probably sail over to Mazatlan and then work your way south. When you get down to Zihua — maybe by late January — you'll have a couple of weeks before it will be time to start making your way north again. The thing to remember is that there's no point working your way over to the Sea until early April. If you're looking to be a little more alone, you sail directly from Cabo to Zihua. This will mean that you'll get there before almost everybody else, and enjoy it in relative peace and quiet. Once you've had enough, probably early January, you can begin to mosey back north against the grain of the crowd.

If you've got a whole season, of course, you've got plenty of time to do whatever strikes your fancy. This means you might want to take the opportunity to become part of one or more of the anchored cruising communities that form each year at places such as La Cruz, Tenacatita Bay, the lagoon at Barra, and Zihua Bay. Some of them become quite organized, which some cruisers love and others detest. To each their own.

No matter where you go, there will be plenty of holiday activities. Mazatlan is where the Cruiser Thanksgiving Feasts started, but now they can also be found in La Paz, Nuevo Vallarta, and Puerto Vallarta — and wherever else cruisers gather. Some cruisers return home for the Christmas and New Year's holidays, but



there are also big celebrations at all of the main ports and anchorages. The other big dates for cruisers are the big Vallarta YC Chili Cook-Off in Paradise Marina on December 1, the Zihua SailFest ([www.zihuasailfest.com](http://www.zihuasailfest.com)) cruiser fund-raiser for the schools in the Zihua area on January 31-February 4, the Banderas Bay Regatta out of Marina Paradise on March 22-25, and Loreto Fest in Puerto Escondido May 3-6.

Normally the Pirates for Pupils Spinnaker Run from Punta Mita to Marina Paradise is held two days before the start of the Banderas Bay Regatta, but this year is having to be rescheduled for another time. We'll let you know when. There are certainly many other events, and we'll try to keep you posted throughout the winter.

There are considerable temperature differences on mainland Mexico. During the winter, you sometimes need sweaters at night in Mazatlan, while you only need them on the coolest nights in Puerto Vallarta and Manzanillo. When you get to Zihua, the danger is that it can sometimes be too warm and humid — even late at night. Usually Zihua weather is about perfect, but we've been there a few times in January when it was too hot to sleep at 2 a.m.

There are similar differences in water temperature from north to south. The



*The sublime reflecting pool that is the Puerto Escondido anchorage. Baja is home to some of the best natural coloring in the world.*

further you go south, the warmer it gets. Unless you're a sissy, you'll never need a wetsuit from Banderas Bay south — except on those rare weeks in February when the water temperature suddenly drops into the 70s. Cool water is unknown in Zihua.

#### **Long Distance Cruisers**

The big difference between One-Season Cruisers and Long Distance Cruisers is that the latter will only get a November-December shot at the Sea of Cortez. But the Sea is so unique and special, that we encourage these folks to head on up even if it means rushing or having to put up with a couple of Northerners. In the estimation of many cruisers, the 140-mile stretch of coast between La Paz and Puerto Escondido is one of the two best cruising areas in Mexico. There are lots of great anchorages, some wonderful islands, and terrific diving. Since hurricane season will have been just over, the desert landscape will be at its most spectacular. And the water will be warm, usually until the first week or two of December. If a Norther starts blowing, don't worry, as there are numerous anchorages that afford excellent protection. It might not be warm for a day or two,

but the splendor of the Sea will make up for it. Depending on how long the good weather lasts, it might even be possible to make it up to Santa Rosalia, Bahia San Juanico, Mulege, and Bahia Concepcion — although all these places are best enjoyed leisurely in the spring.

Once the cold weather and cold water have set in, there is no good option but to head on over to the mainland. We suggest hitting all the spots in a north-south progression. If you're going to become a Southbounder headed to Central America, you'd just continue south from Zihua. If you're going to be Puddle Jumping, you'll probably want to mosey back up to Nuevo Vallarta for *Latitude* and Paradise Marina's Puddle Jump Party in late February or early March.

#### **A Change In Plans**

"We've changed our plans," is probably the most frequent sentence spoken by cruisers. Two of the most common things that happen to ambitious cruisers are: 1) They learn to slow way down. 2) They fall in love with Mexico. As such, lots of cruisers who figured they would sail south to Central America or

across to French Polynesia in their first year spend at least half of a second year or more in Mexico. This allows them to slow down to a more typical cruising pace, really enjoy all of Mexico, including inland,



*Just a friendly croc.*

and even return to the States during the hottest summer months for a 'vacation' from cruising and to buy new stuff for the boat. Similarly, many people who thought they were going to be One-Season cruisers decide they can't give up work or an income quite yet, and become Commuter Cruisers. There are a million permutations.

#### **Where To Have Friends Fly In To Meet You**

One of the great pleasures of cruising Mexico is having friends fly down and spend time cruising with you. We think the following are the best places:

*La Paz* is perfect in the fall or late spring for friends who have anything from a long weekend to a week. The islands are nearby, the water will be warm, and the scenery is beautiful. If possible, have week-long visitors fly into La Paz and out of Loreto — or vice versa — so you won't have to backtrack.

*Mazatlan* is best if your friends have a week to cruise the 175 miles down to and around beautiful Banderas Bay. San Blas and Chacala are fun stops along the way, and Banderas Bay has a number of great places to share with your friends. Don't forget the surfing for beginners at Punta Mita or Philo's music nights in La Cruz!

*After a rough passage, a little morning meditation near the waterfall above Yelapa is a pleasant change of pace.*



# WHAT TO DO IN MEXICO AFTER THE HA-HA

*Puerto Vallarta* is the air-line gateway to boats in the marinas at Puerto Vallarta and Nuevo Vallarta, as well as anchored at La Cruz or Punta Mita. All these spots are located on Banderas Bay, which has the best sailing conditions in Mexico. In legs of seven to 15 miles, you and your friends can sail between P.V., Nuevo Vallarta, La Cruz, Punta Mita, Yelapa, and enjoy excellent and very different cruising experiences. But look out for all those whales! As for dining ashore, there are sophisticated and romantic restaurants on the hills overlooking town, taco stands in the streets, and places in Yelapa where half the diners are puffing on joints.

*Puerto Vallarta to Manzanillo* is the so-called Gold Coast of Mexico, and these 175 miles are what we consider to be the other best place to cruise in Mexico. The distance can be covered in a week, and could include all of the great attractions of Banderas Bay, plus Chemala, ritzy



*No matter where you go in Mexico, or for how long, your best memories will be of the people you meet.*

Careyes, the major cruiser encampment at Tenacatita Bay, Barra de Navidad, Las Hadas, and the rapidly-changing Manzanillo. It's possible to fly out of Manzanillo, eliminating the need for backtracking. Or the guests can take a bus back to Puerto Vallarta for their flight home.

*Zihuatenejo* is considered by many

cruisers to be their favorite stop in Mexico. There aren't many interesting nearby places to sail to, and there's not much wind, but Zihua has always had a magic. Unfortunately, Zihua is in danger of being loved to death. We're told that work is beginning on 200 to 300 homes on the waterfront around the bay. This would be a catastrophe on the magnitude of what happened to Cabo.

## Have A Purpose

No matter how or where you cruise in Mexico, we urge you to have a purpose or several little ones. Learn the language. Study the areas you visit. Become a semi-expert on the sea and wildlife. Go out of your way to meet locals. Eat well and get plenty of exercise. You've worked long and hard to go cruising, so experience it to the fullest! And don't forget to write!

— latitude 38

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# BLIND AMBITION

To the average person, the idea of setting off across the Pacific in a 31-ft sailboat would be humbling, if not absolutely terrifying. But imagine trying it if your eyesight allowed you to see nothing distinctly beyond the bow of your boat.

Such is the case with Scott Duncan and Pam Habek. In the fall of 2004, they set out from San Francisco aboard their

Valiant 31, *Tournesol*, with the intention of becoming the first legally blind sailors to circumnavigate the globe. Despite a series of setbacks and typical offshore travails, they arrived safely in New Zealand November 10, 2005, weary but jubilant, with every intention of continuing their journey around the world. They are currently on a stateside hiatus, working to fatten their cruising kitty.

In a sport often dominated by massive egos, technologically sensational boats and flashy P.R. campaigns, the improbable plans of this unassuming disabled couple and their 26-year-old double-ender drew little attention initially. When word did get out, not all of the reaction was positive. Well-intentioned critics regarded the idea to be unsafe, reckless, and perhaps even suicidal. But they underestimated Scott and Pam's determination, as well as their intelligence and ability to cope with seemingly impossible challenges.

"I have always dreamed about sailing around the world," says Scott, "and I am a person who deeply believes that we



**Seen here relaxing on a Tahitian beach, Scott and Pam are quietly making history, while forging new friends.**

both Scott, 40, and Pam, 44, grew up near the water, he at Santa Monica and she on Mount Desert Island in Maine, where her father worked as a rigger for Hinckley Yachts.

They've attempted this ambitious cruise, most fundamentally, as a personal quest, to push themselves well beyond the normal limits implied by their disability. But they hope their voyage will also send a strong message to others, both visually impaired and fully sighted, to set lofty goals in life, even if they initially seem unattainable.

As they arrive at each new landfall, and are inevitably introduced to visually impaired locals, they serve as emissaries of hope and inspiration. Pam explains that part of her motivation in joining the cruise was "to reach out to blind children everywhere who feel all alone and live by limitations set by others."

The first major step of Scott and Pam's journey was participating in the 2004 Baja Ha-Ha rally. Having successfully worked their way down the coast to San Diego, *Tournesol* was one of 145 starters that year. During the first leg, however, they were plagued by both engine and steering problems, which necessitated an extended layover in Turtle Bay. They didn't arrive at Cabo San Lucas until the evening of the Awards

Their months in Mexico were happy ones — mostly. They grew to love the cruising life and the Mexican culture, but Scott suffered a burst appendix, which landed him in a Puerto Vallarta hospital for eight days, followed by eight long weeks of convalescence. Nevertheless, the timing was serendipitous — if it had happened while in mid-ocean, of course, it may have killed him. They'd originally planned to sail south to Ecuador, then on to the Galapagos, but with the medical setback, they opted to sail west instead with the Zihuatanejo contingent of Pacific Puddle Jumpers. Once there, Pam discovered that she too needed an operation, albeit a minor one, which meant a 200-mile beat back to P.V.

By the time they finally shoved off from Nuevo Vallarta on May 5, 2005, they were nearing the end of the theoretical springtime weather window, and were at the very back of the Puddle Jump fleet. Only four other cruising boats were out there to participate in an SSB net.

While at times difficult, the 31-day crossing to Nuku Hiva, in the northern Marquesas, was tremendously fulfilling for this gentle couple, who'd been reminded of their limitations since infancy.

Every ocean passage has its magical moments. For Scott and Pam it was a full moon night near the equator, about 900 miles out, where they'd been drifting around for five days with little wind. "About midnight we went through a

*"I have always dreamed about sailing around the world, and I am a person who deeply believes that we should all pursue our dreams."*

should all pursue our dreams."

Originally, Scott planned to circumnavigate alone, but during the time he was upgrading *Tournesol* for this epic journey he began dating Pam, who'd been a friend and working associate for years. Eventually, he invited her to join him. "I never in a million years thought she'd say yes!" he recalls. But she did.

Although raised on different coasts,

Ceremony, a full two days later than the majority of the fleet. But after carefully anchoring in the dark in Cabo's broad anchorage, they caught a ride ashore from a neighboring rallier, as they were determined to record their finish. Organizers, who'd been worried about them, were both stunned and relieved to see them, and the fleet greeted them with a standing ovation.



# — A SOUTH PACIFIC CONQUEST

huge squall, and behind us was this black curtain," remembers Pam. "To the port side the full moon was rising, and suddenly a gigantic moonbow appeared — we couldn't see color, but we saw the arch!"

"And just as it appeared," Scott adds, "the SW trades kicked in and away we went. Wooo-hooo!"

But the euphoria was short-lived, as their 26-year-old Westerbeke V-drive diesel conked out shortly after they finally got into the legendary breezes. A sat-phone call to their mechanic confirmed

that the trouble was with an internal water pump which would be virtually impossible to repair at sea due to its inaccessible position well aft, adjacent to the fuel tank.

**L**oss of the engine meant loss of electrical charging power which was, of course, essential to run the special nav gear that compensated for their limited vision. In addition to a talking GPS, which gives them lat/long as well as distance to a waypoint and other essential data, they had computerized charts enhanced in size by special software, a video magnifier for reading paper charts, a conventional chart plotter and radar, which they could only read with

strong magnifiers. (Scott's visual acuity is rated at about 5% of normal vision, while Pam's is about 10%.)

With only one solar panel and no generator, they were faced with the prospect

*"To the port side the full moon was rising, and suddenly a gigantic moonbow appeared!"*

of turning back, perhaps altering course for Hawaii or soldiering on in their crippled capacity. Stoically, they chose the latter, hoarding solar-generated power so they could make one quick radar scan every half hour or so.

Scott recalls that their arrival at Nuku Hiva was incredibly exciting, yet a bit surreal. Arriving at night, they hove to outside Nuku Hiva's broad anchorage, and were napping when, at about 3 a.m.



**Right:** The white canes of visually impaired supporters are raised to salute 'Tournesol's departure from San Francisco two years ago. **Above:** While in Mexico, Scott and Pam explore the mangroves at Tenacatita. **Below:** After crossing from the Marquesas, 'Tournesol' lies peacefully at anchor in the Moorea lagoon.



# BLIND AMBITION



**Although he couldn't fully appreciate the view once he got there, Scott was one happy hiker when he reached this Bora Bora summit.**

a boatload of fishermen came by to check on them, shining their bright lights and speaking, of course, only French. Scott and Pam realized that, although they'd managed to cross a 3,000-mile patch of ocean, they had no easy way to communicate their situation. Nor did anyone in the islands have advanced notification that a nearly blind couple would soon be making landfall. "We just didn't get it together to do the P.R. thing before we left," explains Pam with a smile.

They were welcomed, nonetheless, by the innately hospitable Polynesians, and soon struck up new friendships with cruisers.

Avoiding the reef-strewn Tuamotus, they eventually pushed on to Tahiti with high hopes of getting their engine repaired, but it was not to be. Instead, Scott jury-rigged an external pump which would allow them about five minutes of engine use before it overheated. It helped get them in and out of anchorages all the way to New Zealand.

One of the highlights of their stay in Tahiti was getting to know a group of blind and visually impaired Tahitians who were, of course, enormously impressed with the voyage. Illustrating the generous nature of native Polynesians, Pam tells a heart-warming story of a hike they took up a Bora Bora peak with a group of cruisers. She

went along a bit reluctantly, as she normally dislikes hiking — "it's a depth perception thing." When one of the other cruisers decided that she'd gone far enough, Pam decided to bail out too, leaving Scott and the others to continue on to the summit.

As the two women slowly made their way down, they came upon two adolescent boys, who first offered them coconut milk from a freshly cut nut. Then they carved out the sweet meat for Pam and her friend to eat, and poured water over their hands when they were finished. Although they could not communicate verbally, the young men apparently sensed Pam's handicap. One of them silently took her hand and led her safely all the way to the bottom.

*Tournesol* eventually pushed on to the Cooks, where one of Scott and Pam's more memorable experiences was visiting remote Palmerston Island, a coral atoll 300 miles north of Rarotonga with only one square mile of land and a population of 67 souls. Scott and Pam were treated as special guests, and were honored with an invitation to take part in a ritualistic feast of bosun birds — "I have to admit I liked their regular daily meals of parrotfish and coconut rice much better," Scott confided.

With their late start, they were essentially playing catch-up all the way

**Pam and Scott strike a pose at a Nuku Hiva church. They had much to be proud of after completing their engineless crossing.**



**When Scott first conceived of this voyage, he never dreamed he'd have a female companion. Pam is a trooper who loves the sailing life.**

through the islands. By the time they reached Tonga — after a pleasant stop en route at Nuie Island — most of the year's visiting cruisers had already pressed on, and many of those still remaining were about to jump off for New Zealand. So, when a favorable weather window was predicted, the couple decided they should take advantage of it too, resulting in a regretfully short stay in the 'Friendly Kingdom'.

Scott chose the Valiant 31 for its stellar reputation as a bulletproof ocean cruiser. For all her strength and reliability, though, *Tournesol* is not particularly fast, and before she could reach a safe haven in Kiwiland, they got hammered by a severe storm with waves they estimated to be 30 feet high. Of their 15 days at sea, 12 were spent below decks.

"At one point," Scott remembers, "I crawled up on deck to adjust the steering vane, and a lighting bolt struck right next to the boat!" He quickly scampered below and they spent the rest of that night holding each other on the settee.

Needless to say, their arrival at Whangarei, New Zealand, was a very fulfilling moment, as they'd completed a major milestone of their circumnavigation. "We were definitely on a major high," says Pam. Having completed the passage unassisted, they accepted a tow up the river to the custom's dock from the local Coast Guard, and were a bit shocked to be greeted ashore by a large contingent of local press. "It must have been a slow news day," says Pam in her self-deprecating manner, "because we ended up on the front page of the paper." But in that nation of sailors, there was, no doubt, a heightened empathy for the scope of Scott and Pam's accomplishments.

# — A SOUTH PACIFIC CONQUEST

While in New Zealand, they closed a deal on a larger, more comfortable boat, *Starship*, a swing-keel Pearson 390. (Only because she's a center cockpit design can they still see the bow from the helm.) In December, they'll fly back and continue their journey, taking perhaps three years to return home.

When we met with them recently, they asked us to convey their deep ap-

*"There were a lot of things we struggled with along the way, but what you remember are all the good times."*

preciation to all who have encouraged and supported them, especially folks here in the Bay Area.

Looking back on their travels thus far, Scott says, "There were a lot of things we struggled with along the way, but what

you remember are all the good times and the accomplishments."

He offers readers this food for thought: "We want non-disabled people to realize that the limitations they live with are largely ones they set for themselves. Whether you are visually impaired or otherwise, if you have a goal, and want it badly enough, you can usually find a way to achieve it."

Scott and Pam may not be the most expert sailors ever to have crossed the South Pacific, but we could all learn a lot from them. If there really are angels up there in Heaven, let's hope a few of them are looking after this amazing duo as they continue on around the globe.

— **latitude** / aet



*Before departure, Scott meticulously fitted out his sturdy, sea-kindly Valiant 31. Sadly, he didn't think to replace the internal water pump.*

*For further details on this amazing voyage, see [www.blindsailing.com](http://www.blindsailing.com). Listed there are the many individual sponsors and marine businesses whose generous support has helped make Scott and Pam's trip possible.*

*Although they do not actively solicit financial support, it is always appreciated. At the top of their wish list is an autopilot, new or used.*

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# 2006 MEXICO-ONLY

We're not big fans of country music, but being the sophisticated worldly adventurers we are (we heard that laughing!), our eclectic tastes include some tunes from that genre. We mention this because, every year when it comes time to put the Crew List together, this tune starts playing in our head. It's about a guy who gets jilted by a woman (wow — there's a new theme)

**IMPORTANT NOTE: *Latitude 38* offers the Crew List as an advertising supplement only. We neither make nor imply any guarantee, warranty or recommendation as to the char-**

acter of individuals participating in the Crew List, the condition of their boats, or any weather or sea conditions you may encounter. You must judge those things for yourself.

and heads down south of the border. We don't know the name of the song, the singer or the rest of the words, but the chorus goes,

*"They say Mexico is the place to go  
And maybe they're right  
(something about pretty señoritas and loving the night away)  
Hello Mexico, and adios baby to you . . ."*

Which is as good a way as any to welcome all of you fun lovers — jilted and otherwise — to the 2006 Mexico-Only Crew List. This is the place to be if you are looking for a boat on which to crew to Mexico this season, or are a boat owner looking for crew.

First things first: The Crew List may be used by anyone, even if your name is not listed here. But everyone who uses the list must first acknowledge the disclaimer in the gray box above. If you can't accept what it says, please do not take part.

Of course, as we've stressed since day one, if your name does appear on these pages, there are numerous advantages. First of all (for you new people) everyone who appears here took the time to fill out a form and send it in with a small advertising fee. (The forms appeared in our August and September issues.) By appearing here, people can not only make calls, they will also receive them, effectively doubling their chances of finding a boat or crew. It also makes it easier to 'check out' anyone who calls you. If his or her name appears here, you can rest much more assured that they are on the level. Which is not to say most 'cold callers' won't be. But it's nice to just do a quick check of the list to see if the caller's wants and desires match yours. Another advantage is that you get into the Crew List party for free, while everyone else has to pay. More on that later.

Here's how the Crew List works: If you're a boat owner who needs crew, simply scan the columns of men, women and couples who 'Want To Crew'. Decode their skills and desires using the information in the 'code' boxes, and then call those that most closely approximate what you're looking for.

Crew do the opposite: check out the boat owners, types of boats, planned destinations and so on (again, decoding their stats using the 'Looking For Crew' box), and call the ones that interest you most. Once you make the call — or someone calls you — be ready to conduct a mini-interview with each other. Crew might ask things like how long the skipper has been sailing,

how many other crew will be aboard, how much time might be spent at each stop, when the boat was last surveyed, how much work might be expected on the boat in each port, information

about shared expenses, if any; that sort of thing. Boat owners calling crew might want to ask about sailing experience (or lack thereof), Spanish skills or compatibility with crew, wives, kids, etc.

It's a good idea to make up some 'interview sheets' before you make or receive your first call. Write out each of your questions and leave space below each question to jot down answers. Print out 25 copies if you're a man and 50 if you're a woman. (Or run them off at Kinko's.) Then, with each new call, pull out a fresh sheet and you're ready to go. Oh, one more thing: be sure to write down the caller's name *first thing* on the top of the page. Take it from us, if you don't, after about the fourth or fifth call, you won't remember who said what.

Here are a few more Dos and Don'ts to make things go more smoothly.

- **Do** seize the day: If you can, start making calls the day you pick up this issue. Just like all the bargain boats in our *Classy Classifieds*, the best deals often go quickly.
- **Do** confine your calls to *sailing* issues only. Please leave the hormone thing for other places and times. As we've mentioned many times over the years, nice relationships and maybe 8 to 10 marriages have come about as a result of participation in the Crew List — but all these blossomed from initially platonic sailing arrangements. So keep it clean.

Now that we've said that for the 10 millionth time, some women Listees will still get calls from guys who think — and probably look — like the truck driver in *Thelma and Louise*. Which is why many of the women here are listed by first name or pseudonyms only. We actually encouraged them to do that for added security. We now also encourage women to ask as many

questions as it takes to clarify crew duties and obligations if they suspect an overactive imagination on the other end of the phone. It's better to find these things out 'in here' rather than 'out there.'

- **Don't** call anybody before 8 a.m. or after 10 p.m.
- **Do** have realistic expectations. Not all boats have interiors like Swans or go downwind like turbo sleds. Not all passages are smooth and sunny. Not everyone in a large crew will immediately like everyone else, and small

crews can be even touchier to get right the first time. Newcomers should keep in mind that successful cruising requires a definite attitude adjustment, and the easiest way to start is to leave all egos on the dock. You won't really need them until you get back

## HOW TO GET TO THE PARTY

*To get to Encinal YC (from the north or south), exit Highway 880 at 23rd Avenue and head west, toward the Bay. (If you're coming from the south, you'll have to make a U-turn and cross back over the freeway.) Go over the Park Street bridge. At the second light past the Bridge — Buena Vista — make a right. Go one mile and turn right on Sherman. Go over the railroad tracks and make another right on Triumph. Go to the end of the block. The Oakland YC will be right in front of you. Turn right and continue to the end of the parking lot. EYC will be on your left.*

to the rat race, anyway.

- One corollary to the above is directed specifically at skippers: **don't** be put off by a potential crew's age. Bronzed young studs or studettes are fine for leading charges onto a pitching foredeck in the middle of the night, but we've always appreciated the wisdom and humor of sailors with a little mileage under their keels, too. Plus the latter group usually brings along better music. Give everybody a chance.

- This one should be obvious to both skippers and crews, but **do** try to arrange a trial sail and overnight anchorage with the prospective crew locally before you make any final arrangements or choices.

- Finally — and above all — **do** be honest. Don't try to 'make up' experience you don't have or tell contacts what you think they want to hear. As we've said in every Crew List over the last 20 years, in sailing, if you don't know what you're talking about, someone who does can recognize it instantly.

To which some of you new guys might reply, "But I'm inexperienced. Doesn't that put me at a disadvantage?" The answer is yes — if you want to crew at the next America's Cup. But on cruising boats, some skippers actually prefer one or two less-experienced crewmembers. They're easier to train to the skipper's way of doing things — and much less prone to argue about it — than a more experienced hand.

**N**ow about the Crew Party. Our fall party — scheduled this year for Wednesday, October 4, from 6 to 9 p.m. at the Encinal YC in Alameda — has taken on a new identity. What used to be a relatively small get-together for Crew List participants has grown into a comparatively large event for Crew Listers, Baja Ha-Ha participants and veterans, transient and local cruisers headed to Mexico, sailors who hope one day to go to Mexico, left-handed, red-haired sailors. . . well, you get the picture — come one, come all. There'll be munchies, T-shirts, an inflatable liferaft demonstration, no-host bar, and lots of like-minded sailors all looking forward to cruising south of the border.

For Crew Listers in particular, the party offers several opportunities. First, if you've done the preliminaries on the phone, you can arrange to meet your prospective crew or skipper there for the first time. It's a great 'neutral ground'. Secondly, you can actually *make* your Crew List connection there. All Crew Listers get name tags color coded as to whether they're looking for a boat or looking for crew. If you haven't made your connections over the phone, that's how you make them at the party. Third, if you have any questions about cruising Mexico, the Ha-Ha vets (who will have their own name tags) will be more than happy to answer them. Rumor has it the Grand Poobah of the Baja Ha-Ha may even make a personal appearance. (If he does, don't worry, you can't mistake him for anyone else.)

If your name appears on *this* Crew List, you get in free. If you are the skipper of a boat signed up for Baja Ha-Ha 13, you and the first mate get in free. Everybody else pays \$7. Please try to have exact change, and don't even *think* of handing a \$50 bill to our lovely Crew Listettes unless your insurance covers an extended hospital stay.

**A**fter that, all you have to do is have fun, sail safe and drop us a line to let us know how it's going. Good luck!

— latitude/jr

## NEED CREW

### MEN NEEDING CREW FOR MEXICO

- Bruce Powell & John Thompson**, 49/30, H: (415) 435-4422, C: (415) 264-5138, Ericson 38 ..... needs 4,5 (return Baja to S.F.)/exp 1,2,3/want 1,2,5,6,9 (looking to have fun).  
**Bob Bechler**, 64, ac7id@yahoo.com, Gulfstar Ketch 44 ..... needs 1,2,5/exp 2,3/wants 1,2,8.  
**Chuck Naslund**, 59, (510) 326-3795, librycall@aol.com, Catalina 30 ..... needs 3,5 (to Mazatlan)/exp 2,3 (Mexico)/wants 2,3a.  
**Chris Arnold**, 48, (775) 790-1431, c\_w\_arnold@hotmail.com, Swift 40 ..... needs 1,2,3,5 (possibly So. Pac.)/exp 1,2,3/wants 1,2,3,4,5,8.

### CODE FOR PEOPLE LOOKING FOR CREW

#### I NEED CREW:

- 1) For the trip down
- 2) While in Mexico
- 3) For Baja Ha-Ha 13, the cruisers' rally to Cabo starting October 30.
- 4) Return trip up Baja
- 5) Other \_\_\_\_\_

#### MY EXPERIENCE IS:

- |        |          |                     |
|--------|----------|---------------------|
| 1) Bay | 2) Ocean | 3) Foreign Cruising |
|--------|----------|---------------------|

#### I AM LOOKING FOR:

- 1) Enthusiasm — experience is not all that important
- 2) Moderately experienced sailor to share normal crew responsibilities
- 3) Experienced sailor who can **a)** share navigation and/or mechanical skills; **b)** who can show me the ropes
- 4) Cooking, provisioning or other food-related skills
- 5) 'Local knowledge': someone who has **a)** been to Mexico before; **b)** speaks passable Spanish
- 6) Someone to help me bring the boat back up/down coast
- 7) Someone to help me trailer boat back up/down coast
- 8) Someone who might stick around if I decide to keep going beyond Mexico
- 9) Other \_\_\_\_\_

- Dan Baker**, 65, dbaker@san.rr.com, (858) 722-4763, Tayana 37 ..... needs 2,5 (Central America)/exp 2,3/wants 2,4,8.  
**David Matt**, 58, (707) 479-6900, Ericson 38 sloop ..... needs 1/exp 1/wants 2,3.  
**David Priestley**, 65, (760) 408-0482, 37' Sail Catamaran ..... needs 1,2,3,4,5 (inquire)/exp 2/wants 2,3,4,6,8.  
**Gary Dobson**, 54, (209) 985-6111, garrysail@aol.com, Catalina 470 ..... needs 1,2,4/exp 1,2,3,wants 2.  
**Ian Hughes**, 66, ianh1940@yahoo.com or www.yachtgannet.com, 46' sloop, around world starting Nov. '06 w/various passage lengths...needs 1,3,5b (share expenses; prepare boat; unattached & unopposed to possibility of a friendship blossoming.)  
**Jerry Murphy**, 49, gsmurphy@ix.netcom.com, Bristol Channel Cutter 28 (LOA 39'7"; LOD 28'1"; LWL 26'3") ..... needs 1,2,3,4/exp 1,2,3/wants 1,2,4,6,8.  
**Jonas Collins**, 36, jonas1@pacbell.net, (415) 424-3507, Alberg 35 ..... needs 1,2/exp 1,2,3/wants 1.  
**Keith Davis**, 54, anatife@sbcglobal.net, Rawson 30 sloop ..... needs 1,2,3,5 (and beyond)/exp 1,2,3/wants 1,2,5,8.

# 2006 MEXICO-ONLY

## WOMEN NEEDING CREW FOR MEXICO

**Sharon Benson**, 56, (619) 818-0118, seawhispersea@yahoo.com, 38' LeComte Bluewater Cruiser..... needs 1,3/exp 2/wants 3,5,8.

## COUPLES NEEDING CREW FOR MEXICO

**Capt. Pat & Jeannie Hughes**, 57/48, (619) 471-7319, ibsurfqueen@yahoo.com, 66' OD/82' LOA Schooner *Patricia Belle*.....need 1,2,3,4,5 (So. to Mex. Riviera, as far as Huatulco, Oaxaca, Mex)/exp 1,2,3/want 1,2,3,4,6,9 (crew to help share expense for Ha-Ha/beyond.)

**Frosty Billingsley & Patti Good**, (206) 604-2650, Hylas 42..... need 1/exp 2,3/want 2.

**Mike Kopman & Sarah Shepard**, 30s, demacengle@yahoo.com, 70' Catamaran .. need 1,2,5 (Going to Mexico Oct. 29; not Ha-Ha this time)/exp 2,3/want 1,2,3a.

## GROUPS NEEDING CREW FOR MEXICO

**LanYarbrough, Tom Brown & Helen Baker (siblings & co-owners)**, 62/62/63, (510) 717-1475 or (650) 283-4491; ian.yarbrough@gmail.com or tomsailor@gmail.com.....need 2,5/exp 1,2,3/want 2,3,5,9.

# WANT TO CREW

## MEN WANTING TO CREW

**Alex Mozes**, 25, (415) 305-6067, alexmozes79@hotmail.com..... wants 1,2,3,4/exp 1,2/offers 1,5b.

**Art Urbin**, 53, (408) 985-2107..... wants 1,2,3,5/exp 4b,c/offers 3,4,5a (HF radio licensee, scuba cert.).

**Austin Harless**, 23, (831) 252-0461, healey462@sbcglobal.net..... wants 3/exp 2/offers 2,4,5b,6.

**Ben Houdek**, 25, BenHoudek@gmail.com..... wants 1,2,3,4,5/exp 3/offers 2,3,4,5,6.

## MEN TO CREW — CONT'D

**Bernd Paatschi**, 40, berndp@gmail.com..... wants 3,5 (So. Pacific)/exp 3,4c (Baltic Sea, Med.)/offers 3,4,6.

**Bob Hilliker**, 65, (619) 957-9735 or (619) 474-2037..... wants 2,3,4/exp 3/offers 2.

**Bob Pankonin**, 67, (831) 622-0949, robpank@comcast.net..... wants 1,2,3 (Ha-Ha vet),4/exp 4/offers 3,4,5a.

**Brett Hall**, 41, (303) 638-1530, brettthall@hotmail.com..... wants 3,4/exp 2/offers 2,3,4,6 (ASA cert. bareboat skipper—inquire).

**Charles Kite**, 70, (707) 649-0920, mrckite@yahoo.com..... wants 1/exp 3/offers 2,3.

**Charlie Francis**, 57, (818) 572-3965, charlie\_francois3@excite.com..... wants 1,2,3,4/exp 2/offers 2,4.

**Chris & Steve Jahn**, 58/61, (949) 581-2264 (Chris); (360) 293-1340 (Steve)..... wants 3,5 (For SoCal boat we can help in boat prep/provisioning/exp 3/offers 3,4.

**Cliff Shaw**, 56, (925) 939-2490, csrgone@around.net..... wants 4,5 (on a 40' or larger cat)/exp 4a/offers 3.

**Clint Norrell**, 58, (530) 637-4962, cknorr@usamedia.tv..... wants 1,2,3,4/exp 2 (& San Juans)/offers 2.

**Cory Layne**, 60, C: (801) 787-3616, layneunltd@earthlink.net..... wants 1 (from SF Bay),2,3,4,5 (Pacific/anywhere)/exp 2 (& Maine Coast)/offers 2,4,5b,6 (gets along with most people, except extreme socialists).

**Craig Adams**, 52, C: (805) 276-3806; H: (805) 640-8890..... wants 3/exp 3/offers 3.

**Craig Southard**, 55, (510) 339-9207, C: (510) 501-9207.....wants 1,2,3/exp 2/offers 2,3,4.

**Dave Dimmick**, 54, (415) 420-1974, david@dimmick.com..... wants 1,2,3,4/exp 4/offers 3,4,5a.

**Dave Parish**, 45, (808) 756-5576, dpkona1@hotmail.com..... wants 3,5 (retired; \$ independent—longer trips)/exp 2,3 (charters)/offers 2,3,4.

**David French**, 48, (760) 603-1233, dvdfrench@adelphia.net.....wants 3/exp 3/offers 2,3,4.

**David Lewis**, 61, (619) 222-1679, 3022 Lytton St., San Diego, CA 92110.....wants 1,2,3,4/exp 3/offers 3,4.

**David Ripberger**, 59, (760) 729-5229, david@ripberger.com..... wants 1,2,3,4,5/exp 2/offers 2.

**Dino Dipasquale**, 46, (719) 499-2499, dinodd@adelphia.net..... wants 1,3/exp 3 (inquire)/offers 2,3(minus spinn),4,6.

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# CREW LIST

## CODE FOR PEOPLE WANTING TO CREW

### I WANT TO CREW:

- |   |                        |
|---|------------------------|
| 1) For the trip down  | 4) Return trip up Baja |
| 2) While in Mexico  | 5) Other _____         |
| 3) For Baja Ha-Ha 13, the cruisers' rally to Cabo starting October 30 |                        |

### MY EXPERIENCE IS:

- |                             |   |
|-----------------------------|---|
| 1) Little or none           | 3) Moderate, Some Ocean   |
| 2) Some, mostly Bay sailing | 4) Lots: a) extensive sailing<br>b) extensive cruising<br>c) foreign cruising |

### I CAN OFFER:

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

## MEN TO CREW — CONT'D

- DuWayne Olds**, 63, (707) 822-2781, d-olds@cox.net..... wants 2,5 (anything warm),exp 4a,b,c/offers 3,4.
- Eric Lowe**, 53, (435) 862-3152, yarboat@msn.com..... wants 1,4,5 (Return tip to SF)/exp 3,4a/offers 2,3,4,5b,6.
- Frank Grekowitz**, 40, frankgrek@yahoo.com, (310) 590-5788..... wants 1?,2?,3!!1,4?/exp 3/offers 2,3,6.
- Gary L. Cook**, 58, (916) 962-0653, lcook@tomatoweb.com.....wants 3/exp 3/offers 3.
- Gary S. Jackson**, 56, (949) 677-7901, sonrisa52@earthlink.net.....wants 1,2,3,4,5 (could be open)/exp 3/offers 3,4.
- Gary Purdom**, 53, (206) 842-1325, grpurdom@msn.com.....wants 2,3,5 (beyond Mexico)/exp 3/offers 2,3.
- George Bagley**, 60, (206) 409-0769, bagleychar@comcast.net.....wants 1,3,4/exp 3 (13k ocean miles; HI-So. Africa-Europe)/offers 2,3,6.
- Greg Foster**, 26, C: (360) 739-2083, gregfoster@hotmail.com.....wants 1,3,5 (willing to sail beyond Mexico)/exp 3/offers 3,4,5b (fluent),6 (easy to get along with).
- Greg McCoy**, 55, (505) 640-3080, BigBoysBBQ@aol.com.....wants 1,2,3,4,5/exp 2 (lake)/offers 1,2,4 (mechanical skills, good attitude).
- Howard Newman**, 60, (323) 876-0066, h@hfnewman.com.....wants 1,2,3/exp 3/offers 2,4,6.
- Jack Watson**, 63, (970) 468-5296, watsonsp@msn.com.....wants 3,4/exp 3/offers 2.
- Jager Corry**, 50, corry.jager@navy.mil.....wants 3/exp 3/offers 2,3.
- James Farnworth**, 50, (949) 683-5033, jf111555@hotmail.com.....wants 1,2,3,4/exp 3/offers 2,3.
- Jamie Rosman**, 44, (408) 203-8270, sailsfca@ureach.com.....wants 1,2,3/exp 4a,b,c/offers 3,5a,b.
- Jesse Jacovini**, 23, (831) 419-4553, surfoutsider@sbcglobal.net.....wants 3/exp 1/offers 1,4,6 (willing, fit, educated & speaks beginning Spanish).
- Jim Gunderson**, 55, (408) 997-3821 or (408) 206-4610.....wants 1/offers 3 (minus spinn.),3,6.
- Jim Peter**, 46, (310) 463-8975, whosedream@earthlink.net.....wants 1,3,4/exp 2/offers 2,4,6.
- Jim Tantillo**, 73, (408) 263-7877, jimtantillo@worldnet.att.net.....wants 1,3/exp 4a,b,c/offers 3,4,5a.

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**Joe Lavash**, 50, (415) 822-6463, joewelds1@yahoo.com .wants 1,3/exp 2/offers 2.  
**Joe Onorato**, 47, (206) 409-6514, jdonorato@hotmail.com .....wants 1,3,4,5/exp 3/offers 2,3,4,6.  
**Joe Schmidt**, 55, (650) 592-1458, josephaschmidt@yahoo.com .....wants 3,4/exp 4/offers 3.  
**Joel Krauska**, 31, (415) 864-2669, jkrauska@gmail.com .....wants 1,2,3,4,5 (return to home port if needed)/exp 2/offers 2,4.  
**John Bye**, 61, ketchjb@hotmail.com .....wants 1,3/exp 3/offers 2,4.  
**John David**, 46, (619) 204-5199 or (619) 708-3311 .....wants 1,3,5 (flexible)/exp 3/offers 3,4.  
**John Harold**, 57, (831) 461-1180, johnharold@buslog.com...wants 3/exp 3/offers 3,4.  
**John Prouty**, 48, (480) 595-2795, jopinaz@worldnet.att.net...wants 1,3,4/exp 2/offers 2.  
**John Reimann**, 53, (510) 534-3254, wildcat99@earthlink.net .....wants 1,3/exp 2/offers 1,5b (fluent).  
**John Stafford**, 56, H: (415) 456-5274, W: (415) 765-4850 .....wants 3/exp 3/offers 2,4,6.  
**Josh Oen**, 40, (510) 579-3563, john\_894@yahoo.com ..wants 3/exp 3/offers 2,3,4.  
**Joshua Logan**, 29, (831) 334-2221, joshblogan@hotmail.com .....wants 1,2,3,4/exp 2/offers 2,5b.  
**Julio MacWilliams**, 39, (831) 402-6304, jfmacwil@yahoo.com .....wants 1,2,3,4/exp 3/offers 3,5b.  
**Ken Kisco**, 50, (760) 510-9580....wants 1,2,3,4/exp 1 (little; some cruising)/offers 2,4,6.  
**Ken Moore**, 56, (530) 351-2243 .....wants 3/exp 3 (cruising)/offers 2,3.  
**Kim Coleman**, 58, (510) 846-2353 .....wants 1,2?,3/exp 3,4a/offers 2,3.  
**Klaus Flock**, 34, (510) 709-6146, klflock@yahoo.com....wants 3/exp 1,2/offers 1,2.  
**Kurt Johnson**, 48, (925) 389-8799, kurtjane@pacbell.net....wants 3/exp 3/offers 3.  
**Kurt Zabriskie**, 51, (213) 793-1700, kurtsails2@aol.com .....wants 1,2,3 (other maybe)/exp 1,2,3/offers 1,2,3.  
**L.H. Tone**, mature, (310) 729-0398 .....wants 1,2,4/exp 3,4/offers 2,3,4,5.  
**Larry Pino**, 59, (661) 618-8870, pknowx1@yahoo.com...wants 1,3/exp 2/offers 1,2,4.  
**Larry Sharpless**, 59, (714) 377-7847, nordic37@earthlink.net...wants 3/exp 4/offers 3,5.

## MEN TO CREW — CONT'D

**Larry Stelle**, 64, (714) 840-4441, larrysail@yahoo.com.....wants 1,2,3,4/exp 4a/offers 3.  
**Lee Bright**, 58, (707) 297-0200 .....wants 3/exp 2 (some ocean/no racing)/offers 2 (minimum).  
**Lee Finn**, 63, (619) 291-0575, datinnster@cox.net .....wants 2,3,4/exp 3/offers 2,6.  
**Marc Edge**, 51, (604) 525-2764, mail@marcedge.com/www.marcedge.com/sailor.html.....wants 1,2,3,4/exp 4c/offers 3,4,5,6.  
**Mark Bates**, 50, (310) 402-1917.....wants 1,3,4,5 (from LA south)/exp 3/offers 2,4.  
**Mark Bidgood**, 45, (805) 570-9849, bidly@aol.com .....wants 2,3/exp 3/offers 3.  
**Mark Christensen**, 40, mchristensen96@gmail.com, (415) 661-2940 .....wants 3/exp 2/offers 2.  
**Mark Downing**, 57, (707) 529-2290, markd@sonic.net .....wants 3,5 (possible additional legs)/exp 3,4/offers 3,4,5,6.  
**Mark Tabbert**, 59, (949) 355-6070 or (949) 548-8772 .....wants 1,3,4/exp 2 (experienced bareboat captain)/offers 2.  
**Martin Domitrovic**, 23, C: (831) 818-2253, H: (831) 430-9929...wants 3/exp 1/offers 1.  
**Max Mason**, 53, mmason3@cox.net .....wants 1,3/exp 3/offers 2,3,4.  
**Michael Colin**, 50, (805) 259-8321, mcolin47@yahoo.com .....wants 1,2,5 (other points south)/exp 4/offers 2,3,4,5,6.  
**Michael Dow**, 59, (916) 214-7560 .....wants 1,2,3,4,5 (thru Canal)/exp 2 (inquire)/offers 2 (inquire).  
**Michael Stephenson**, 53, (541) 478-0437 .....wants 1,2,3,4/exp 2/offers 1.  
**Mike Clark**, 52, (702) 339-1557 .....wants 3/exp 4a,b,c/offers 3,5a.  
**Mike Hemelstrand**, 59, (503) 780-7740 or hemelstrand2724@msn.com .....wants 1,3/exp 4/offers 2.  
**Mike Sluyter**, 36, (805) 302-3723, mike4surf@juno.com...wants 3,4/exp 4a,b/offers 3.  
**Nick Salvador**, 52, (510) 406-5169, nicksalvador@comcast.net .....wants 1,3,4/exp 3/offers 2,3,4.  
**Nathie**, 19, slickpig@hotmail.com.....wants 1,2,3,4,5 (info Pacific or other deliveries/trips)/exp 2/offers 2,4,6.  
**Noah Kercher**, 26, cruisebysail@yahoo.com .....wants 1,3/exp 3/offers 2,4,5.

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**Norm Trondsen**, 58, (925) 324-8129 or (530) 274-7112 ..... wants 3/exp 3,4/offers 3,4,6 (owns a Catalina 42).  
**Patrick Douglas**, 59, (707) 365-2498, dasgnome@msn.com ..... wants 1,2,3,4,5 (willing to travel/share expense)/exp 3/offers 3,4.  
**Paul Niebank**, 58, (831) 345-2266 ..... wants 1,3,4/exp 2,3/offers 2.  
**Patrick Kelley**, 57, (951) 587-7523...wants 1,2,3,4,5 (points beyond)/exp 3,4c/offers 2.  
**Phil Saflar**, 60, (619) 993-1725 .....wants 1,3,4/exp 4b,c/offers 3,4,5a (Sea tales; retired fireman).  
**Randy Bull**, 54, (775) 771-7338, randy@randybull.com ..... wants 1,2,3,5 (open to the future)/exp 4 (racing)/offers 3 (novice @ navigating).  
**Rich Fortmann**, 62, richgf@comcast.net (415) 339-0441...wants 1,3,4/exp 3/offers 3.  
**Rich Gierth**, 53, (805) 340-2661, quikco@aol.com ..... wants 1,3/exp 3/offers 2,3,4.  
**Rick Hamm**, 59, (619) 952-0242, rhamm@southernmarine.com .....wants 3/exp 3/offers 2,6 (lives on Shelter Island, San Diego. Car available for provisioning, etc.).  
**Rick Sorg**, 63, sailorrick60@yahoo.com ..... wants 1,2,3/exp 4a,b,c/offers 3,4,5a,6.  
**Rob Rietow**, 62, (808) 542-9591, misrreflex.com ..... wants 1,2,3/exp 3/offers 2.  
**Robert Wheilihan**, "old man", (415) 867-9348, 1323 34th Ave., S.F., CA 94122 .....wants staging leg(s) to San Diego, 3? (inquire)/exp inquire/ offers inquire.  
**Roger Cooper**, 63, (703) 927-9649, n3rc@hotmail.com.....wants 1,2,3/exp 4 (inquire) offers 3 (100 ton sail aux. CG license; owner 41.1 cc Bristol; retired Navy Capt.).  
**Roger Johnson**, 35, (720) 480-9334, rogervjohnson@yahoo.com .....wants 1,3,4/exp 2/offers 2,4,5b,6.  
**Ron Viegelah**, 52, (707) 315-4904, ron6678@yahoo.com.....wants 1,3,5 (maybe more)/exp 2/offers 2,3.  
**Samuel J. Harkous**, 20, (707) 616-6608, sjh37@humboldt.edu .....wants 1,2,3,4/exp 1/offers 1,4,5b,6.  
**Steve Katzman**, 59, H: (530) 577-7715, C: (530) 416-7715 .....wants 1,2,3,5 (inquire)/exp 4 (extensive Bay racing-limited cruising)/offers 3 (An R.N.)  
**Steven Rathfon**, 64, (510) 530-6668, sdrathf@pacbell.net...wants 1,3/exp 3/offers 2,4.  
**Terry Kane**, 63, (831) 332-4143 .....wants 3/exp 4/offers 2,3,5.  
**Terry Revnak**, 51, (925) 743-3992 .....wants 1,3,4/exp 3/offers 3.

## MEN TO CREW — CONT'D

**Tim Tees**, 44, (503) 439-4234, tim.tees@1985.usna.com...wants 3/exp 4/offers 3,4,6.  
**Tom Miller**, 63, (760) 533-6168, tcmiller3@cox.net.....wants 1/exp 3/offers 2.  
**Tony Martarella**, 59, (925) 979-1469...wants 1,3,4,5 (Pac.Coast)/exp 1 (inquire)/offers 2.  
**Trapper**, 60, (858) 483-8727 .....wants 1,2,3,4,5 (worldwide cruising)/exp 3,4/offers 2,3,4,5,6.  
**Vernon Kershner**, 64, (928) 556-0828, jovernker@aol.com .....wants 1,2,3,4/exp 4 (sailed own boat/inquire)/offers 2,3 (minus spinnaker).  
**Walt Tice & Eric Hilsen**, 81/71, (858) 483-3343, waltpillietice@sbcglobal.net .....wants 1,3/exp 4a/offers 3.

## WOMEN WANTING TO CREW

**Andrea Nelson & Katharina Broeckelmann**, 29/27, andrea@andreanelson.com...wants 1,3/exp 1,4a/offers 1,2,4.  
**Angela Tierra**, 29, angela.tierra@yahoo.com...wants 1/exp 2/offers 2 (registered nurse).  
**Ann Slutsky**, 55, (206) 920-4974, conradroad1@hotmail.com .....wants 1,3/exp 2 (inquire)/offers 2,3 (inquire),/4.  
**Ashley Larson**, 33, smashleywyatt@yahoo.com .....wants 1,2,3,5/exp 3/offers 2,4.  
**Beverly**, 50, (949) 689-8794, bfactor@beverlyfactor.com .....wants 1,3,5 (open to suggestions)/exp 3/offers 2,6.  
**Cary Beth Vaughn**, 48, cary\_vaughn@yahoo.com, P.O. Box 568, Wilton, CA 95693.....wants 1,2,3,4,5 (Open)/exp 4 (Mexico)/offers 2,3,4,5a,b.  
**Charlene**, 53, ladysailor44@hotmail.com .....wants 1,2,3,5/exp 3/offers 2,4,5a,b,6.  
**Celeste Mirassou**, cymirassou@yahoo.com...wants 3/exp 3 (lots Bay racing)/offers 2,4.  
**Cindy Bangs**, 52, (808) 989-2565, seabangs@mac.com .....wants 1,2,3/exp 2,3/offers 1,2,4,5b,6.  
**Deborah**, 37, (530) 646-8212 .....wants 1,3/exp 1/offers 1,4,5b,6.  
**Diane Straus**, 53, (510) 655-8899 .....wants 1,3/exp 2/offers 2.  
**Dianne MacLean**, 57, pknowx1@yahoo.com, (661) 618-8870 .....wants 1,3/exp 2/offers 1,2,4.



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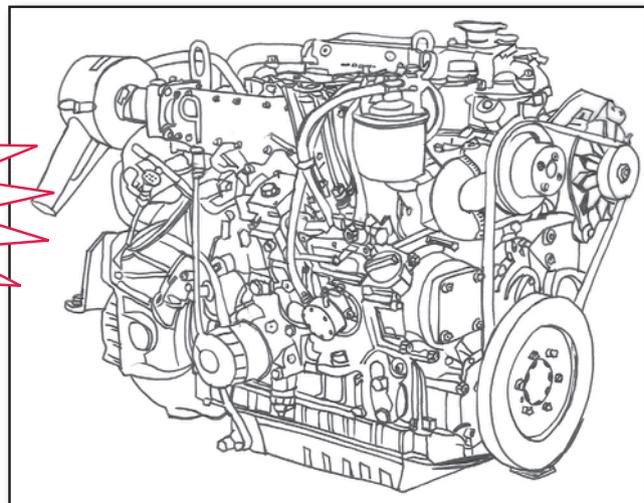
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# 2006 MEXICO-ONLY CREW LIST

## WOMEN TO CREW — CONT'D

**Edith**, 33, atidess@hotmail.com ..... wants 1,2,3,4,5/exp 1,2/offers 1,4,6.  
**Emily**, 26, emilycabo@hotmail.com ..... wants 1,3/exp 2/offers 2,4.  
**Erin Goebel**, 23, (916) 212-9291, gobes3@hotmail.com .....  
 ..... wants 3,4/exp 2/offers 1 (quick learner),4 (Lives in San Diego).  
**Gloria**, 52, kojikado@saber.net ..... wants 1,3/exp 2/offers 1,5b (fluent).  
**Grace**, 28, (808) 938-7172, oolilybleu@hotmail.com .....  
 ..... wants 1,2,3,5 (beyond Mex: Caribb., Central Am., So. Pac.)/exp 2/offers 1,2,4,6.  
**Hillary**, 23, lillarys@yahoo.com...wants 1,2,3/exp 1/offers 4,5b (better than passable),6.  
**Jan**, 50+, ladsailor\_jb@yahoo.com .....  
 ..... wants 1,2,3,4,5 (any place warm)/exp 4/offers 2,3,4,5a,b,6.  
**Jenny**, 22, (541) 345-3971, lil\_scrill@oregonducks.org ..... wants 1,3,4/exp 1  
 (big boat),3 (racing=4 yrs varsity college racing on dinghies)/offers 1,5 (learning),6.  
**Joyce**, 50+, (415) 939-3150, cookiebaker2004@hotmail.com .....  
 ..... wants 1,2,3/exp 3/offers 2,4,6.  
**Kathi Saks**, 47, (954) 465-1073, kathisaks@yahoo.com .....  
 ..... wants 1,2,3/exp 3,4 (inquire)/offers 2,3,4 (professional chef),6.  
**Lindy Kurle**, 56, (831) 601-0078...wants 1,2,3,4/exp 4/offers 2,3 (helpsetspin),4,5b,6.  
**Luanne C. Long**, 44, (803) 425-4965, windsblowing@hotmail.com .....  
 ..... wants 1,2,3,4/exp 3,4b,c/offers 2,4,5b.  
**Marian**, 54, marianvms@aol.com ..... wants 1,2,3/exp 3/offers 2,4,6.  
**Marianna**, 60, (760) 325-5250, mamodt@yahoo.com .....  
 ..... wants 1,2,3,5 (Pac. crossing)/exp 4/offers 2,4,5a,b.  
**Marilyn Spenst**, 59, (925) 828-7690 ..... wants 1,2/exp 2/offers 1,4,6.  
**Megan**, 26, crew4youbaja06@yahoo.com ..... wants 3/exp 3/offers 2,5b.  
**Monika Mitchell**, 37, (619) 368-9108 ..... wants 1,2,3,4/exp 3/offers 2,3,4.  
**Nancy N.**, 46, nnsailing@aol.com ..... wants 1,3,4/exp 3/offers 3,4.  
**Renee Wilson**, 58+, (510) 532-1935, oakcat6@hotmail.com .....  
 ..... wants 1,2,3/exp 3,4/offers 2,4,5a,b,6?  
**Sharon**, 69, (510) 236-0115 ..... wants 1,3,4/exp 4a,b,c/offers 3,4,5a,6.  
**Suzanne**, 44, skemek@hotmail.com .....  
 ..... wants 1,2,3,4,5(beyond/local),exp 1/offers 1,4 (professional chef),5b.

## COUPLES WANTING TO CREW

**Chad & Lorie McNamee**, 53/45, (925) 684-3636, westmac@sbcglobal.net .....  
 ..... wants 1,3/exp 3/offers 2=Lorie,3=Chad,4 (Lorie is a great cook),5b=Lorie.  
**Deborah & Ken**, 37/56, (530) 646-8212 or (530) 351-2243 .....  
 ..... want 3/exp 1=Deborah, 3=Ken, offer 1=Deborah, 2,3=Ken, 4,5b=Deborah,6=both.  
**Ed & Ann**, 53/49, ejacks2@comcast.net ..... want 1,2,3,4,5  
 (avail. until 11/19/06)/exp 2=Ann, 3,4=Ed, offer 2=Ann, 3=Ed, 4=both, 5=Ann, 6=both.  
**Fred & Bonnie Schiffer**, 40/53, (928) 208-1912, renavigator@frontiernet.net .....  
 ..... want 5 (could do one or all; schedule open)/exp 1,2-inquire/offer 1,2,3,4,5a,6.  
**George & Carol**, 55/47, (805) 682-0836, geoovell@mac.com .....  
 ..... wants 3/exp 2=Carol,4=a,b,c=George/offer 1=Carol,3=George,4,5=both.  
**Jheimy Flores & Sarah Munoz**, 28/29, J: (630) 452-3611, S: (347) 255-5000 .....  
 ..... want 1,3/exp 1/offer 1,5b.  
**Jim & Sheilagh Goetsch**, 60/58, (916) 806-6706...wants 1/exp 2/offers 2(her),3(him)  
 4(her),6(both); (Own Valiant 42 in Alameda; both hands-on, work hard, quick studies).  
**John Taylor & Danice Kemp**, 51/50, (530) 823-5487 or (530) 887-0102 .....  
 ..... wants 2,3,5 (inquire)/exp 2/offer 2,4,6.  
**Ken Murata & Vicky**, 63/57, kennethmurata@yahoo.com .....  
 ..... want 1,3/exp 2-Lake exp=Vicky, 4=Ken/offer 2=Vicky,3=Ken, 4=Vicky.  
**Kim & Trish**, 58/53, (510) 846-2353 ..... want 1,2/exp 3,4/offer 3.  
**Mark & Lupita Manfredi**, 51/45, manfredisn@aol.com, P.O. Box 321, San Francisco,  
 CA 94104-0321, Mark: (510) 533-5330 ..... want 3/exp 2/offer 1,2,4,5a(visited),6.  
**Neil & Judi Larson**, 67/59, (510) 525-1916 or (949) 439-9811 .....  
 ..... want 1,2,3,4/exp 4a,b,c/offer 2,4,5a.  
**Paul & Sheryl**, 58/63, (831) 345-2266 ..... want 3/exp 2,3/offer 1,2.  
**Peter A. & Kathy K.**, 39/33, (650) 255-4532, paltman@biocardia.com .....  
 ..... want 3/exp 2/offer 2,4,5b,6.  
**Peter & Tatyana**, 32/33, connorpm@yahoo.com ..... wants 1,3/exp 2/offers 2,4.

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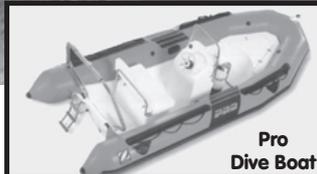
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# BAJA HA-HA LUCKY 13 PREVIEW, PT II

*"The person who has lived the most is not the one with the most years, but the one with the richest experiences."*

— Jean Jacques Rousseau

Apparently our philosophy jibes with that of old Jean Jacques. After all, what's the use of living to be 105 if you never get outside your comfort zone and test your personal limits. For most participants, the annual Baja Ha-Ha rally from San Diego to Cabo San Lucas allows them to do just that.

Furthermore, as we mentioned last month in our first installment of Ha-Ha profiles, this moderately challenging two-week getaway provides the catalyst that inspires many of its 600+ participants to *reinvent* themselves. After a few days of offshore sailing, free from the monotony of the workaday world, mild-mannered office drones soon morph into swash-buckling adventurers with sun-tanned cheeks and wind-tousled hair. After standing a few night watches under brilliant, star-splattered skies, chronic worriers often transform into carefree vagabonds — later to be seen dancing on the tables of Cabo's notorious watering holes.

Before those transitions take place, however, we'll introduce you to them as they are in 'normal' life. The event begins Monday, October 30 off San Diego's Coronado Rodes. (Look for a third and final installment in November and a complete post-rally report in December.)

## **Saeta — Sceptre 41**

**Richard & Andrea Black, Santa Cruz**

In any given year the range of vocations represented by Ha-Ha entrants is always wildly diverse. But we don't recall ever seeing Richard and Andrea's professions on an entry form. She is a flamenco dancer and he is her guitar accompanist.

*Paul and Erin of 'Romany Star' plan to travel cheaply in order to travel far.*



(He also works as both a civil and yacht designer.) Fittingly, they list Spain as their long-range cruising target.

"I've been waiting for this trip for about 30 years," says Richard, "and here it is!" He's been sailing since 1969, and we'd bet it was he who introduced Andrea to the sport a decade ago. Don't expect this roomy 41-footer to be at the front of the pack, as she's carrying spares and provisions for extended cruising, in addition to a P.A. system, costumes, and — would you believe — a collapsible dance floor!

## **Apollo II — Fountaine Pajot 45 cat Vic & Roberta Kelley, Sonora**

"After 28 years in prison, my plan of escape is finally becoming a reality," admits Vic. "San Quentin is surrounded by water on three sides, and I have been drawn to it for years."

Fear not, Vic was a counselor there, not an inmate. He took up sailing 20 years ago on Sierra lakes as a pressure reliever from the job, and rigors of life in general. Vic and his wife of 10 years, Roberta, bought this comfy boat a year and a half ago with plans to spend six months a year cruising Mexican waters.

Crewing on the Ha-Ha will be Vic's son Shane and daughter-in-law Shana, as well as friend Bob Harrison, an avid singlehander and former prison guard. (Be nice to him.)

## **Romany Star — Ohlson 38 Paul & Erin Moore, Seattle**

"Go slow," advises Paul. "Even if it means living on \$400 a month. Enjoy it to the fullest, because it's so hard to go back." He ought to know. During the '90s, he did a five-year Central America and South Pacific circuit, including the Galapagos and southeast Alaska.

After Erin came into the picture, the couple began an exhaustive five-year refit, incorporating interior features such as a full-size piano keyboard for Erin. Remarkably, they're still together. Last year they quit their jobs — he was a computer programmer and she was a flight attendant — and symbolically burnt their working attire in a local park, which earned them a scolding from local officials.

Now, it's on to open-ended adventures anywhere between 25°N and 25°S.

## **Kiskedee — F&C 44**

**Peter and Aaron Behman, Morro Bay**

Owning a fine-quality boat had been a lifelong dream for Peter. And when



"the stars finally lined up," as he puts it, allowing him to buy one, he made an excellent choice. Designed by German Frers, F&Cs are little known on the West Coast, but are beautiful, fine-sailing yachts nonetheless.

Although born in London, Peter grew up in Southern California, idolizing the sailing life since he was "a pup." As a teenager, he wanted to own his own boat so bad that he built a Sabot in his high school wood shop. Years later, a last-minute invitation to crew on a Beer Can race "changed his life," as he began racing actively.

Peter's 31-year-old son Aaron will share in the dream cruise to Cabo, as will friends Greg Barker and Gerald Luhr.

## **Palapa — Catalina 350 Roger & Tobé Hayward, Long Beach**

"We've found that we like each other better when sailing," say Roger and Tobé, explaining, "It must be the lack of clothing!" With that discovery, they've decided to "maximize our time on the boat before we're too old."

The couple, both of whom are engineers, had a great time doing the Ha-Ha last year, and the fun continued afterward as they sailed down the Central American coast, with intermittent trips

# REINVENT YOURSELF



*Making new friends and checking out their boats is a Ha-Ha tradition — both while sailing and at anchor.*

back to the U.S. to work. Eventually, *Palapa* was shipped back to SoCal from Costa Rica. 'Plan A' this year is to cruise as far south as Zihua, and again ship *Palapa* home at the end of the season, as both Roger and Tobé are still way too young to retire.

Crewing to the Cape will be friends Andrew and Sherry Hansen.

## **Avrio — Globe 41**

### **Jill & Evan Jacoby, Lake Stevens, WA**

Jill and Evan have been vacationing in Mexico for over 20 years, but this will be their first experience arriving under sail.

Evan, former legal counsel for Washington State Fish and Wildlife, and Jill, former Executive Director of the Washington Association of School Administrators, both retired last summer, giving them the green light for this open-ended cruise.

Having explored much of the Pacific Northwest over the past 15 years — including a circumnavigation of Vancouver Island — the Jacobys bought this boat in 2000. She'd cruised to Panama in the early '80s, but had sat idle for 15 years waiting for a new owner to breath new life into her sails. Luckily, Evan and Jill came along and did just that.

## **Volare — Catalina 42** **Greg & Debbie Cockle** **Sydney, Australia**

Uh oh. We smell trouble. Just reading the name of this entry, we can imagine the event's Grand Poobah doing a Frank Sinatra impersonation whenever it's time to call this boat's name on the morning net: "Volare, whoa-oh. Cantare, whoa-oh-oh-oh. . ." Hopefully, he'll be able to restrain himself.

If we've got the story straight, Greg and Debbie are both native Australians and, after wintering in Mexico, they'll start heading back there with the Pacific Puddle Jump fleet next spring. They've owned nine yachts over the years, purchasing this one just last spring in Ensenada, where they've been fitting her out for the big cruise ever since.

Joining them on the rally — and perhaps for the crossing — will be Debbie's sister Gail Hawkins and her husband Milton, who also hail from the 'land of oz'. The Cockles offer these words of advice: "The past is a golden link, so go cruising my brother, it's later than you think."

## **Peregrine — Tayana 460** **Bill Chapman, San Diego**

"Ready or not, here I come!" warns Bill. A woodworker by trade, he regards the rally as the first leg in an open-ended voyage to who-knows-where. "This pilot-

house design makes a great liveboard. It will be my home for the next couple of years."

Having first learned to sail in the mid-'60s, Bill is no stranger to offshore sailing. In the past, he's done trips from San Diego to Acapulco, Miami to Colombia and Miami to Venezuela. Navigator Sheldon Spearbeck is also an ol' salt whose resume lists passages from Victoria to Maui, P.V. to the Marquesas and San Diego to Lauderdale. Hayley Broker will add a little female influence to the *Peregrine* crew.

## **Serenity — Catalina Mk II** **David J. Albert, Oceanside**

As with a number of others in this year's fleet, David seems to be making his ultimate cruising escape in stages. That is, he did the Ha-Ha last year in this same boat, and this year he'll cruise the Sea of Cortez and parts of the mainland coast before heading back. But eventually, he claims, a Ha-Ha rally will serve as the start of a "one-way" cruise with no pressing return date.

A real estate broker by profession, he's owned this boat, his fourth, for three and a half years. "I just love the comfort of this self-sailing vessel. For a pleasure craft, she lacks nothing in sailing performance."

Larry Duvall will serve as first mate on the run to the Cape.

## **Yohelah — Baba 40** **Rob & Theresa Sicade, Seattle**

Rob and Theresa met in college, where they both learned to sail. "It was all downhill from there," jokes Rob, "as

*"Somebody get me out of this thing!"* Actually, Bill of 'Peregrine' already knows the ropes.



# BAJA HA-HA LUCKY 13 PREVIEW, PT I



**Rob and Theresa of 'Yahelah' might be fixing watermakers all over the world.**

that 'sailing thing' completely took over our lives."

Now, 12 years later, their intentions are to circumnavigate, although they are definitely not in a rush to do so. Since they're both computer programmers, they figure they can find work along the way if their cruising kitty hits bottom.

Their Ha-Ha crew will be Lee Youngblood and Kathleen Davis.

Rob, by the way is a "roving representative" for Spectra Watermakers, a Ha-Ha sponsor. And he welcomes any and all Ha-Ha'ers to contact him if they have questions or problems along the way. Now that's what we call added value. (Email: [robscade@yahoo.com](mailto:robscade@yahoo.com) or [WDC9438@sailmail.com](mailto:WDC9438@sailmail.com).)

## **In the Mood — Formosa 41 Stan & Karen Dodd, Martinez**

It occurs to us that a famous tune from the Big Band era may have inspired the naming of this vintage William Garden ketch. Then again, we know for sure that Stan and Karen are 'in the mood' to unplug from the rat race and circumnavigate the globe. They've dubbed their extended cruise: "Adventures in Retirement."

You might say they both previously worked in the 'people biz', as he was a human services administrator and she was a personnel manager. To their credit,

**Stan and Karen are 'In the Mood' to make some new friends on the Ha-Ha.**



they're not at all burnt out on meeting new folks. In fact, that's one of the reasons they signed up for the rally.

Crewing on the trip south will be Karen's nephew, Robert McLean.

## **Vallee Cachee — Endeavour 40 Leonard Bisgrove, San Diego**

Now here's a guy with long-range plans! "This will be the opening round of what I hope will be a 20-year-long move from here to Europe by the western route, and all places in between."

A mechanical designer by trade, Leonard explains that he's been dreaming about this cruise for years. Unlike most with that affliction, however, he acted on it while he was still young enough — mid-50s — to enjoy it. He'll be joined by friend Irene Turgeon on the run to the Cape.

By the way, we have absolutely no idea what the name *Vallee Cachee* means, but we're certainly curious.

## **Brier Patch — Bowman 57 Phil & E.J. Kinnison, San Diego**

"Everything happens for a reason," reflects Phil, while explaining how they were prevented from going on the 2004 Ha-Ha when their boat fell over and was damaged during a pre-rally haulout. Turned out that was a good thing — sorta — since they had some medical problems soon after which were much easier to deal with in the States, not to mention engine and tranny problems, all of which are now fixed.

In 2004, *Brier Patch* had a large, highly experienced crew ready to head south when the mishap occurred, and all but one is back again. Cleve and Sandy Hardaker, Peggy Helm, Steven Roebur and Tim Coker have all raced on, or against, *Brier Patch*.

Now that Phil & E.J. are finally underway, don't expect them to return to their homeport any time soon.

## **Timeless — Tayana 48 CC Sheila Hubbard & Andre Beauchamp Santa Cruz**

"Time and grandchildren will determine whether we go left or right after spending some time in Mexico," says Andre. "For now, our itinerary is: the next port."

Since learning to sail in the 70s, he and Sheila have enjoyed a wide range of on-the-water experiences, including a voyage aboard *Kialoa II* from Fiji to Sri Lanka — the low point of which was a dismasting. They continued on to the

Med via the Suez aboard a three-masted schooner.

Although both are highly experienced, they make it clear that Sheila, who holds a 100-ton Coast Guard captain's license, is *Timeless'* official skipper — so show some respect!

## **Charm — Island Packet 380 Doug & Marcy Sanford, Lacey, WA**

Although both Doug and Marcy began sailing in the early '90s, they say that sailing *Charm* down the coast from Seattle to San Diego and on into Mexico "will be our biggest adventure and learning experience to date."

While Doug, a district manager for the federal government, is very excited, Marcy, a school athletic director, is a little nervous. "That's good, though," they explain. "Doug provides the momentum and Marcy worries for the both of us."

Their game plan is to do a circuit down the coast after the Ha-Ha, eventually



**Marcy of 'Charm' is accustomed to athletic activity, but sailing offshore will be a first.**

heading north again to explore the Sea of Cortez.

Paul and Judith Meaney will crew to the Cape.

## **Bluebird — J/120 The Cullen Family, Santa Barbara**

There's an element of 'coming full circle' to this entry. You see, Tom and Sheila Cullen first heard about the Ha-Ha 10 years ago when her brother, Bob Crum and his wife Jennie did the Ha-Ha with their young kids aboard *Gumboot* en route to their birthplace, New Zealand.

Now, a decade later, Bob and Jennie are crewing for the Cullens, who are bringing along their own kids, Robin, 12, and Ryan, 10. Cool, eh? "Doing the



# REINVENT YOURSELF



**For the Cullen family, doing the Ha-Ha is becoming a family tradition.**

Ha-Ha," says Tom, "is becoming a family tradition, with sister following brother, and cousins following cousins!"

After the rally, the Cullens will saunter on down the coast to Puerto Vallarta where they plan to live for two years, putting their kids in a Mexican school there, "and doing lots of surfing and cruising."

## **Camaraderie II — Beneteau 423 TB Stuart & Bernadette Strachan Redondo Beach**

Having been happily married for 27 years, Stuart decided to test his relationship with his "good-natured wife" Bernadette by buying "yet another boat" and throwing loads of money at it in preparation for a long-term cruise. Happily Bernadette accepted her shanghaiing with grace and is now equally excited about sailing in the Ha-Ha and beyond. They hope to eventually work their way into the Caribbean.

The one thing that puzzles us, however, is how a smart guy like Stuart, a retired mutual fund lawyer, could let himself be talked into leaving his sons, 25 and 23, in charge of the family home. What was he thinking? Who knows, perhaps they're more saintly than the average twentysomething kid. In any case, we wish them success in both their voyages under sail and their home care strategy.

## **Talerra — Cape George 38 David & Melanie Boots Anacortes, WA**

"Our cruising dreams started 29 years ago," recalls Melanie, "with a letter of proposal." David had recently completed a seven-year circumnavigation with his parents and was moving to Washing-

ton state. He invited Melanie to come along, with the idea that they'd quickly throw together a cruising kitty, buy a boat and take off.

Typically, 'life' intervened to slow the plan, but they never gave up on their cruising dreams. In '86 they began building *Talerra* in a shop right outside

their house, and 14 long years later she was finally launched. Now, after six years of finish work she is ready to go. And David and Melanie. . . Let's just say they're way past ready. The post-rally plan is to head for the South Pacific next spring.

## **Walela — Amel Maramu 46 Carl & Marilyn McDanel Fiddletown, CA**

For Carl and Marilyn, part of the post-retirement process involved selling their boat and moving to California. For a while they tried to fill their recreational void with a 'land yacht', but that just didn't cut it. So eventually they bought this beautiful Amel in Florida and sailed her home to the Bay Area. Later, they crossed to Hawaii and spent a year exploring the island before circling north to Alaska.

"Now," they say, "after three and a half years of warming up — and refitting the boat to like-new condition — we are at last beginning the *real* cruising of the world." Wisely, they have not set their plans in stone, but the Caribbean and Europe have been mentioned after a couple of seasons in ol' Mexico.

Marie and Ron Scofield will crew to Cabo.

## **Sea Breeze — Swift 40 Chris Arnold, Gardnerville, NV**

"I plan to follow Jack Sparrow's compass," says Chris, an aircraft mechanic by trade. "After 18 airplanes, I need something different."

Since he has spent his life flying and repairing planes all over the world, the list of far-flung places Chris has visited would make your head spin. But long before all that, as a kid he accompanied his parents halfway around the world during their circumnavigation, and later joined them for several arctic cruises. We're pretty certain, in fact, that his adventures could fill a book of several

volumes.

Where he'll head after the rally is yet to be announced, as are his Ha-Ha crew.

## **Quantum — Cooper 416 Jeff Phillips & Bill Leach Redwood City**

Jeff became a part owner of *Quantum* last year after answering an ad on Craig's List. Since then, he and Bill, another part owner, have done a lot of sailing together in preparation for the Baja cruise. On a trip from Drake's Bay to Bodega they found out that this heavy displacement pilothouse cutter does well in nasty conditions. "With 10-foot seas every 7 seconds, she was bashing into swells on autopilot without much complaining," recalls Jeff.

The third crewman on the Cabo run will be Justin Zink — talk about an appropriate name for a sailor! Come to think of it, this entire crew is nautically named: There's Zink, Leach and what sailor worth his salt would go to sea without a Phillips-head screwdriver?

Post-Ha-Ha, *Quantum* will be berthed in La Paz awaiting visits from her owners.

## **Georgia J — Passport 47 Kim & Sharon Barr, Tiburon**

Believe it or not, Kim and Sharon began sailing actively only about three years ago. They'd been longtime powerboaters, and had dabbled a bit with sailing years ago, but never caught "the bug" until something inspired them to take a few classes.

"After a blitz of classes, private instruction, both of us crewing every Friday night, and chartering in the BVI



**Kim and Sharon transitioned from the dark side (powerboating) just three years ago.**

and the Med, we found ourselves looking to buy another boat — this time, a sailboat."

Having honed their skills on a number

# BAJA HA-HA LUCKY 13 PREVIEW, PT II

of coastal trips, they plan to cruise south of the border for at least six months — even though their grown daughter is convinced that they've lost their minds!

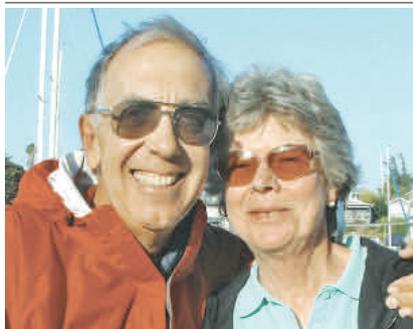
Rob Massey, Mary Harmon and Allyn Schafer will crew to Cabo.

## **Athena — Beneteau First 36.7**

### **Paul & Nellie Brocchini, Carmel**

Paul and Nellie are both native Californians, born and bred in the Bay Area. But for 18 years, their various occupations took them out of state to some very exciting places such as Brazil and Colombia — as well as some not-so-exciting places like New Jersey.

All that traveling put a damper on Paul's enthusiasm for sailing, which had been nurtured in his youth when he crewed for Sausalito legend Fritz Warren aboard his 1927 iron yawl from Florida to Costa Rica. Decades later, Paul and Nellie were invited along on a bareboat charter in the San Juans, and the sailing bug bit again. Now, they're off to spend a glorious season in Mexico. Chris Blain will crew on the trip south.



*Paul and Nellie of 'Athena' have had an exciting life, but there are more adventures to come.*

## **Sea Fox — Beneteau 38**

### **Fredrik Håkanson & Andrew Vik San Francisco**

There's a good reason why there are two *Sea Fox*'s in this year's fleet: Fredrik and Andrew just bought this one from the owner of *Sea Fox II* in July.

These two young sailors partnered up to buy her with the understanding that they'd do the Ha-Ha together. Joining them will be the love of Fredrik's life, Jennifer Goller and friend Andreas Amundin — all are in their mid-30s.

A native of Sweden, Fredrik grew up

sailing Scandinavian waters with his family — one of his jobs was jumping off onto rocky outcroppings and pounding in a mooring stake. After moving to the Bay Area, he and Andrew, who also has Scandinavian blood, soon became sailing buddies. After the rally they'll cruise the Sea of Cortez and will eventually truck *Sea Fox* home again.

## **Renegade — Tayana 48CC**

### **Paul & Marilyn Butler, Fair Oaks, CA**

Talk about convenient, Paul and Marilyn were next door neighbors before falling in love and marrying 39 years ago.

Both are longtime sailors, but their attitude toward the sport — especially Paul's — has changed substantially. As Marilyn explains, "Paul spent 30 years racing sailboats with his eyes glued to the luff and the telltales, watching for the slightest change in velocity. . . Now, he casually sets the sails, turns on the autopilot, cranks up the stereo and pours himself a cool one while the boat does the work." Yup, no doubt about it, this pair is ready for the cruising life.

Crewing on the trip south will be Carl





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# REINVENT YOURSELF

and Carol DeWing, and Ron Hatton.

## **Seventh Heaven — Catalina 470 J & LeDean Mills, Newport Beach**

"Finally," say J and LeDean, "we're selling the farm and going cruising!" For them, the Ha-Ha will serve as the first step in a five-year circumnavigation.

J's career as a marina executive left him feeling somewhat like a bridesmaid: always left at the altar, so to speak, while he watched his tenants head off over the horizon. Now, however, the timing is right, so he and LeDean, a longtime real estate broker, have "sold the farm" — meaning house, cars, art, the whole works — and are eager for some new adventures.

With thoughts of either cruising the Caribbean or the South Pacific, they say, "There's a lot to see out there, and we plan to take our time and enjoy life."

Terry McDonald, Chris Knoche and Jim Kennard will crew to Cabo.

## **Patricia Belle — 65-ft schooner The Hughes Family, Coronado**

This distinctive traditional schooner



**Don't expect to see LeDean and J of 'Seventh Heaven' back in Newport any time soon.**

was one of the standouts in last year's fleet, not because she is a gold plater, but because she is truly 'salty'. Her varnished spars, traditional rope work and 20-foot bow sprit seem to scream: "Ahrr, mates! Let's go to sea!"

One of the only wooden vessels in this year's fleet, she is truly a working schooner capable of carrying substantial loads of either passengers or cargo. "I love sailing the Belle," says Cap'n Pat-

rick, a professional skipper who holds a 500-ton license, "and sharing the voyage with new friends. I can't wait to get back to Mexico!"

In addition to Patrick and his wife Jeannie, son Stephen, 21, will be along as crew with his buddy, Jay Tripp, 19.

## **Sailors Run — Baba 40 Jeff & Debbie Hartjoy Coupeville, WA**

Now these folks ought to serve as an inspiration: since completing the '99 Ha-Ha, they've logged 35,000 miles cruising the South Pacific over the past seven years. And after just a few months back in the States, they were ready to shove off again. Who could blame them? Re-entry is a bitch, even in the best of times, let alone during times like these.

"The Ha-Ha being great fun, and time being the currency of life," explains Jeff, "we are once again going to spend some on the Ha-Ha, going south to Cabo."

Afterwards, they'll do what they do best: keep on cruisin' — this time all around Mexico, then eventually south and through the Canal.

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# BAJA HA-HA LUCKY 13 PREVIEW, PT II

## Adelia — Jeanneau 49

### Kip & Denise Stumbough, Oxnard

"When destiny lends a hand," reflects Kip, "very unusual events can happen to one's life." He refers to a chance invitation to camp out at SoCal's El Capitan beach back when he and his Alberta-born girl, Denise, were living in Canada. Off the beach lay a friend's sailboat — something totally foreign to Denise — which resulted in a "perfect" daysail: "calm seas, plenty of sunshine, wind and beer."

They were both "hooked forever," and now, aboard this sexy Philip Briand-designed sloop, they plan to Ha-Ha to the Cape, then "continue across the South Pacific and beyond."

Southbound crew will be Howard Blasingame and Paul Bouchard.

## Aztec — Cape North 43

### David & Carolyn Cammack Stockton

"We're going on the Ha-Ha because we've gotten the boat ready, sold the house, the dog died, and we've told the Stockton Sailing Club we won't be



*Kip and Denise of 'Adelia' were seduced into the sailing life by a perfect daysail.*

around to run for office." They figure after all that, they'd look pretty stupid if they bailed out on the trip! Plus, "there's this thing about a lifelong dream."

Don't expect to see Aztec back in the Delta any time soon, as David and Carolyn plan to be 'out there' quite a while. It is, after all, a big world.

While this is their first big cruise, the boat already knows the way, and she was formerly cruised by Bob and Ginny

Towles, now of La Paz. During the Ha-Ha, Chuck Jones and John Ashburn will be along as crew.

## Sea Peace — Passport 40

### Don Cass & Donna Gaus San Francisco

Don and Donna enjoyed Ha-Ha IX so much they couldn't think of a better way to begin their open-ended cruise. But they felt *LaMouette*, the 32-ft Rhodes Traveller they took south last time, was a touch on the small side, so they began searching for the perfect boat. When they found *Sea Peace* "it was love at first sight."

"We've put the kids through college, sold the house, moved aboard and now it's our turn to have some fun," says Don, a retiree from the auto industry. "We plan to do the Puddle Jump next spring," explains Reiki Master Donna, "then see where life takes us. Bali Ha'i is calling."

## 360° — Passport 41

### Mary & Joel Thornton, Seattle

For Midwestern flatlanders, Mary and Joel have very impressive sailing

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# REINVENT YOURSELF

resumes. After moving to Seattle in their 20s, they racked up the sea miles by crewing in the Pacific Cup, Vic-Maui and several TransPacs, in addition to small boat sailing on Puget Sound.

Some of you may recall that Mary and Joel were all set to join the rally last year but had to pull out at the last minute for health reasons. "Now that we have clean bills of health (along with other bills)," quips Mary, "we're ready to get this world cruise started." Joining them on this leg of their "360" are Bob Arney and Marion Greene.

### **Niki Wiki — Gulfstar Sailmaster 50 Jonesy & Terry Morris, San Diego**

Jonesy and Terry have waited patiently for the day they could set off on their "adventure of a lifetime." With their last child seen safely through college, that day has come. And while some parents might be thrilled that their chicks have flown the coop, Jonesy and Terry are bringing theirs — sons Brett and Ryan — along for the ride . . . at least for the first leg of their open-ended cruise.

"The hustle and hassle are finally be-



*Kyle, 11 and Joel, 14, of 'Adelia' will be on the lookout for other Ha-Ha kids.*

hind us, and the warm tropics lie ahead," insist Jonesy, a retired chief race car mechanic, and Terry, a retired marketing and finance wiz. "Muy bien."

### **Liberty — Formosa 46 The Nichols Family, Seattle**

Carl and Yvette are looking forward to the carefree cruising lifestyle after retiring from their fast-paced careers as a business owner and critical care RN, respectively. "Plus, we get a Ha-Ha

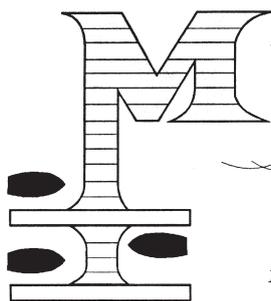
burgee to impress the world with," jokes Carl.

As parents of Joel, 14, and Kyle, 11, they're anxious to meet other cruisers with kids, especially if they have similar plans to cruise Mexico for a couple of years before jumping the Puddle. Friend Barry Bartholomew will join them for the rally.

### **Rhodia — Pacific Seacraft 31 Donn & Fred Tatum, Santa Barbara**

"We've done extreme sailing," explain the Tatum Brothers. "Now it's time to sail like gentlemen — downwind!" As teenagers, they learned to sail on beach cats and, over the years, have sailed all around Southern California. Donn also gained experience on several Pacific, Atlantic and Caribbean passages.

With Fred's impending retirement from Disney this fall, the brothers decided to celebrate by joining the "moveable party," with plans to transport *Rhodia* back home in a few months. But it won't be all play as Donn, a writer, will be "researching" his new book along the way. Likely story!



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# BAJA HA-HA LUCKY 13 PREVIEW, PT II

## **Gemini — Albin Nimbus 42 Les Sutton & Diane Grant San Francisco**

Veteran cruisers Les and Diane left to go cruising in 1999, spending three years — including summers, which Diane claims were the highlight of every year — in the Sea of Cortez. They finally moved on, venturing down to Central America, through the Canal and on to Colombia. Family demands and engine problems prompted them to transport *Gemini* via Dockwise from Costa Rica to Ensenada, where they installed a new engine.

Now they're ready to get back to the "calm anchorages and summers in the Sea." Since they went down alone the last time, they thought doing the rally would be fun. We can't argue with that!

## **Catatude — Lagoon 42 Tom Wurfl & Helen Downs San Diego**

Tom, currently a home builder, worked as a charter skipper in the Caribbean in the '80s and is excited to be returning to the cruising life. "I've heard all the stories and am ready to go!" exclaims Helen, a



*We'd bet that Diane and Les of 'Gemini' know some secret spots in the Sea of Cortez.*

software project manager.

Tom and Helen will be joined by friends Steve Ott, a three-time Ha-Ha-er, and Cyndi Cooper. They plan to leave *Catatude* in Mexico, returning when possible, then join the Puddle Jump in a year or two. "All options are open!"

## **Ecco Bella — Island Packet 350 Mike Addis & Maddy Fiorillo Tucson**

For Mike, the third time's a charm in

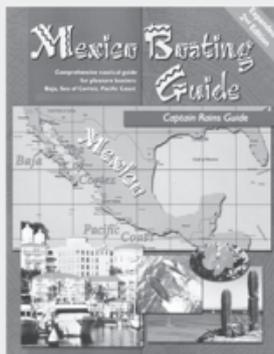
regards to retiring from his career as a lawyer. "It seems like I'm always going back to work after having a good time," says Mike, "but at least I had the good time." He and Maddy, also a retired lawyer, are looking forward to yet another life adventure "where there are no traffic jams."

Their post-rally plans are open, but include spending time in Mexico, either in the Sea or the mainland coast. Joining them for the Ha-Ha are David Treeson and Michael Klopfer.

## **Chère — Beneteau Oceanis 461 Charlie & Cathy Simon, Seattle**

Since buying *Chère* two years ago, Charlie and Cathy have sailed her to Alaska twice and down the West Coast, repairing the boat as they went. "*Chère*' is French for 'costly,'" explains Charlie, a retired software consultant. "As a retired banker, Cathy knows precisely how 'très chère' our boat really is."

Weary of scraping ice off their decks and wearing three layers of longjohns under their foulies, Charlie and Cathy think "Mexico sounds pretty good and the Ha-Ha even better." They plan to soak



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up the sun there for some months before moving on.

**Nicole II — Cooper 416**  
**Don McInnes, Benicia**

Don, a retired software developer, had already planned a trip down the coast to SoCal in September so he figured "Why not keep going?" And going and going. After the Ha-Ha, Don plans to cruise the Sea of Cortez for a while and continue on down to Z-town before bringing the boat home in the spring.

Don's an accomplished sailor who has an impressive number of sea miles under his keel. He'll be joined by Sea of Cortez veteran Bob De Wees and friend Don Smart.

**New Moon — Hunter 410**  
**Gerald & Karen Elder**  
**Albuquerque**

"We're doing the Ha-Ha," explains Gerald, "because Karen wants to thaw out after sailing the Bay and the Canadian Gulf Islands." They're heading in the right direction, that's for sure.

But they're not doing it alone. They're also taking four student-crew — Pat



*The only place that Charlie and Cathy of 'Chère' want to see ice is in their Margaritas.*

Williams, Steve Lopes, Dave Foster and Wayne Shen — and Club Nautique skipper Michael Warren. Once they arrive in Cabo, they'll drop off the first four students and pick up some more for the return 'bash'. Talk about a learning experience!

**Deborah Rae — Pacific Seacraft 40**  
**Dick & Armi Johnson, Long Beach**

Dick is a lifelong sailor, having bought

his first boat, a beach cat, as a high school graduation present to himself. The dream to go cruising has been in his heart ever since. Not so with Armi, a self-described "East L.A. Home Girl." She still has some reservations but is willing to give it a go. And it only took Dick 28 years of marriage to talk her into taking the plunge.

They plan on cruising up to La Paz where they'll leave the boat as a base for 'commuter cruising' while they continue managing their hardware store until retirement.

**Escapade — Beneteau 473**  
**Mark Upham & Chris Black**  
**Bellingham**

Mark, a retired physician, and Chris, a contractor, have known each other their entire lives — they were born just 10 days apart — and are as close as brothers. They learned to sail together on small boats in Ohio and dreamed of crossing oceans. As adults they gained experience and finally realized their dream by crossing the Atlantic.

Now they're ready to tackle the Pacific. "We're old friends on a new adventure,"

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# BAJA HA-HA LUCKY 13 PREVIEW, PT II

they say. Their post-Ha-Ha plans are to sail from Mexico to Hawaii, Alaska and back to Bellingham. Chris' wife Miri, as well as friends Ed Kavanaugh and Walt Jacquemin, will be joining the boys for the rally.

## **Flying Fox II — Dragonfly 1200 D. Steven Fox, Malibu**

Touted as the largest production trimaran made, *Flying Fox II* is bound to be fast. Exactly the kind of speed machine for a guy who insists that "fear is just adrenaline that you aren't using at the moment."

After the rally, the good doctor will be hotfooting it back home via the baja bash. "Ugh!" he says. Along for the very quick trip will be Mike Leneman.

## **Flying High — C&C Landfall 39 Ed Lungren & Rick Canter, Alameda**

"We've been talking about doing the Ha-Ha for years," claims Ed, a retired IT engineer. For him and his buddy Rick, a consultant, the rally is "a chance of a lifetime."

Both are relatively new sailors, having



**Seen here with his family at Desolation Sound, Doc Fox will have a fast trip on 'Flying Fox II'.**

picked up their new hobby in '03 and, while their experience might not include crossing oceans, their enthusiasm is as great as the Pacific. As far as their post-rally plans go, they don't have any. Talk about fast learners!

## **Heart 2 Heart — Irwin 41 Jeff Overley & Deanna Shacklett Cucamonga, CA**

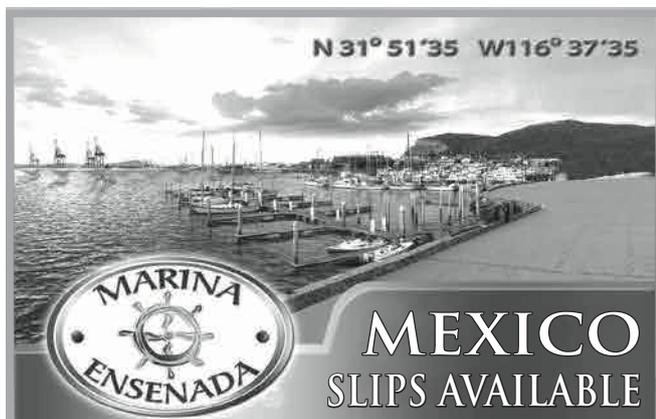
After a year and a half of ownership, Jeff and Deanna are very excited about

their first long sail aboard *Heart 2 Heart*. "We're looking forward to the experience and to making new friends," says Jeff, a plumbing contractor.

Jeff has sailed from the East Coast to the West Coast via the Panama Canal, which apparently just whetted his appetite for the cruising lifestyle. "I've dreamed about cruising and doing the Ha-Ha for many years," he says. Jeff and Deanna hope to retire in the near future and continue cruising long term.

## **Kind of Blue — Island Packet 380 Jim & Judy McGihon Gig Harbor, WA**

Three years ago, having daysailed San Francisco Bay for many years while working in the computer industry, Jim and Judy were ready to stretch their sea legs and took a "trial cruise" up the coast to Puget Sound. "We wanted to see how cruising would fit into our retired lifestyle," Jim says. "It fit." They loved the Pacific Northwest so much they moved their homebase to the lovely small com-



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munity of Gig Harbor.

Now they're ready to do some warm weather cruising. They plan on cruising Mexico for at least one season "then we'll take it from there," says Judy. Rich Johnson will crew during the rally.

### **Sosiego — Westsail 32**

#### **The Graham family, Alameda**

Joe and Debbie bought *Sosiego* a year and a half ago and "worked hard to turn her from an ugly duckling to a beautiful swan," Joe says, "at least in our eyes." Starting with one of the all-time classic cruising boats couldn't have hurt.

The Grahams, both registered nurses, are planning a whirlwind cruise: They'll do the Ha-Ha, cruise the Sea for "a few weeks" and then return home. It's unclear whether they'll leave their boat in Mexico, ship it home or do the bash. But regardless, they'll be creating a lifetime of memories for Matt, 15, and Jake, 13.

### **Mirage — Hunter 410**

#### **Robert & Amy Leslie, Richmond**

Robert and Amy flew to New Orleans



*The Grahams will be cozy, but content aboard their 32-footer 'Sosiego'.*

to buy their boat and then didn't lay eyes on her again until she was delivered nearly six months later, earning her the moniker *Mirage*. Hopefully they won't think Cabo is an illusion and sail right past it.

The Leslies will be bringing their son Jordan, 7, whose birthday falls on November 9, which happens to coincide with the 'Can't Believe We Cheated Death Again' party. Maybe while the 'young at heart' are dancing their legs off at Squid Roe, the younger crewmembers will be having their own party aboard *Mirage*.

. Also crewing for the rally are Brian Rieser, Bob Frost and Al Kensler.

### **Flying Fox — Corsair F31 UC**

#### **Paul Ludgate & Geoff Gow Newport Beach**

We're guessing that Paul and Geoff are proud New Zealanders. The big tip-off was the following quote on their application: "If anyone can, a Kiwi can!" Their extensive

New Zealand sailing experience was another clue. "I started sailing back when dinosaurs roamed the earth," quips Tyrannosaurus Paul. "Just ask my son."

As far as post-rally plans go, he and Geoff only know one thing: "The boat will come home at 60 mph on a trailer!"

### **Brisa — Custom 50**

#### **Ed & Sandy Martinez, San Francisco**

"We've lived on boats longer than any home we've owned," claim Ed and Sandy, who retired in 1989 and have been cruising seriously ever since. Having honed their definition of the perfect cruising boat, they had *Brisa* built in New Zealand four years ago and were thrilled with her performance on the voyage to



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# BAJA HA-HA LUCKY 13 PREVIEW, PT II

California.

"We haven't counted how many countries we've visited," Sandy says, "but it's probably about 50." And let's not forget the 50,000+ sea miles they've racked up by dropping in on all those countries. Now they're looking forward to cruising Mexico for the first time. After the rally, they're planning to head south to the Canal and do what they call a "loop of South America," visiting Cuba, the Galapagos, the Marquesas and the Tuamotus along the way.

### **Wave Goodbye — Hunter 44DS Dan Redding & Cathie Newman Newport Beach**

Dan and Cathie have had several friends do the Ha-Ha, so when the time came for them to cast off their docklines, joining the rally was a no-brainer. And it doesn't sound like they'll have trouble making new friends. "Come join us for a meal to remember," they say of the chef's culinary skills. Here's our RSVP!

Their plans after the rally are to cruise the Sea and mainland before eventually heading through the Canal and on to the Caribbean. Their intrepid crew consists

of puppies Monet and Angel, and Admiral Blu (yes, a cat).

*After the Ha-Ha, they're planning to head south to the Canal and do a "loop of South America."*

### **Yachtsman's Dream — Fountaine Pajot 43**

#### **John & Lela Bickford, Seattle**

It should be interesting to see how John takes to life on the sea, as opposed to *under* it. Having served most of his 20-year Naval career on submarines, John will undoubtedly find life aboard a 43-ft cat just slightly more comfortable, especially considering all the goodies he installed "for Lela," such as watermaker, air conditioner, lounge chairs.

"We were planning to sail to Mexico en route to the Caribbean anyway," says Lela, "so we decided to join the Ha-

Ha and have some fun along the way." They plan on taking their time in the Sea before moving on. Joining them for the rally are friend Tony McKarns and 15-year-old niece Kera Roberts.

### **New Focus — Catana 431 Paul Biery, San Francisco**

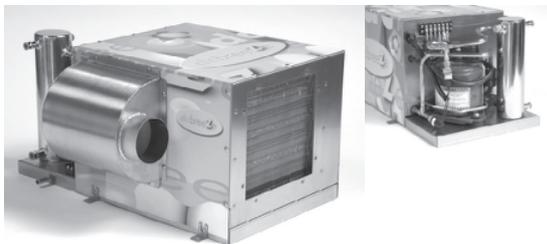
We must be doing something right because this will be Paul's *fourth* Ha-Ha aboard *New Focus*. His reasoning for doing it again seems sound to us: "To get away from my wife's 'to do' list!" Karen won't be joining him this time around, though. Could it be that she now has twice as much to do? Actually, from the looks of Paul's crew list — Mark Purdy and Leno Petteys — it's a boys' cruise.

The fellas plan on cruising the Sea of Cortez, and possibly as far south as Zihua, before making the bash home in early spring.

So many lucky sailors! We'll take a break here, but we encourage you to tune in again next month and meet the rest of the fleet.

— **latitude** / *aet & ld*

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# MAX EBB

**A**lways check the yacht club calendar before barging into the dining room on a weekday evening, even if the lights are off.

I was just on my way from the bar to the kitchen to grab some leftover chips for the football game, when suddenly I found myself interrupting a slide presentation to a room full of people. And I had just turned on the house lights, blotting out the image on the screen.

"Whoops! Sorry!" I said as I quickly turned the lights off again, then tiptoed across the room to the galley.

Sure enough, there was a big bag of corn chips left over from the last post-race party. But while I was collecting this, I couldn't help overhearing some of the lecture:

"Surf should be taken with the boat parallel to the beach," advised the voice with the microphone, speaking to what was apparently a class of beginning sea kayakers being taught how to get to

the beach through breaking waves. It sounded to me like a very unorthodox surf tactic, to say the least.

"Hold your paddle firmly inside the wave, on the ocean side. The forces on the paddle will keep you from being rolled over by the wave."

*"I always wondered why ebb tide water was rougher."*

Fortunately there was a sailor in the class who asked the question I would have asked.

"In a power or sailboat caught in a breaking inlet," he said, "the only way to survive is to avoid getting turned cross-wise to the wave. Are you really saying we should start out in that position?"

"Sea kayaks are different," explained the instructor. "We have long narrow ends to control, and we don't worry about water over the deck if the skirt is on properly. We also have a large paddle blade compared to the size of the boat, and there are no other fins or rudders."

This led to a discussion of why the rudder, if the kayak has one, should be retracted for dealing with surf, and more explanation of how the paddle could be used to prevent being rolled by a breaking wave.

**B**y this time I had found two large bowls for the chips and headed back to the bar, again tiptoeing across the darkened dining room on my way out.

"Current can add a whole new dimension to breaking waves," stated the instructor. "Take the Golden Gate, for



LATTITUDE / LADONNA

example. Can anyone tell me whether the waves are bigger or smaller on an ebb tide?"

The sailor in the class knew the answer, of course.

"Ebb tides make the water rougher," he said. "Waves will be higher and steeper on an ebb. A flood tide will do the opposite, and smooth them out."

"Right!" confirmed the instructor. "Why do you think that's true?"

"An ebb tide adds to the wind speed, so there's more wind over the water."

"Good, but there's another reason. Ebb tides make the waves think the bay is larger, because the water is moving opposite to the wave direction. So the waves have more fetch."

That's when I noticed Lee Helm sitting in the back corner over by the buffet table. She put her hand over her face and shook her head.

"There's going to be trouble," I thought to myself.

The instructor gave a brief introduction to the use of the tide book, and gave some examples of tidal current adding to the wind speed or subtracting

knots over the water in an ebb is going to make different waves than 20 knots over the water in a flood, and no one here has even come close to explaining why."

"Uh, do we really have to get into that level of detail?" said the instructor. He also sensed trouble and was desperately trying to back out.

"I would kind of like to sort this out," said one of the students. "I always wondered why ebb tide water was rougher, because, as she just pointed out, the change in wind speed isn't really all that big."

"Maybe it's the sheer stress or turbulence from the bottom, or some such," offered another student.

"It's the current gradient," Lee volunteered without waiting for the floor. "It's not the direction or speed of the current, but the change in current along the direction that makes the water rough or smooth."

All eyes were on Lee for a more detailed explanation. Having some idea what was coming, it was my turn to cover my face.

"When waves move

from no current to ebb current, the wave energy is like, concentrated. The waves become steeper. The same as when the waves go from weak ebb to stronger ebb, or from strong flood to weaker flood. Can I have the lights, please?"

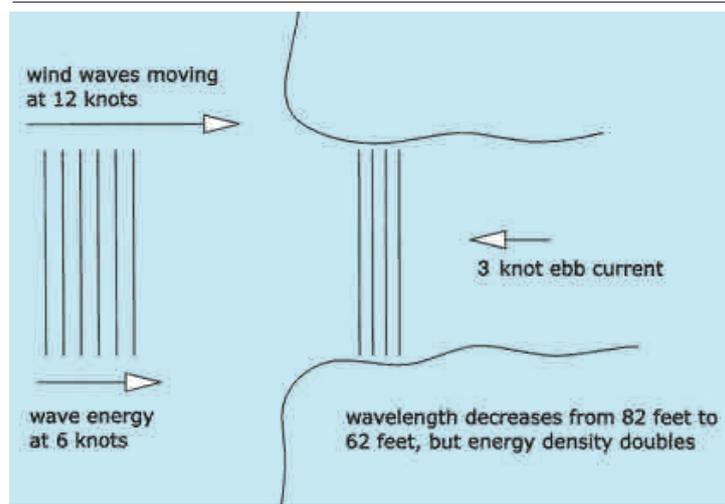
Not knowing what else to do, I flipped over the house lights while Lee walked over to the big poster easel in front of the room. She tore off the sheet of paper that listed sea kayak safety gear, and started a new diagram.

"Here's the ocean with like, no current, and here's an inlet with three knots of ebb tide. Let's say we have wind waves at four-second intervals, so the wavelength is . . ."

She hit some buttons on her calculator watch.

". . . 5.121 times T squared, which is 82 feet. The speed of the wave in deep water is 82 divided by 4, or 20.5 feet per second, or 12 knots. And like, you can get the same result using the hull speed formula: 1.34 times the square root of 82 feet is 12 knots. But the energy in those waves only moves at half the speed of the wave form, so the wave energy is moving at 6 knots."

"Wait just a second," said the sailor



Above, Lee's diagram, showing how wave energy density doubles when 82-ft long waves moving at 12 knots encounter a 3 knot contrary current gradient. Left, whether you can do the math or not, waves are bumpy.

from the wind speed. Lee looked like she was ready to explode. When she finally raised her hand, she started speaking without waiting for the instructor to call on her.

"But like, if the ebb tide makes the waves behave as though the fetch were longer, I mean, wouldn't the waves be smoother and more regular in an ebb tide instead of short and steep?"

"The change in apparent fetch is probably not the main cause of rougher water in an ebb tide," said the instructor.

"But if you do the math, you find that a two or three-knot change in wind speed doesn't have much effect on wave steepness you see at the Gate," Lee said.

"We know that ebb tides really do cause steeper waves," said the sailor.

"But on a sailboat," Lee argued, "true wind is measured relative to the water. If you're in 20 knots of wind, that's like, 20 knots over the water surface. It doesn't matter if the water is flowing in or out. We both know from experience that 20



# MAX EBB

in the audience. "How do you get from 12 knots to 6 like that?"

"The group velocity in deep water is half the celerity, or half the speed of each wave," Lee replied. "It's a basic fact of water waves, and it's very easy to observe every time you see a powerboat wake headed at your kayak. Each wave form moves twice as fast as the group of waves, so new waves are always forming at the back of the group, the waves in back are always moving to the front of the group, and the waves at the front of the group are always fading out. That's why it takes longer than you'd first guess for the wave group to reach you. But like, that's another lecture topic."

"Okay, I'll take your word that we have wave energy moving at six knots," he agreed. "At least for now."

"Cool. I'll email you the proof. Now back to our wave group," Lee continued. "When the wave group moving at six knots runs into a three-knot increase in ebb current, suddenly the wave energy density is doubled! And like, if the waves were anywhere near steep enough to break, then doubling the wave energy density is almost certain to make them break."

"But ocean swells have a much longer period than four seconds," noted the instructor. "So the effect on swells is going to be much smaller."

"True, but there is always wave energy at the shorter wavelengths. I mean, when the weather report gives the wave period, that's the peak in the spectrum. For wind waves there is always a lot of wave action at shorter wavelengths mixed in. And like, for this hypothetical case of a three-knot current gradient, any wave with celerity less than six knots — which is about a two second wave period with a wavelength of 20.5 feet — will be completely stopped when it hits a three-knot opposing current, and the energy density goes to infinity."

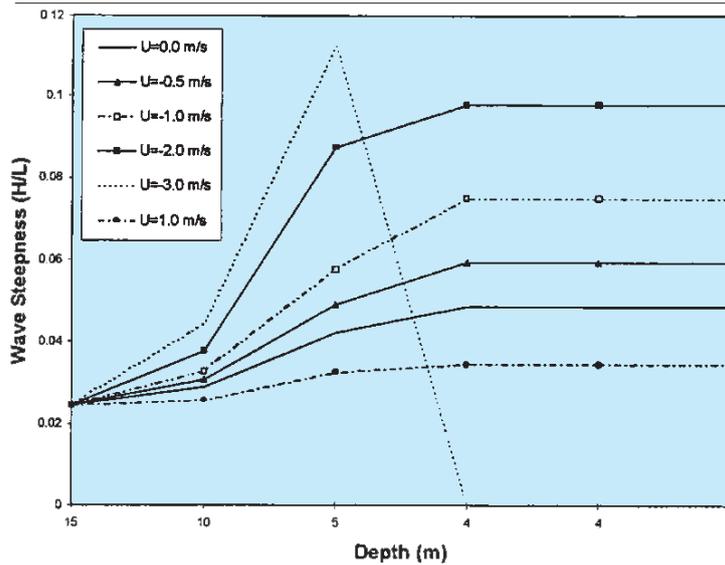
"But most waves are bigger than that," said the instructor.

"For sure, but there's still some energy in that part of the spectrum, even if the amplitude is very low. And like, even the small amount of energy at that frequency will pile up. The energy density can't really go to infinity - the waves break to dissipate the energy. That's what tide rip is: A place where wave energy is moving

more slowly than a contrary current gradient. Even in zero wind and in what looks like flat water, the wave energy will accumulate until the waves break."

"Is that why we can see whitecaps in Raccoon Strait on a calm day?" asked one of the kayakers.

"Yes, the Point Stuart shoal," said Lee. "Except that instead of the current coming out of an inlet, it changes speed over the shoal because of the change in water



**Example problem solved using the Army Corps of Engineers program to compute the interaction of waves, water depth and current gradient. The bottom curve shows wave height versus location in a shoaling inlet for a favorable current gradient, the next curve up is in zero current, and contrary current curves are above. The diagonal dashed line shows where the wave breaking criteria are exceeded.**

depth. Same result, though. Waves hit opposing current, and some of the wave energy is too slow to make any progress against it."

"What if the tide is flooding, or any situation where the current is going with the waves?"

"Waves get flattened out when they encounter a favorable current gradient. Think of it as upwelling that spreads out the wave energy. Likewise, you can think of an adverse current gradient as downwelling that leaves wave energy stranded on the surface."

"This is all very interesting," conceded the instructor as he glanced at his watch, "but we're getting behind schedule and we still have some important topics to cover tonight."

I dimmed the lights so the slide show

could continue, picked up my bowls of chips and made for the bar. Lee walked out behind me.

"Since when are you a sea kayaker?" I asked as soon as we had closed the door. "And since when do you need to take a beginner class like this one?" "They had to have a yacht club member here to host the meetings," she explained.

"But you're not a yacht club member."

"Shhh! The manager might hear that. He thinks I am. And like, there's a free dinner in it. When one of the club members I know from windsurfing who usually hosts these meetings asked me to cover for him tonight, I said sure. I'm still like, a starving graduate student," she said as she grabbed a big handful of chips from one of the snack bowls I was carrying.

"Well, I think you earned your dinner anyway with the wave energy and current gradient

lecture," I said. "There might even be a couple of people in there who understood some of it."

Lee went back into the dining room and I brought the chips to the bar for the football fans. But the game, if the truth be known, was not nearly as interesting as what had been going on in kayak ground school. I snuck out during a commercial to eavesdrop some more on the lecture.

"How can you tell how deep the water will be when the waves break?" asked the instructor. "There's a rule of thumb," he answered his own question. "The height is three-quarters of the water depth. So if the waves are 3 feet high, trough to crest, they will break in 4 feet of water."

"Then how is it that waves can also break in an ebb current where the water is deep?" asked one of the students.

"Waves break when they get too steep," said the sailor. "They can break in water of any depth if the ratio of wave height to wave length is greater than, I think something like 1 in 10."

# — CURRENT EVENTS

The instructor cited a book about waves and beaches to back up his position, while the sailor referenced a book about offshore sailing and seamanship to support his stand.

"Stop, you're both right!" Lee interrupted. "It's a candy mint *and* a breath mint!"

Everyone over 50 laughed, but the younger students just looked confused. "Waves break according to a combination of four parameters: wave length, wave height, water depth and current gradient. The accepted formula relating the first three for wave breaking is . . ."

She moved to the easel again, and I obediently turned up the lights as she wrote the formula, attributing it to someone named Miche from 1951.

$H_{max} = 0.14 L \tanh(kh)$   
 $H_{max}$  = max wave height before breaking  
 $L$  = wave length,  
 $k$  = wave number (2 pi/wave length)  
 $h$  = water depth

"What does 'tanh' mean?" asked one of the students.

"Oh, that's just the hyperbolic tangent," she explained as she scribbled the equation on the paper.

$$\frac{e^x - e^{-x}}{e^x + e^{-x}}$$

"The important thing is that it goes to one for large  $x$  and zero for small  $x$ . So like, in deep water the equation reduces to wave slope only, and waves break when the wave slope, defined here by wave height over wavelength, is greater than 0.14. That's about one in seven. And in shallow water, the equation reduces to  $H_{max} = 0.88h$ , so waves break when the wave height is 88% of water depth."

"Not too far from my 75% rule of thumb," said the instructor."

"The correction for current is a little more complicated," Lee continued, "but

there are some good tools for applying it. The formula is . . ."

She scrawled on the next sheet of easel paper:

$$H_2 = H_1 / (1 + U / (gh)^{1/2})$$

$H_2$  = wave height with current  
 $H_1$  = wave height without current  
 $U$  = change in current speed  
 $g$  = gravity  
 $h$  = water depth

Then Lee walked over to the laptop computer that was connected to the projector, logged onto the yacht club's wireless network, and from the Army Corps of Engineers' website found a diagram showing an example of how the corrections worked.

I turned down the lights again. But this time I turned them all the way down, instead of just dimming them. And under cover of darkness, I escaped back to the bar to watch the rest of the football game.

— max ebb

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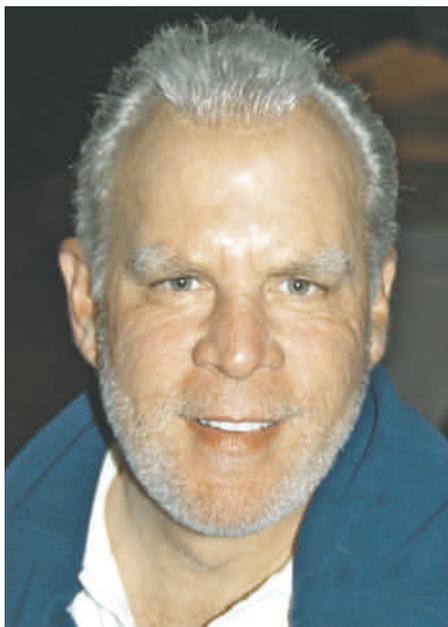
# THE RACING

With Indian summer in full swing at presstime, it was hard to imagine another fantastic season of sailing was starting to wind down. There are a few tricks and treats left this month and next, and of course the busy Midwinter racing season kicks off soon. Back to the business at hand: in this month's Racing Sheet we'll look at the **J/105 North Americans**, the **1D-35 Nationals**, **YRA Season enders**, the **Jazz Cup**, another fine **Adams Cup** performance, a weird **Windjammers** and a terrific **Leukemia Cup**. We also managed to find a **Race Note** or two.

## J/105 NAs

Tom Coates' Bay-based *Masquerade* prevailed over a tough 31-boat fleet in the J/105 North American Championships on August 21-27. The seven-race, no-throutout series was hosted by the California Yacht Club and raced in sunny Santa Monica Bay under crystal blue skies and steady breeze in the 10-12 knot range.

Coates, who only began racing 10 years ago and has since taken a number of titles on both coasts (he keeps identical blue-hulled J/105s named *Masquerade* on each side of the country), established the pecking order early with a 1-3 punch in the first two races. By the fifth race, *Masquerade* led the second place boat, the San Diego-based *Wings*, by 18 points. A stumble to 11th in the penultimate race took a big bite out of their lead,



Coates of the final race. "The real story was how to lose a regatta if you're not paying attention."

*Masquerade* finished sixth to *Wings*' seventh in the last race to secure the series win. Even that didn't garner them the attention for long. Big man and woman on campus for this event were Lowell North and his wife Bea, who sailed *Triple Play* to a sixth place finish.

1) **Masquerade**, Tom Coates, 30 points; 2) **Wings**, Dennis and Sharon Case, 37; 3) **Current Obsession II**, Mozer/McLean, 40; 4) **Invisible**, Tom Carruthers, 48; 5) **Team Savasana**, Brian Keane, 57. (31 boats)



JOHN REILLY-FOTOWEST

Left, Tom Coates. Above, 'cheap seats' view of *Masquerade* (dark hull right of center, with the yellow horseshoe ring) on her way to winning the J/105 North Americans.

## The Fat Lady Warms Up

It was a September to remember as most Yacht Racing Association (YRA) and Singlehanded Sailing Society (SSS) fleets began to wind down their seasons. Never ones to miss the opportunity for egg on the face, there were so many fleets co-mingling out there the weekend of September 9-10 (including the concurrent Leukemia Cup boats) that we managed to misidentify all of them in a photo spread in *Lectronic Latitude* the following Monday. Hey, even John Madden gets goofed up once in awhile.

Next month we begin our season

champion profiles with the HDA class winners. But in the meantime, here's a quick synopsis of how the various fleets were winding up their summers.

**ODCA** — Thirty-one One Design Class Association boats showed up to usher out their season with a lively two-race-per-day schedule on September 9-10. (Some classes, such as the Express 37s, had ended their seasons earlier in order to get ready for Big Boat Series.) 'Gray air' mornings gave way to sun and nice breeze both days. In a few fleets, such as the Islander 36s, Newport 30s, Olson 30s and Santana 22s, it came down to the final few races to determine a season champion, while others, such as the Alerion 28s, were so lopsided that the winning boat could have sat out the final race — or two — and still won.



You can find results for Race 1 on Saturday in 'Box Scores' (page 166), and complete results for both days at [www.yra.org](http://www.yra.org). We'll have details on each ODCA fleet and winner in the December issue. Until then, congratulations to: Ed Durbin (*Mistral*, Beneteau 36.7), Chuck Eaton (*Eagle*, Alerion Express 28), Bryan Wade (*Max*, Antrim 27), Michael Kastrop (*Goose*, Catalina 30), Barry Stompe (*Tom Cat*, Islander 36), Dick Aranoff (*Harry*, Newport 30), Larry Nelson (*Vivace*, Olson 25), Jeff Blowers (*Naked Lady*, Olson 30) and Jan Grygier (*Carlos*, Santana 22).

WBRA — The Wooden Boat Racing Association drew 27 boats on September 9-10 for their final four races, all held on the Cityfront. As with everyone else, winners in some fleet were not decided until the final race while others were obvious by about mid-season. Results for the first race on Saturday are in 'Box Scores'. Complete results can be found at [www.yra.org](http://www.yra.org). WBRA season champions will get their due in the January, 2007, issue. Until then, congratulations to the following fleet winners: Dan McLean (*Ori-*

**Who are those guys? SSS singlehander Chris Case sails 'Firefly' (foreground) around the tip of Tiburon in company with Keith Brown's fully-crewed HDA entry 'Aleta'.**

*ole*, Bird), Peter Jeal (*Polperro*, Folkboat), James Hennefer (*La Paloma*, IOD) and Bob Fisher (*Lykken*, Knarr).

SSS — Twenty-nine Doublehanded and 21 singlehanded boats raced in the East Bay/Estuary Race on September 9. They started off the Richmond Breakwater, left the Brothers and Little Harding to port, and finished in front of the hosting Oakland YC. Light air in the morning gave way to blustery conditions as the fleets raced down the backside of the Tiburon peninsula. See results of the East Bay/Estuary Race in 'Box Scores.'

With one event left to go, Al Germain, sailing the Moore 24 *Hurricane*, currently leads the Singlehanded season, while Ross Stein's F/24 *Origami* and Hank Easom's 8-Meter *Yucca* are tied for top honors in the Doublehanded ranks. The SSS season winds up with the Vallejo 1-2 on October 21-22.

### Jazz Cup

Unlike Cal-Stanford, the Jazz Cup is one of the friendlier rivalries in the Bay Area. Co-hosted by the Benicia and South Beach YCs for the last 18 years, the annual event takes the fleet — 80 boats strong this year — north from the chilly main Bay to warm and friendly Benicia. This year, 'all that Jazz' took place on September 2.

Overall winner for 2006 was Peter Stoneberg's lean, mean ProSail 40 catamaran *Tuki*, which many racers said they missed as it skimmed by "because we blinked." Stoneberg and company covered the 26.5-mile course in 2 hours, 27 minutes, zinging by main rival Bill Erkelens Sr. and the 32-ft D-class cat *Adrenaline* in the last few miles to complete the hat trick.

Despite her fine performance, *Tuki* missed out on the most prestigious award in this race, the Jazz Cup itself. Although boats from all clubs are welcome to race, the Jazz Cup award is reserved for the boat with the best corrected time from one of the sponsoring clubs. This



Above, the 'Jazz Quartet' of Mike and Lorianna Kastrop (center) with sons Jack (left) and Clint (and the rest of the 'Goose' crew) won the coveted Jazz Cup. Spread collage, goin' up the country with the Jazz Cup fleet.



year, once again, that boat was Michael and Lorianna Kastrop's SBYC-based Catalina 30 *Goose*.

"There was good wind and it was consistent," says Michael, who has raced *Goose* every year and won the Jazz Cup twice before, in 2001 and 2003. (BenYC won in 2004 and a different SBYC boat

won in '05). "I also give credit to my very consistent crew who have been sailing together for a long time." In addition to Mike and Lorianna, the roster includes sons Jack and Clint (16 and 13 respectively), Alex Kononoff, Mark Hensley and Tom Hawkins.

The warm weather, great downwind

sail and excellent Saturday night party put on by Benicia YC are all hallmarks of the Jazz Cup. Another tradition of the last few years is for the SBYC boats to make a weekend of it by heading over to Glen Cove for a Sunday pot luck before heading home. This has gotten to be so popular that several SBYC non-racers



ED BROBERG



ALL PHOTOS LATITUDE/ANDY EXCEPT AS NOTED

typically enter the Jazz Cup just for the Sunday get together — and others (even motorboats) come up separately from the race. There have even been a few BenYC boats spotted ‘crashing’ the Sunday party — and being welcomed with open arms and beers.

DIVISION 1 (non-spin) — 1) **Volt Air**, Catalina 27, Russell Houlston; 2) **Fancy**, Ericson 23, Chips Conlon; 3) **Flight Risk**, Catalina 38, Daniel Gaudy. (4 boats)

DIVISION 2 (>180) — 1) **Wuvulu**, Islander Bahama 30, John New; 3) **Wind Song**, Folkboat, Paul Harris; 3) **Latin Lass**, Catalina 27, Bill Chapman. (6 boats)

DIVISION 3 (Catalina 30) — 1) **Goose**, Michael

and Lorianna Kastrop; 2) **Starkite**, Laurie Miller; 3) **Dancing Bear**, Raymond Hall. (4 boats)

DIVISION 4 (161-179) — 1) **Chesapeake**, Merit 25, James Fair; 2) **Sunset Woman**, Hunter 31, Louis Kruk; 3) **Dreamer**, Hunter 31, Doug Gooding. (8 boats)

DIVISION 5 (100-160) — 1) **Shaman**, Cal 40, Steve Waterloo; 2) **Highlighter**, Islander 36, Bill Hackel; 3) **Wind Dragon**, Catalina 34, Dave Davis;

# THE RACING

4) **Crew's Nest**, Catalina 34, Ray Irvine; 5) **Spirit of Elvis**, Santana 35, Lewis Lanier. (18 boats)

DIVISION 6 (Multihulls except Corsair 24) — 1) **Tuki**, ProSail 40, Peter Stoneberg; 2) **Adrenaline**, D-Class cat, Bill Erkelens, Sr.; 3) **Vingt-Deux**, Seawind 24, Christopher Sundberg. (5 boats)

DIVISION 7 (Corsair 24 Mk II) — 1) **Freedom Dance**, Jerry Grant; 2) **Flash**, Brett Nelson; 3) **Gaijin**, Peter Adams. (5 boats)

DIVISION 8 (Sportboats) — 1) **Mickey Finn**, Thompson 650, Ben Landon; 2) **Flashpoint**, Melges 24, Pat Brown; 3) **Topper II**, Moore 24, Conrad Holbrook; 4) **Summer Moon**, Synergy 1000, Joshua Grass. (11 boats)

DIVISION 9 (75-99) — 1) **Yucca**, 8-Meter, Hank Easom; 2) **Willow**, Centurion 40, Bob Braid; 3) **Savoir Faire**, Beneteau First 42, Paul Osborn; 4) **Acabar**, Jeanneau 45, J.Y. Lendormy. (12 boats)

DIVISION 10 (< 74) — 1) **Sand Dollar**, Mumm 30, Erich Bauer; 2) **Expeditious**, Express 27, Rhett Smith; 3) **Tout Suite**, Beneteau 40.7, Timothy Merrill. (7 boats)

## Adams Cup

Vicki Sodaro and her Area G crew did the Bay Area proud by once again winning the U.S. Women's Sailing Championship last month. The Adams Cup, as it is also known, is one of the oldest sports

leck, Karina Vogen Shelton and Vicki French. (With Stephanie driving, and Vicki and Karina crewing, this team also won in 1998.)

The series started in conditions so gloomy that someone in the fleet nicknamed Cleveland "Gotham City" and it stuck throughout the regatta. But Vicki never needed to call for help from Batma... uh, *Batwoman*... kicking off the series with three straight bullets on the first day in lightish 6-10 knot northerly breeze and a huge wind chop. When someone commented, "Well, they're your conditions," Vicki and her crew had a big laugh. "If we had waves this big, we'd be surfing them in



ANTANAS JUCAITIS

**Adams Cup winners (l to r) Vicki Sodaro, Karina Vogen Shelton, Stephanie Wondelleck, Emily French.**

trophies in the nation, having started way back in 1924.

This year, the event was hosted by the Cleveland Yacht Club and sailed on the waters of Lake Erie. Eleven teams competed on borrowed J/24s equipped with a special batch of identical sails owned by US Sailing and used specifically for events like this. The 11-race, no-throutout series was sailed September 14-17.

Vicki's crew was for the most part the same one she sailed with when she won this event in 2002: Stephanie Wondol-

leck, Karina Vogen Shelton, Stephanie Wondelleck, and Emily French. "22 knots," she corrected. On the final two days, the wind swung southwest and the waters off Gotham flattened out for some nice sailing.

The Area B team out of New York won the fourth race. They and Susan Taylor's Area J team out of Marina del Rey battled for second the whole series, with the So-Cal boat going on to prevail. However, no one remotely threatened Vicki and the G team. Even a stumble to 9th in the 10th

race could not disrupt the momentum. They finished the series with eight wins and a total of 22 points to Taylor's 54. Pow! Zap! Biff! Wham!

"The crew was fabulous and right from the start we were really clicking," says Vicki, who with husband Robin has run the Bay Area Hood loft for years. "But a runaway victory like this was totally unexpected."

Vicki has been involved with the Adams Cup as a contender, judge or participant since 1971. (Selections of competitors in some areas are made in a series of elimination races; locally, no other teams have come forth for several years except Vicki's.) As long as it's sailed in keelboats — the series switches somewhat irregularly between keelboats and centerboarders — Vicki says she and the crew will probably keep coming back.

"But next time," she says, "it's Stephanie's turn to drive."

- 1) **Area G** [San Francisco] — Vicki Sodaro, Stephanie Wondelleck, Karina Vogen Shelton, Emily French; 2) **Area J** [Marina del Rey] — Susan Taylor, Kellie Fennessy, Denise George, Michelle Ondrey; 3) **Area B** [New York], Anne Mooney, Christina Blaise, Alexandra Hahn, Nina DeNigris; 4) **Area H-W** [Hawaii] — Jennifer Warnock, Bridget Shear, Catherine Greenlee, Lugene Simeona; 5) **Area A** [Massachusetts] — Natalie Coleman-



**Beneteau 36.7s (l to r) 'Serendipity', 'Mistral' and 'Bufflehead' glide across the Bay on a gray morning in the last ODCA race of the season.**

Fuller, Allison Coleman, Margaret Sampson, Sara Evans; 6) **Area D1** [Louisiana] — Susan Danielson, Julie Bolyard, Terri Hamilton, Caron Choate; 7) **Area K** [Illinois] — Sarah Buckley, Mary Duda, Christina Norris, Laura Muma; 8) **Area D2** [South Carolina] — Sara Wilkins Weiss, Alecia Milling, Carrie French, Alison Calhoun; 9) **Area F** [Texas] — 1) Nataleigh Vann, Wendy Roach, Lisa Denvir, Jessamine Lewis; 10) **Area E** [Ontario, Canada] — Carolyn Moss, Barbara Jones, Alison Beck, Christina Medland; 11) **Area C** [New Jersey] — Carol Ingram, Jeannie Poole, Georgi Munger, Susan Mentzer.

### 1D-35 Nationals

The 2006 1D-35 Nationals attracted nine boats to San Francisco Bay over the Labor Day weekend. Eight were locally owned, with John Wylie's *Tabasco* making the trip up from San Diego to take part.

Corinthian YC hosted the event with Regatta Pro's Jeff Zarwell running the race management. The courses were 2-mile windward-leeward on the Berkeley Circle. With three races scheduled for both Saturday and Sunday, and two on Monday, it was really going to be a labor day weekend for all involved.

Pre-regatta favorite *Tabasco* had the

best opening day, posting a 2,1,2. This included clawing back from a disastrous start after being locked out at the committee boat by Bob Turnbull's *Jazzy*. The other nice performance on Saturday was the Grand Prix Sailing Academy's *Great Sensation*, helmed by Roberto Giramonti, who ended up second after three races.

Day two was a carbon copy of the previous day weatherwise — light and hazy in the morning, turning to sunny and windy by afternoon. And *Tabasco* posted another 2,1,2. But elsewhere in the fleet, *Double Trouble* was bent on a hostile takeover with a scathing 1,2,1 performance. Amazingly, Andy Costello's crew had only two days of sailing in this new-to-them boat before the event. Let's just say they picked up the gist pretty quickly.

So Monday was the day of reckoning. With *Tabasco* hanging onto first by only three points over the *Troublemakers*, the battle for top honors was going to be hard fought. The 'double header' aspect was the equally hard fought battle for third between *Sweet Sensation* and Eliel Redstone's *Yeofy*, which were separated by only two points.

True to the billing, the final day produced some of the best racing I have seen

on the Bay in a long time. The four top boats were all involved in tacking duels on the last leg of the final race. Being on *Sweet Sensation*, I didn't get to see much of the leaders as we were in a royal battle with *Yeofy*. We must have done 25 tacks up the last beat. In the end, *Yeofy* prevailed over us to take third. The leaders both shared a 1,2 scorecard for the day. *Tabasco* saved her two point lead to win the 2006 1D-35 Nationals. *Double Trouble* continued up the learning curve. Two weeks later, they scored six bullets and one second to annihilate the 1D-35 fleet at the Big Boat Series.

— Ellen Hoke

1) **Tabasco**, John Wylie; 2) **Double Trouble**, Andy Costello; 3) **Yeofy**, Eliel Redstone; 4) **Sweet Sensation**, GPSA (Gary Fanger helming); 5) **Outlaw**, GPSA (Mario Yovkov); 6) **Great Sensation**, GPSA (Roberto Giamonti); 7) **Alpha Puppy**, Mark Witty; 8) **Jazzy**, Bob Turnbull; 9) **Zsa Zsa**, Stan Glaros.

### Leukemia Cup

Fifty-five boats showed up for the Leukemia Cup on September 9, but the winners were celebrated well before the first gun ever fired. They would be the Leukemia/Lymphoma Society, for which a record \$140,000 was raised to help fight leukemia, lymphoma and myeloma. And the 'winning' boat — again, before the race even started — was Dave Joyner's Melges 24 *Full Throttle*. Working with other members of the hosting San Francisco YC, that crew raised a combined total of \$55,000.

Festivities kicked off Friday night with a VIP reception and dinner for major sponsors and top fundraisers. The guest speaker was Paul Cayard, who riveted the crowd with stories and footage of his recent Volvo Race aboard *Pirates of the Caribbean*. Also on hand was Leukemia Cup National Regatta Chairman (and lymphoma survivor) Gary Jobson. One of the stats he noted was that, since the Leukemia Cup Regattas began in 1993, the sailing community nationwide has raised nearly \$20 million.

The final VIP in attendance at the dinner was honorary Regatta Skipper Campbell Nolan, son of *Full Throttle* crewman Bill Nolan. Eight-year-old Campbell "has shown remarkable courage, insight and faith" since being diagnosed with T-Cell Acute Lymphoblastic Leukemia last September.

And, oh yeah, before we forget, there was some pretty lively sailboat racing in the Leukemia Cup, too. Boats in five PHRF and two one-design divisions en-

# THE RACING

joyed a largely overcast but windy Bay tour, with Mary Coleman's Farr 40 *Astra* the first boat home at 1:30. Awards Saturday evening were handed out by Jobson, who managed to shake just about every hand in the place before it was over.

Other Leukemia Cups take place over the year in Savannah, Houston and Dana Point. Last year, more than 17,000 sailors raised \$3.2 million.

For more on the Leukemia Cup program, log onto [www.leukemia-lymphoma.org/regatta/](http://www.leukemia-lymphoma.org/regatta/).

DIVISION 1 (PHRF <87) — 1) **Scorpio**, Wy-lie 42, John Siegel; 2) **Howl**, Sydney 38, Peter

**Ego**, Melges 24, Will Baylis. (5 boats)

DIVISION 3 (>129) — 1) **Jane Doe**, Olson 911S, Bob Izmirian; 2) **Star Ranger**, Ranger 26, Simon James; 3) **E-9**, Moore 24, Lesa Kinney. (8 boats)

DIVISION 4 (non-spin <141) — 1) **Hoista Faw**, Dufour 36, M. Johnson; 2) **Quintana Roo**, Catalina 36, Bill Gage; 3) **Lone**, Ranger 33, Todd Moody. (9 boats)

DIVISION 5 (non-spin >141)) — 1) **Aniara**, Swan 38, Eric Schou; 2) **Q**, Schumacher custom, Glenn Isaacson; 3) **Fast Friends**, Santana 35, Smith/Elliott. (7 boats)

J/105 — 1) **Joyride**, William Hoehler; 2) **Whisper**, Eden Kim; 3) **Yikes**, Melanson; 4) **Jam Session**, A Spiegel; 5) **Natural Blonde**, Cooper/Deisinger/Kneeland. (11 boats)

RHODES 19 — 1) **Vague Unrest**, Phil Simon; 2) **Cup of Tea**, Rich Korman; 3) **Gigi**, Dan Widmer. (6 boats)

Complete results: [www.sfyc.org](http://www.sfyc.org)

## Windjammers

This year's Windjammers Race to Santa Cruz on September 1 was an unexpectedly emotional one for the crew of Lani Spund's pretty SC52 *Kokopelli2*.

And not just because they won. The boat had been over early at the 9 a.m. start, and on the restart, they headed out on port to cross under the Golden Gate at about mid-span while everyone else stayed in by the beach. Just after they had crossed



under the span, they spotted a dead man in the water.

He turned out to be a suicide that had gone off the Bridge earlier in the morning. *Kokopelli2* called the Coast Guard, who asked them to stand by until a boat could be sent to retrieve the body. What made the sobering experience even



DAVID DIBBLE

Gary Jobson (center) awards the Leukemia Cup to the crew of the top donation boat, 'Full Throttle.' Left to right (top row), Wayne Sharp, David Joyner, Jobson, Bill Nolan, Jeff Cusack. Front row, Graham Nolan and the event's Honorary Skipper, Campbell Nolan.

Krueger; 3) **Astra**, Farr 40, Mary Coleman. (7 boats)

DIVISION 2 (90-126) — 1) **White Jacket**, Etchells, R. Smith; 2) **Yucca**, 8-Meter, Hank Easom; 3)

## Box Scores

Wish we had the space to write up every race on the Bay. We'll at least give you some results for some of the ones that didn't make it.

WBRA (Race 1, Cityfront, 9/9)

BIRD — 1) **Robin**, Patrick/Cissy Kirrane; 2) **Oriole**, Daniel McLean; 3) **Widgeon**, Donald Cameron. (4 boats)

FOLKBOAT — 1) **Thea**, Chris Herrmann; 2) **Elsie**, Michael Goebel; 3) **Nordic Star**, Richard Kjeldsen. (8 boats)

IOD — 1) **Bolero**, Richard Pearce; 2) **Xarifa**, Paul Manning; 3) **Whitecap**, Henry Hernandez. (4 boats)

KNARR — 1) **Lykken**, A. Robert Fisher; 2) **Knarmageddon**, Mike Peterson; 3) **Three Boys and a Girl**, Chris Perkins. (11 boats)

Complete results: [www.yra.org](http://www.yra.org).

OYRA SERIES STANDINGS (as of 9/7/06)

IOR WARHORSE — 1) **Aleta**, Peterson 46,

Keith Brown; 3 points; 2) **Zamazaan**, Farr 52, Charles Weghorn, 4; 3) **Samiko**, Serendipity 43, Dexter Bailey. (5 boats, 2 races, 0 throwouts)

MORA — 1) **Andiamo**, SC27, Michael Warren, 4 points; 2) **Bloom County**, Mancebo 31, Anthony Basso, 5; 3) **Eurydice II**, Ross 930, George Biery, 7. (5 boats, 4 races, 1 throwout)

PHRO 1A (PHRF <0) — 1) **City Lights**, SC52, Thomas Sanborn, 5 points; 2) **Kokopelli2**, SC52, Lani Spund, 7; 3) **Serena**, Thompson 1150, 8. (5 boats, 4 races, 1 throwout)

PHRO 1 (D/L < 34ft) — 1) **X-Dream**, X-119, Steen Moller, 5 points; 2) **Petard**, Farr 36, Keith/Andrew Buck, 7; 3) **Macondo**, Beneteau 47.7. (5 boats, 4 races, 1 throwout)

PHRO 2 (D/L > 34ft) — 1) **Azure**, Cal 40, Rod Pimentel, 4 points; 2) **Chorus**, Kettenburg 38, Peter English, 5; 3) **Shaman**, Cal 40, Steve Waterloo, 8. (4 boats, 4 races, 1 throwout)

SHS (shorthanded) — 1) **Sleeping Dragon**, Mark Halman, 3 points; 2) **Tenacity**, SC27, Paul Nielsen, 4; 3) **Shamrock**, C&C 41, James Connolly,

4. (6 boats, 4 races, 2 throwouts)

Complete OYRA results: [www.yra.org](http://www.yra.org)

EAST BAY/ESTUARY RACE (9/9, OYC)

DOUBLEHANDED

DIV. I (MULTIHULL) — 1) **Humdinger**, Greene 35 tri, Larry Olsen; 2) **Wingit**, F/27, Ray Wells. (2 boats)

DIV. 2 — 1) **Shamrock**, C&C 41, Jim Connolly; 2) **Pegasus**, J/35, Marc Sykes. (2 boats)

DIV. 3 — 1) **Bad Puddy Tat**, C&C 37, Matt Siddens; 2) **Valhalla**, Beneteau F38, Joshua Rothe; 3) **Carmelita**, Catalina 42, Christian Lewis. (13 boats)

DIV. 4 — 1) **Sunset Woman**, Hunter 31, Lou Kruk; 2) **Travieso**, Ericson 30+, Dan Alvarez; 3) **Nereus**, Ranger 26, John Callagy. (4 boats)

DIV. 5 (non-spin) — 1) **True North**, Baltic 42, Jeff Dunnavant; 2) **Annalise**, Wylie 34, Paul Altman; 3) **Stormrider**, Aphrodite 101, Don McCrea. (6 boats)

SPORTBOAT — 1) **Think Fast**, Olson 30,



more sobering was that crewman Tim Stapleton had brought his 10-year-old son Haydon along — on his first ocean race. And now this.

Tim sent Haydon below when the Coasties arrived so he didn't have to witness the retrieval. Once it was over, the sails went back up, Haydon and the

*'Yikes!' (foreground), a Leukemia Cup boat, crosses 'Tom Cat', Barry Stompe's ODCA sea-son-champion Islander 36, on September 9.*

crew got back on the rail and *Kokopelli* resumed racing.

Tim says the mood onboard in the hours following the incident was 'reflective'. But by about Devil's Slide, the

breeze was up and "We kind of got the feeling that we wanted to do well for this guy, whoever he was," says Stapleton. Several sail changes later, they were chasing zephyrs in the light-air home-stretch of the race and even managed to catch up to within sight of the race's big boat, Bill Turpin's Newport-based R/P 77 *Scout Spirit*. *Spirit* eventually finished first, just before 8 p.m. *Kokopelli* came in right after 9. With 16 minutes of redress awarded for their role earlier in the day, they beat *Scout* by 4 minutes on corrected time.

The rest of the fleets saw big attrition in the light-air going, with only 19 of 45 starters toughing it out to the finish. Even in the 'motoring' division — which allows up to 20 miles of motoring — only 2 of 9 boats finished!

(Tim says Haydon handled the incident well, but as life sometimes does, ripples of the incident reverberated well past the race. Turns out the deceased man was a 40-year-old, stay-at-home father of three who had connections not only to the same school Haydon attends, but to his fifth grade class, where another student had known the man and his kids.)

DIVISION 1 — 1) *Kokopelli2*, SC 52, Lani

Helmut Zarth; 2) **Sapphire**, Synergy 1000, David Rasmussen. (2 boats)

#### SINGLEHANDED

DIV. 1 (MULTIHULL) — no boats

DIV. 2 — 1) **Arowana**, Diva 39, Larry Riley; 2) **Na Na**, Saga 43, Dwight Odom. (2 boats)

DIV. 3 — 1) **Firefly**, Dehler 34, Chris Case; 2) **Animal Crackers**, Olson 25, John Lymberg. (2 boats)

DIV. 4 — 1) **Meliki**, Santana 22, Tom Montoya; 2) **Emerald**, Yankee 30, Peter Jones; 3) **Double Agent**, Merit 25, Robin Ollivier. (6 boats)

DIV. 5 (non-spin) — 1) **Svenska**, Peterson 34, Fred Minning; 2) **Deva**, J/100, Steve Ripple; 3) **Sagitta**, Islander 28, Walter George. (7 boats)

SPORTBOAT — 1) **Mirage**, Black Soo, Ben Mewes; 2) **Hurricane**, Moore 24, Al Germaine; 3) **Sleeping Dragon**, Hobie 33, Mark Halman. (4 boats)

Complete results: [www.sfbayss.org](http://www.sfbayss.org)

ODCA CLOSER (Race 1, 9/9, Cityfront, 8 nm)

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

ALERION EXPRESS 28 — 1) **Eagle**, Chuck Eaton; 2) **Maeve II**, Nancy Pettengill; 3) **Mil Besas**, Chris Vaughan. (5 boats)

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

CAT 30/CAL 29 — 1) **Goose**, Catalina 30, Michael Kastrop; 2) **Missy B**, Catalina 30, Russell Calvery. (2 boats)

ISLANDER 36 — 1) **Absolute**, Steve Schneider; 2) **Tom Cat**, Barry Stompe; 3) **Captain Hooke**, Tom & David Newton. (7 boats)

NEWPORT 30 — 1) **Harry**, Dick Aranoff; 2) **Fast Freight**, Bob Harford; 3) **Zeehond**, Donn Guay. (3 boats)

OLSON 25 — 1) **Vivace**, Larry Nelson; 2) **Synchronicity**, Steve Smith; 3) **Clean Sweep**, Tom Nemeth. (7 boats)

Complete results: [www.yra.org](http://www.yra.org)

# THE RACING

Spund; 2) **Scout Spirit**, R/P 77, Bill Turpin; 3) **Secret Squirrel**, Schock 40, Dick Watts. (6 boats)

DIVISION 2 — 1) **Heartbeat**, Wylie 46, Lou Pambianco; 2) **Recidivist**, Schumcher 39, Ken Olcott; 3) **Magic**, Tripp 40, John Rizzi. (6 boats)

DIVISION 3 — 1) **Zamazaan**, Farr 52, Chuck Weghorn; 2) **Aleta**, Peterson 46, Keith Brown; 3) **Infrared**, Davidson 44, Ray Lopez. (6 boats)

DIVISION 4 — 1) **Spindrift V**, Express 37, Larry Wright. (5 boats, all others DNF)

DIVISION 5 — 1) **Desperado**, Express 27, Mike Bruzzone; 2) **Adiamo**, SC 27, Mike Warren; 3) **Voyager**, Beneteau 345, Dan Hocking. (8 boats)

DOUBLEHANDED — 1) **Bullet**, Olson 30, Mark Sykes; 2) **Tenacity**, SC27, Paul Nielsen. (5 boats, all others DNF)

MOTORING DIVISION — 1) **Chorus**, Ketten-



*Philippe Kahn (red jacket) and Joe Londrigan spar with Peter Vessella and Darin Jensen in preparation for the Star Worlds.*

burg 38, Peter English; 2) **Beat to Quarters**, Olson 30, Richard Calabrese. (9 boats, all others DNF)

## Race Notes

Worlds past — A new champion was crowned at the **Rolux Farr 40 Worlds** in

Newport, Rhode Island, September 6-9. Italy's Vincente Onorato and his *Mascalzone Italiano* team took top honors after chasing this title for the last seven years. Thirty-eight boats attended the Worlds, which was sailed in light breeze the first three days, increasing to a nice 18 knots the last day. Even when a horrific 720 penalty in the second race tumbled him to nearly the end of the fleet, Onorato — with Russell Coutts calling tactics — remained calm and focused. He clawed his way past 12 boats by the end of that race, finishing 13th and setting the tone for the remainder of the regatta. Here's how the top five boats stacked up in the 10-race series:

1) **Mascalzone Latino**, Vincenzo Onorato, Italy, 87 points; 2) **Ichi Ban**, Matt Allen, Australia, 101; 3) **Barking Mad**, Jim Richardson, USA, 108; 4) **Opus One**, Wolfgang Stolz, Germany, 113; 5) **Warpath**, Steve/Fred Howe, USA, 125. Complete results: [www.nycc.org](http://www.nycc.org).

Worlds present — It's a mouthful, but the **Wells Fargo Private Bank Star World Championships** is worthy of remembering. With 77 boats entered at presstime, the September 27-October 8 event will be one of the largest gatherings



1 D 35

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of Stars — and the stars who sail them — that the Bay has ever seen.

To name drop just a bit, among the competitors will be Paul Cayard, James Spithill, Iain Murray, Juan Kouyoumdjian (designer of the Volvo winning *ABN Amro One* 70-footer), Torben Grael, **Bill Buchan** and **Mark Reynolds**. The latter, with two world titles and four Olympic medals in Stars, may be the class's most successful sailor. But Buchan, now 70, is the godfather. In 50 years of racing Stars, he has won three different Worlds in three different decades — and an Olympic Gold Medal. Look for coverage of the Worlds in *Electronic Latitude*, the November print issue of *Latitude 38*, and at the website of the event host, St. Francis YC, [www.stfyc.com](http://www.stfyc.com).

Worlds future — With the **Audi Etchells World Championships** in Fremantle only a month away (November 17-26), members of San Francisco Bay Fleet 12 spent a day last month packing five boats into five containers for the long trip down under. The boats are expected to arrive in mid-October for reassembly, training

and participation in a few lead-up events to the Worlds.

As many as 75 boats from all over the world are expected to attend. The Bay Area's **Craig Healy**, **Andy Whittome**, and **Jim Gregory** will be among them, as will multiple North American champion Jud Smith of Massachusetts, and British dual champion Stuart Childerley. But make no mistake: all eyes are going to be on two old warhorses back for another bout with the cool onshore wind the Aussies call "The Fremantle Doctor." Yes, we're talking about **Dennis Conner** and **John Bertrand**, the stars of the America's Cup in 1983 (when Bertrand won it for Australia) and 1987 (when Conner won it back). While the two famous skippers have sailed against each other many times since then, they haven't returned to the 'scene of the crime' since that fateful 4-0 American rout in '87. As such, it's being billed as the biggest yachting event in Western Australia in 20 years.

The pre-Olympic sailing event held at the new Quindao facility in China in

late August got mixed reviews. The good: the facility itself is spectacular, and its completion a full two years before the **2008 Summer Games** is unprecedented in Olympic history. The bad: sailing conditions were "challenging" to say the least. The predominantly light air was bad enough, but it and the currents were prone to change at a moment's notice — and at different times on different days. The current sometimes was running stronger than the wind, and Laser Radial sailor Anna Tunnicliffe reported that the swell on Fusan Bay was so big that she and her crew "were hiked out on the tops of waves but sitting inboard at the bottom." Let's hope conditions are steadier earlier in August, when the '08 Games are scheduled.

One hundred fourteen far-from-ugly-ducklings gathered off picturesque Puerto Cervo, Sardinia, for the **Rolex Swan Cup** September 11-17. This annual event, which has been growing in numbers and prestige since its first running in 1992, now attracts the best and brightest talent in sailing. Much of

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# THE RACING SHEET

the cream of Northern California talent was represented on just one boat, Jim Swartz's spectacular Swan 601 *Money Penny*, whose afterguard included **Dee Smith, Kimo Worthington and Mark Rudiger. Paul Cayard** called tactics on another boat, while other crew rosters sported such sailing luminaries as Russell Coutts and Roy Heiner. The event even boasted famous boats, among them the 36-ft *Tarantella*, whose launch in 1966 by the fledgling Finnish boatbuilder began the whole Swan phenomenon.

Conditions for the Rolex Swan Cup ranged from light air to gear-busting 30-knot Mistrals. When it was all over, boats from four different nations topped the four divisions, with the Rhode-Island based *Money Penny* taking the prestigious Swan 601 title. Complete stories and results: [www.rolexswancup.com](http://www.rolexswancup.com).

Four races in one: The Del Rey Yacht Club has announced that the **Marina Del Rey to Puerto Vallarta Race** "will combine the best of all Mexican races in one." Using satellite transponders aboard every entry, DRYC has created 'crossing lines' at Ensenada, Cabo and

Punta Mita. At each line, the transponder will record the date and time, and at the awards ceremony, additional trophies will be awarded to the boats with the best corrected times at those points. (The crossing lines are perpendicular to the rhumbline and extend 70 miles offshore so tactics are not compromised.)

The race starts February 16. For more, [www.pv07.com](http://www.pv07.com).

It was a light turnout for this year's **Jessica Cup** on September 9. Only eight classic yachts showed up for the 'little Master Mariners' on September 9. They enjoyed the same nice breeze, hazy skies, and playing dodge ball with every other fleet sailing the Bay that weekend (and they were *all* there). Winners of the three divisions were Jack Coulter's *Echo* (Farallone Clippers, 4 boats); Terry Klaus' 50-ft Herreschoff schooner *Brigadoon* (Gaff Division, 2 boats) and John Vincent's 35-ft Robb sloop *Saltana* (Marconi Division, 2 boats).

Will it strike twice? — The San Francisco **Lightning Class** announced a fall daysail and barbecue that they hope will re-ignite interest in the class. The event

is scheduled for November 5 at the Richmond YC. For more, contact Fleet 372 rep Terry Dewane at (707) 327-7900 or email [belowine@msn.com](mailto:belowine@msn.com).

Herding cats: Jeff Zarwell is putting together an ongoing **race management workshop** to help improve the quality of race management on the Bay. "I'm not the know-it-all of race management, but figure I'll be a decent enough moderator," says Zarwell — who in fact is a good guy who has been running races for years and knows his stuff inside and out. (He also founded and runs RegattaPro Yacht Race Management.) The workshop will be 'kinda sorta' run through YRA, which is who you should call (415-771-9500) or email ([info@yra.org](mailto:info@yra.org)) to make reservations. The first workshop is scheduled for Thursday, October 26, at Sausalito YC from 7 to 9 p.m. Topics will include an introduction to the course and 'Setting a Square Line.' Following the workshop will be a Q and A period. The workshop is free (dinners at the club range from \$7-\$12), but Jeff asks that you do make reservations if you plan to attend so they know what to plan for.

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*Check out the One Design 35 Website at: [1D35.com](http://1D35.com)*

# WORLD

With reports this month on itinerary options when **Planning Your Caribbean Charter**, a sailor's view of the rarely visited **Volcanic Island of Montserrat**, a former cruiser's tale of an **African-American Bareboat Rendezvous** and miscellaneous **Charter Notes**.

## A Quickie Primer on Caribbean Charter Planning

Even though the sun-kissed isles of the Eastern Caribbean are some 4,000 miles away, it's no wonder that West Coast sailors account for a substantial percentage of that region's annual draw of visitors. After all, some of the most idyllic cruising grounds on the planet are found within the 500-mile crescent of islands that stretches from Puerto Rico to Grenada.

For the uninitiated, we'll invest some ink this month in discussing some of the most important factors to consider when contemplating an Eastern Caribbean getaway.

First, we should remind you that back in the 1700s, a half-dozen European nations battled ferociously for possession of these islands — some changed hands repeatedly. When the dust finally settled, the region was a patchwork of national diversity, with the flags of France, England, Spain, Holland, Denmark or Sweden flying over neighboring isles. Today, the area's cultural mix adds immeasurably to its touristic appeal.

Although not every island has a charter base, there are hundreds of late-model bareboats, as well as a wide range of crewed charter yachts, positioned strategically along the island chain. As many readers know, the BVI and St. Maarten have the largest bareboat fleets, while many of the most glamorous crewed yachts choose to base at Antigua.

Crewed yacht pricing varies little throughout the year, but bareboat rates

*Looking much like a storybook village, the picturesque port of Gustavia, St. Barth, is a favorite stop in the Leeward Antilles.*



LATTITUDE / ANDY

fluctuate dramatically between the peak winter season and the 'slower' months of summer and fall. The easterly trades blow all year, however, and air temps generally vary by less than 10° between summer and winter. The more decisive factors contributing to the 'slow' season, are: 1) the fact that many North Americans and Europeans are desperate to escape freezing temperatures at home during the winter months, and 2) the June-to-November hurricane season — nonetheless, a favorite time for bargain hunters willing to take a reasonable gamble. Naturally, anchorages, restaurants and dive spots see far fewer travelers in summer and fall.

Once you figure out which season will work best for the budget and the time constraints of your charter party, you'll be faced with the toughest question of all: which portion of the island chain to explore. Unless you've got a couple of months and a barrel of money to burn, you'll want to concentrate on an area and itinerary that will allow you plenty of fine interisland sailing, yet will leave ample time for 'vegging' on the beach, exploring the back streets of town, snorkeling and napping in the shade of a coco palm. If the goal is to de-stress, don't commit to an overly ambitious itinerary. Leave something for next time, because once you get a taste of it, you'll probably want to return again and again.

Pull out your atlas and follow along as we run down the list of typical chartering circuits, then you can do your own research, online or otherwise, into the venues that sound most appealing.

In a nutshell, there's 1) the so-called Spanish Virgins, meaning the island

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possessions of Puerto Rico. The best idea here is to travel through them from east to west (downwind), beginning in the Virgin Islands. 2) The U.S. Virgin Islands, especially St. John and St. Croix, have plenty of historic charm and splendid anchorages, but if most travel vets had to choose, they'd pick 3) the British Virgins, as they are beautiful, closely clustered, well-protected and have just the right amount of infrastructure.

Heading southeast, 4) the French/Dutch island of St. Martin/St. Maarten lures tourists with casinos, restaurants, nude beaches and shopping. Beginning there, a nice balance can be struck with visits to the relatively sleepy isles of St. Kitts and Nevis (both formerly British), plus a stopover at the picture-perfect (formerly Swedish) island of St. Barth, which today is fabulously French — and a favorite of many sailors.

5) Antigua, in combination with its rarely visited sister island, Barbuda, yields a wonderful mix of fine sailing, British colonial history and virtually limitless possibilities for diving and snorkeling (at Barbuda).

Next in line is 6) French Guadeloupe, the last island in the Leewards. You could spend a wonderful week exploring

# OF CHARTERING



COURTESY MONTSERRAT TOURISM BOARD

*Although half of Montserrat has been devastated by lava flows, its resilient people are carrying on their cultural traditions and encouraging travelers to pay them a visit.*

it and its neighboring islets called Les Îles des Saintes, where most men are still fishermen who practice the ancient arts. Between Guadeloupe and its sister island, Martinique, lies (British) Dominica — sparsely developed, and therefore fascinating. Exploring this three-island combo is a rich experience, which can also be accessed from the large charter bases at St. Lucia, the next isle south. St. Lucia 7) is also a classic jumping off point for exploring the Grenadines, which, like the Virgins, are tightly clustered with well-protected waters.

8) The Grenadines themselves have small charter bases within them, ideal for those with a week or less. For the full tour of the Grenadine region, though, first exploring 'the spice island' of 9) Grenada and its affiliate, Carriacou, is a wonderful option.

As we said, picking a venue is the hardest part of the planning process. The good news is, wherever you charter in the Eastern Carib, you're not likely to be disappointed.

— latitude/aet

## Off-the-Beaten-Track Chartering: The Island Nation of Montserrat

If you are planning to cruise to Montserrat with an out-dated cruising guide and expect to clear customs at Plymouth, you're in for a surprise — the city's not there anymore!

Also be advised that your old guide probably does not note something called the International Marine Exclusion Zone, where you definitely do not want to anchor — unless you want to spend



the night worrying about "pyroclastic flows" and "pyroclastic surges." (Not to mention having your boat coated with volcanic ash.)

An updated guidebook will explain why the Zone

LATITUDE / ANDY



exists and why Plymouth doesn't, and why Montserrat is an intriguing, off-the-beaten-path stop for both charterers and cruisers.

Montserrat is a very small island with a very large volcano — a monster that continually spews molten lava and ash and refuses to calm down. As one local tourism official quipped, "We are 39 square miles and growing."

Although billed as "what the Caribbean used to be," the island has never really been a popular stop for yachties, as it doesn't offer many well-protected anchorages. But if you're looking for a 'sleeper' destination in this increasingly more popular area of the Caribbean — the Leewards — consider giving Montserrat a look. It's a relatively easy off-the-wind sail from either Antigua, roughly 25 miles, or Guadeloupe, roughly 30. Montserrat is a decidedly inexpensive island of friendly people, with modest, but good restaurants, fine snorkeling, easy-to-strenuous hiking and a chance to witness up close nature's frightening power.

Dubbed the "Emerald Isle" due to its lushness and the Irish ancestry of its early settlers, the island recently suffered three severe blows from Mother Nature. First came Hurricane Hugo, which clobbered the place in 1989, followed by two sudden, disastrous eruptions from the Soufriere Hills volcano in '95 and '97. The devastation was enormous. Two thirds of the island was evacuated and is now a forbidden no-man's land, officially called the Exclusion Zone.

The entire capital city of Plymouth was buried by the volcanic flow. Billed as a present day Pompeii, the city's fate is symbolized by the photo at left, showing the top of a church steeple protruding from the ash. Two thirds of the popula-

*Below: Approaching from Guadeloupe, the steaming peak is visible for miles. Left: If you dare to sail past Plymouth, you'll see eerie reminders of Plymouth's former glory.*

# WORLD

tion was forced to leave and go abroad, with little expectation that they will ever be able to return. There simply is not enough land or jobs waiting for them.

With the hyperactive volcano continuing to belch, experts, plotting such factors as the prevailing winds, drew a line two miles offshore around the southern no-man's land and declared it the International Maritime Exclusion Zone. Although it is tempting to sail close to the former site of Plymouth, officials strongly discourage it.

When seen from sea, the south is barren (the exclusion zone) and the north is lush and green (the safe zone). It is in this verdant, mountainous north that tourism officials want charterers and cruisers to drop their hooks — at Little Bay, the proposed new capital, although plans are moving at a glacial pace.

However, there is no need to stay on deck with a hose at the ready and your engine running, as a mountain range protects the safe zone from the Soufriere Hills. Instead, officials say, be our guests and go see the volcano. In a rather interesting turn of events, the Montser-



COURTESY MONTSERRAT TOURISM BOARD

**Montserrat's lush mountains are prime terrain for hikers. A nature guide will point out the medicinal and culinary uses of local plants.**

ratarians are now trying to lure visitors by touting the still-boiling monster.

"Most active volcanoes are in remote locations, making them difficult to observe and monitor," explains a brochure. "Discover the volcanic side of the Emerald Isle. On Montserrat, you can witness the effects of this dramatic volcanic eruption, still in progress, that has dominated life on this island. . . Montserrat remains the only place in the world where you can get so close to a volcano that continues to

wreak havoc. You may witness spectacular volcanic events including the growth and collapse of a lava dome."

Although its moods are changeable, last May the dome, which was growing by something like 15 to 25 feet per second, was sending ash 10 miles high, and consequently disrupting air traffic throughout the Caribbean.

Venturing inside the Marine Exclusion Zone has some serious potential liabilities: "The rare collapse of the lava dome produces breath-taking pyroclastic flows that race at record speed to the ocean below. . . When pyroclastic flows reach the ocean, you'll hear the thunderous rumbling of the boiling ocean heated by the super-hot pyroclastic flows."

Volcanologist Richard Luckett of the British Geological Society says the super-hot gases have surged 2 kilometers from shore — that certainly could ruin a sailor's day.

Marine cop Stanford Kelley says patrols regularly find clueless skippers — who usually are traversing the Leeward chain — anchoring for the night in the forbidden zone. And they still oc-

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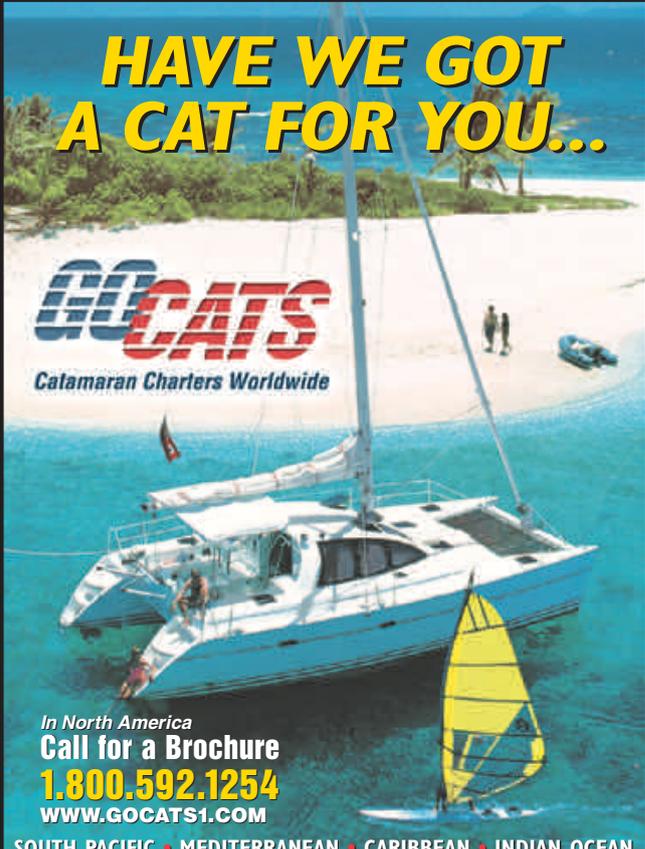
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asionally get calls from cruisers with dog-eared guidebooks looking to clear at Plymouth.

The exclusion zone is marked on current charts. What is not marked is the shipping channel at Little Bay. So Harbor supervisor Shawn O'Garro says to call on VHF 16 and ask for anchoring instructions. Little Bay is the only place to clear (\$14) and the customs forms can be downloaded and filled out before arrival. (See: [www.visitmontserrat.com](http://www.visitmontserrat.com).) While the holding is good, the anchorage does not offer great shelter and can be uncomfortable or worse in swells, but it's pleasant in southeast winds. (Chartering a catamaran, however, minimizes the effects of potentially roly anchorages here and at other less-traveled islands such as Nevis, St. Kitts and Dominica.)

Water is available at the pier and a truck can be summoned for diesel. Ice, supermarkets and inexpensive restaurants are nearby. Port security is 24/7: "There is no need to chain your dinghy," says Kelly. In fact, there is no need to chain anything since Montserrat is virtu-



MONTSERRAT TOURISM BOARD

**Looking east from a 'safe zone' anchorage, the uninhabited island of Redonda and French Gadeloupe are clearly visible in the distance.**

ally crime free.

Taxi drivers, who wax knowledgeably about pyroclastic flows and surges, can take you into the Daytime Exclusion Zone to view the volcano and the lunar-like landscape of Plymouth. "We are all volcanologists," laughs our amiable cabbie, Thomas Lee.

To stand on a windy hill and stare down at the massive volcanic flow that wiped out Plymouth is a moving experience. Hundreds of houses sit deserted on the surrounding hills. The silence is disquieting.

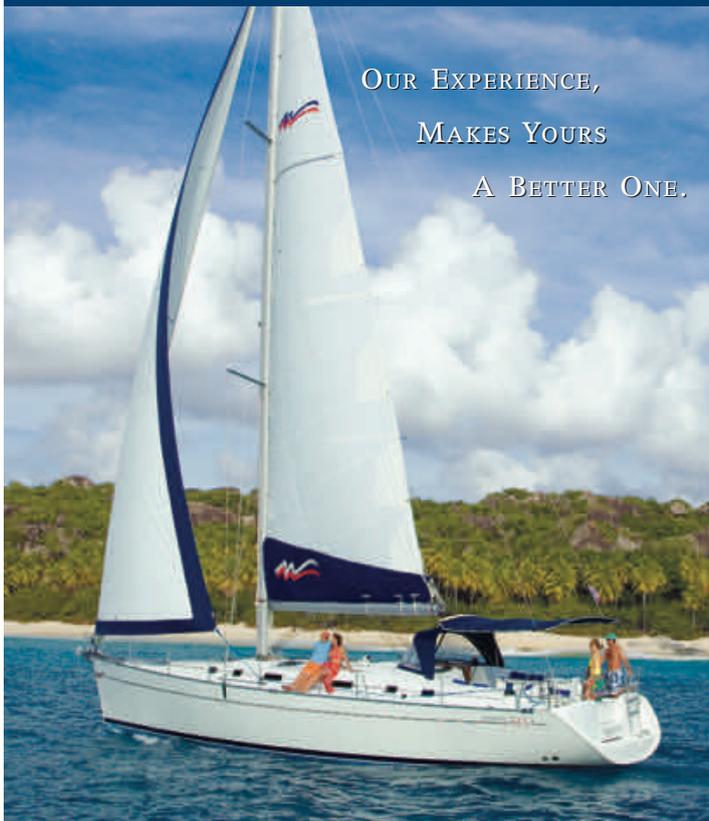
Also deserted is the formerly famous Air Studios where Mick Jagger, Elton John, Paul McCartney and Stevie Wonder recorded albums. A new cultural center is being built in Little Bay with funds raised by Beatles' producer George Martin.

The volcano is minutely monitored 24/7 by the ultra-modern Montserrat Volcano Observatory. The MVO holds fascinating tours Tuesdays and Thursdays (\$4). Pictures of eruptions can be viewed at [www.mvo.ms](http://www.mvo.ms).

The northern end is steep and ripe for hiking, but a guide is necessary. On a recent hike, Park Ranger James 'Scriber' Daly kept up a constant patter on the local plants and fruits and how they are used in traditional dishes and for local cures. Pointing to one blossom, Daly said it was consumed to "clean the blood." But, he cautioned, there was a curious side effect: "take it during a full moon and you will die."

After clearing Little Bay, one pleasant, protected anchorage is the nearby Old Road Bay, which sits just outside the Zone. But keep a keen eye on the

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depths, since rain has filled the bay with volcanic ash and rock. (The line of Palm trees about 100 yards from shore marks where the beach used to be.) Holding is excellent and good food is a short walk away at the Vue Pointe Hotel or Jumping Jack's.

A visit to Monserrat isn't for everyone, but that fact makes it all the more attractive to those of us who tend to gravitate toward the road less traveled.

— *patrick sullivan*

*Patrick — Thanks for the detailed look at this seldom-visited isle. Although we sailed past the ruins of Plymouth in 2001 while en route to Nevis, we had no idea that there were worthwhile anchorages on 'the green side'.*

— *Ed.*

## **New Converts to the Sailing Life: 9th Annual Black Boater's Summit**

When charter industry insiders get together to talk shop, a frequent topic of discussion is how to 'grow the market' for sailing vacations, rather than simply advertising to the finite pool of current

sailors.

For the past nine years, former cruiser Paul Mixon has done just that by marketing special charters to a specific niche, the African-American community. For Mixon, who is a member of that community himself, the idea may have been a no-brainer. But we'd bet that other industry marketers wish they'd thought of it first.

Mixon's primary event, The Black Boater's Summit, celebrated its ninth anniversary in August, drawing participants from all over the U.S. With everyone accommodated aboard large, eight-passenger charter cats, the Summit takes a whirlwind tour of the BVI, with plenty of opportunities for snorkeling, partying and 'limin' — the island equivalent of 'chillin'. Booked by the berth, cabin or full boat, it gives neophyte sailors an easy, flat-water introduction to the sport that is practically guaranteed to make them eager for more.

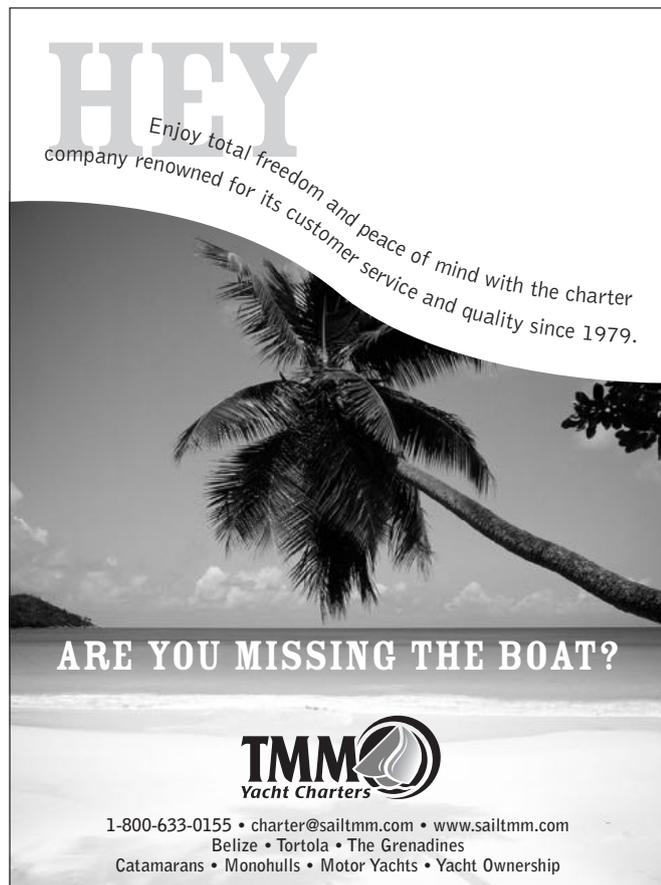
"I knew we had the right mix of 'never-ers' and former participants for our

9th Annual Black Boaters Summit," says Mixon, "and the veterans all said it was the best BBS so far." A new twist this year was a big increase in the number of families with kids who attended.

"To tell the truth," admits Mixon, "I was really concerned when Shawn Ginwright of Oakland called me and said he and his whole family wanted to join our flotilla. Shawn had been sailing the San Francisco Bay only a short time and had never skippered nor even been aboard a catamaran before. So when he told me he wanted to charter a Moorings 4000, and intended to bring his mom, dad, wife, his two kids, 5 and 9, his best friend and his wife and their two-year-old, I thought, 'What do I do now?'"

As it turned out, 'Cap'n' Ginwright, who is a full professor at San Francisco State University, reportedly out-sailed even some of the veteran BBS skippers. And his wife, who had not sailed with him in the past, has promised to fill three boats with friends for next August's event.

Over the BBS' nine-year history, the experience has resulted in five marriages



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COURTESY PAUL MIXON

between flotilla participants, and many lasting friendships have formed. In fact, each year forty or more BBSers have an annual reunion at the Annapolis Boat Show where they network with two other African-American boat organizations.

"I'm planning to pull out all the stops for our 10th anniversary Summit," says

*Although he'd never sailed a cat before, Prof. Shawn Ginwright, right, turned out to be a natural. The 'Summit' was a success for all.*

Mixon. "I hope to book 35 cats, 10 motor yachts, and five Moorings 505 teen boats, each with 10 kids and a BVI captain."

Big is good. And if the Interline Regatta can do it, so can we." He just might too. The event's largest turnout to date, two years ago, filled 34 boats!

We should clarify that you certainly *do not* have to be black to attend, as all races are welcome. Mixon admits candidly that part of the reason he specifically markets to blacks is that no one else was doing it and, well, he's a business man. Beyond that though, he feels that the event's popularity probably has a lot to do with the fact that many African Americans feel most comfortable in the company of other African Americans, especially when sampling a brand new activity. Whatever the reason for Mixon's success, we say more power to him!

For more information about the Black Boaters Summit log on to [www.honeyletstravel.com](http://www.honeyletstravel.com) or call Cap'n Paul at (510) 222-6308.

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frustrated that you're threatening to blow up your Buffett collection, relax! We've got a simple suggestion that will put your mind at ease. Since **October** — aka 'Indian summer' — often has some of the **best all-around weather** of the year on San Francisco Bay, why not make the most of it by **chartering a nice big boat** and taking a load of your favorite sailing mates out for a special pleasure cruise.

Even if you have a boat of your own, it's always fun to sample a boat that's perhaps a bit **bigger, newer, nicer and/or faster** than your usual ride. And when the cost is split between, say, three couples, it's really quite affordable. Check out our April '06 issue for a complete list of Bay Area boats which can be bareboat chartered, or do the research online. (See sidebar for contact info.)

While you're perusing the websites of these local sailing 'clubs' (schools), you might also want to make note of any upcoming **bareboat flotillas** they are offering in **far-flung sailing venues**. Joining one of these trips — which are booked by the berth or cabin — is an ideal way to fulfill your exotic sailing dreams, especially if you've been having



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*Chartering a nice big boat, such as this Catalina 42 from Spinnaker Sailing of Redwood City, is an ideal way to enjoy Indian Summer weather.*

trouble recruiting a boatload of friends on your own.

Note also, that big charter firms such as **The Moorings, Sunsail and Albacross**, offer many flotilla dates — par-

ticularly in the **BVI**, year-round, and in **Greece and Turkey** during the summer months.

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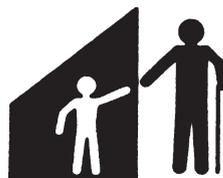
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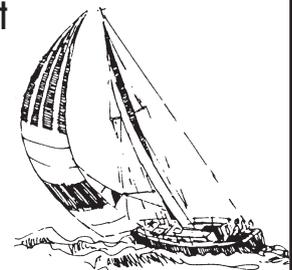
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# CHANGES

With reports this month from **Esprit** at Bora Bora; from Mark Denebiem on a 40-day 'walkabout' in the Caribbean aboard **Pisang Goreng**; from **Convergence** on troubles trying to leave New Zealand; from **Viva** on heading west because it's no longer safe in Venezuela; from **Cadence** on small cat cruising from Japan to the Philippines; and lots of **Cruise Notes**.

## **Esprit — Kelly-Peterson 46 The McWilliam Family French Polynesia (San Diego)**

Greetings from Bora Bora! Even though it's a gray and rainy day because a cold front is passing through, this is nonetheless the most beautiful island in the Societies! The water color ranges from a purplish blue to turquoise, and often times it gives the bottoms of the low clouds a luminous blue-green tint.

Chay and Jamie went for a scuba dive in the lagoon with Robert of *Lawur*. They actually didn't see Jaime that much because he was making a sandcastle — 20 feet below on the bottom! *Lawur* is another 'kid boat' that we've hooked up with on our cruise. We've shared many fun dinners and great conversations with them, and the boys have had a ball together — including three sleepovers. *Lawur* has a cat, and before long Jamie discovered that he is allergic to them. We give him Benadryl when he goes to *Lawur* for any amount of time, and he's been fine.

We spent a few days at Tahaa before coming to Bora Bora, and while there picked up a mooring at the Taravana YC so we could enjoy a nice dinner with a few of the other cruisers at the 'yacht club' restaurant. The owner of the yacht club had sailed to Tahaa aboard a 28-ft sailboat in '72 — and has never left. The forecast was for a front to come through while we were there, so we moved to another anchorage for better protection. The seas were calmer in the new location, but we did a lot of swinging on the hook

*This isn't the McWilliam's San Diego-based Kelly-Peterson 46, but the island behind the Marquesas 56 cat really is Bora Bora.*



ESPRIT

when the gusts came through. In fact, we did so much swinging that we wrapped the chain around a coral head, and it ultimately took 45 minutes of maneuvering to get free. At least we didn't have to dive on it. Of course, our son Jamie didn't think it would have been a problem, as he said dad could dive on it, mom could steer the boat, and he could operate the anchor windlass. He's such a trooper!

Chay has been diligently working to repair the autopilot. His first fix failed in very rough seas on the way to Bora Bora, so he's attempting a more robust repair. Hopefully, it will get us to Tonga.

Once we did get to Bora Bora, we picked up a mooring at Bloody Mary's restaurant, where we had dinner 13 years before on our honeymoon. We had dinner there again, and were pleased to see that some of the same employees were still there. Later we took our dinghy over to the Hotel Bora Bora, where we'd stayed on our honeymoon, and had lunch to prematurely celebrate Katie's birthday. It was fun to reminisce. After lunch we moved again, picking up a mooring at the Bora Bora YC, where we are now trying to stay dry in anticipation of our next leg — 1,200 miles to Tonga.

— the mcwilliams 09/15/06

## **Pisang Goreng — Oceanis 411 Mark Denebiem The Caribbean Walkabout (Florida)**

After 25 years, I was finally going back — back to the islands of paradise, the memories of which were still vivid in my mind after all those years.

My relationship with the Caribbean started in '79 when I graduated from college, earned my captain's license and scuba certification, and set off on a 'Sailor's Walkabout' with my life savings — which consisted of \$1,000. I began by flying from San Francisco, my hometown and sailing backyard, to Florida in order to participate in the International Windsurfing Championships. I didn't win, but I did meet a nice Swiss girl, and after three weeks was working and living in



the Ross Yacht Yard because I'd already spent half my money. Then I hitched a ride to the British Virgins aboard a new Morgan 46, arriving after 14 uncharacteristically calm days.

My original plan back then was to take a year off from work to sail the Caribbean, then return to 'real life' in California. I ended up doing a three-year Walkabout as a first mate, then charter and delivery skipper, and finally race crew out of ports in the Virgin Islands, Antigua, and Newport, Rhode Island. This included full-time work aboard *Nirvana*, the 1950 Alden-designed Hinckley 65, and the Swan 57 ketch *Mariah*. It also included a dozen deliveries from the East Coast to the Caribbean, a New York YC cruise, and three Antigua Sailing Weeks. Those were simply the best three years of my life!

Having subsequently joined the real world and become a swimming pool designer, in '06 I decided that I would do a modern version of that original

# IN LATITUDES



MARK BENEBEIM

**While Mark did parts of his sailing Walkabout alone, he often enjoyed the company of several fun-loving and adventurous women.**

Caribbean Walkabout — 40 days and 40 nights aboard 'Captain Mark's Ark', from Anguilla to Dominica. Thanks to being an independent businessman, I am frequently able to take time off for sailing vacations, but Walkabout II was the longest. My ambitious and lengthy vacation started from Oyster Pond, St. Martin on May 26, when I picked up the Oceanis 411 *Pisang Goreng*. It ended 600 miles later on July 5. Most of the time I sailed with various friends, but some of the time I sailed solo.

Most people sail the Caribbean in the winter, but in my opinion the May to mid-July shoulder season is the best. There are a number of reasons: the trades are more moderate, the seas smaller, the anchorages less crowded, the airlines less booked, and the charterboat rates as much as 30% less. Even Customs and Immigration officials seem more relaxed.

It's true that some restaurants and other businesses close for the summer, but there are still enough others to have a great time.

Why do I always end up with poorly named boats? *Pisang Goreng* is Indonesian for Bananas Flambe. Last year I chartered *Arytenoid*, which I believe means something having to do with rectal surgery. Another time I had a boat called *Fruitcake*. Try saying any of these names over the VHF and you'll understand the problem.

Because of the furling main and jib, *Pisang* would only tack in 90-100 degrees. But thanks to the predominant ESE trades of summer, we had reaching conditions almost all of the time. The wind was a perfect and steady 16-24 knots, day and night, for the first four weeks. It dropped to 13 to 18 knots for the final two weeks, which were at the start of the rainy season. The evening winds were wonderful because

they made it bearable to sleep below.

The winds in the channels between the islands were often stronger, of course. It was common to have a steady 25 knots with gusts to 30. *Pisang* would reach along at 6.5 to 8 knots. Reefing the jib to 85% and the main to 75% when the wind blew over 22 knots made a dramatic difference in the way the boat handled and in the crew comfort. In the lee of some islands — especially Guadeloupe, St. Kitts, Anguilla and Antigua — the wind would wrap around the southern point and provide smooth downwind sailing in 15 knots with totally flat seas. During those times we'd turn on the autopilot and sit on the bow with our books and cold drinks!

I began each day with an early morning swim, not only to clear the pipes and my rum and wine-fogged head, but to check the anchor and nearby reefs. While clearing my system at Sandy Ground, Anguilla, I noticed two four-foot sand sharks circling me with some enthusiasm. When they attacked the 'logs' not more than three feet from my butt, I scurried back to the boat. They really had 'scared the crap out of me'.

Some days my guests and I would snorkel in three different places. I always dove on my anchor to make sure it wasn't fouled. Twice I had to pull myself down 50 meters of chain into murky water to make sure the hook was set, but it allowed me to sleep soundly. Just to be sure, I would check my neighbor's anchors as well. Twice I had to inform other skippers that their hooks were fouled. The only time I had to clear my hook was at Anse de Barc, Guadeloupe. In fact, I had to clear it in 35 feet of water, where it was hooked on two large fisherman type anchors that had apparently been

**And some of the women were Europeans, who absolutely can't figure out why their American counterparts wear swimsuit tops.**



MARK BENEBEIM

# CHANGES

resting on the bottom for many years.

My favorite places to snorkel were: Anguilla's Little Bay, where ours was the only boat on the moorings, and Prickly Pear Island, which had just average snorkeling but was surrounded by a postcard perfect lagoon with a smooth white sand beach. Off Guadeloupe, we liked Pigeon Island, a Jacques Cousteau marine park with blue water and crystal clear visibility. On the north side of the little island is a 50-ft wall for snorkeling, and on the south side, a 15-ft wall. We saw octopus, sea snakes, flounder and schools of various size fish. When off Isle des Saintes, I liked to anchor off Pain de Sucre and to enjoy amazing shallow water snorkeling among eel, turtle, and many colorful fish. There's a small private beach there, too. I like Antigua's Deep Bay, which has a 100-foot wreck poking above the surface but resting in just 20 feet of water. If you go to Nevis, you don't want to miss Tamarind Bay, where the north side around to Oualie Bay is rich with turtle, lobster, octopus and hundreds of black spiny sea urchins and conch shells. White House Bay, St. Kitts, has a small wreck in 10 feet of water — although when we were there the visibility was below average. We also had poor visibility off Dominica, except

***We're not exactly sure what's going on here, but it appears that Mark may not have been looking while on his way to the restroom, and rear-ended a waitress who had bent over to pick a pat of butter off the floor. Neither was injured.***



PISANG GORENG

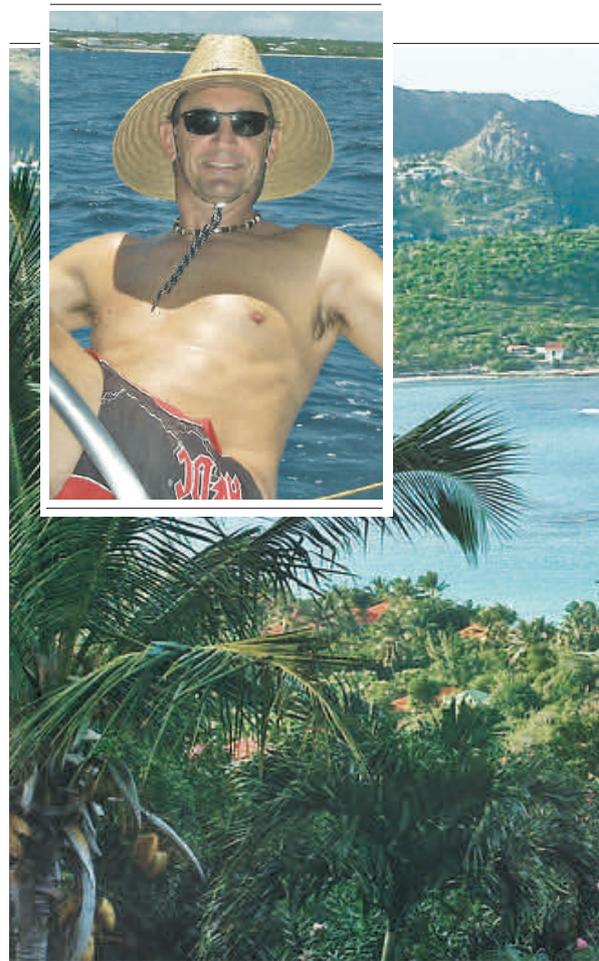
for one superb day at Cabrits.

We jokingly called for whales two miles north of Dominica — and minutes later were rewarded with the sight of two pilot whales calmly swimming toward our port beam. We saw dolphin at a number of other places and, while ashore at Nevis, saw two of the island's 40,000 monkeys while climbing around the Golden Rock Hotel.

The most spectacular sights on land were at Dominica, where there are red rock dunes above a rocky coast. And there were romantic waterfalls, such as the Emerald Pool, in the middle of rainforests. Nevis was also gorgeous, with the capital of Charlestown being particularly picturesque. Anguilla has the best beaches, but no real vegetation. Antigua has the most places to anchor, our favorites being Green Island and Nonsuch Bay. At Pointe Noir, Guadeloupe, we liked the slanted Acomat waterfall. You climb sheer rock walls and then jump into the 11-ft deep fresh water pool. Deshaies, also on Guadeloupe, has an amazing botanical garden. According to some guests, the horseback riding on St. Kitts is "the best ever". St. Kitts also has a fun bar scene at Frigate Bay — the Shiggedy Shack rocks! — and had the best named bays. This would include White House Bay, with not a single house of any color in sight, Bug's Hole Bay and Shitten Bay.

We had a wild time on May 30 on Anguilla, as it was Anguilla Day, a reverse independence day that celebrates the fact that Anguilla retained English protectorate status in 1969 rather than joining a coalition with Nevis and St. Kitts. Almost all the island's 12,000 residents gathered on the beach at Sandy Ground to party and watch the annual around-the-island boat race. There was also a MacGregor 26 anchored in the shallows, and several local bikini models who loved to pose around it for my camera. Girls Gone Anguilla! The party lasted all day, and we were among the last to leave the beach later that night.

The Anguillian racing boats are 28-ft traditional wood open skiffs, with 59-ft masts and a 39-ft booms! The ballast consists of 100-lb iron bars that are carried to the weather side on each tack, and 100-lb bags of sand that are emptied into the ocean as the wind decreases. The jib tracks for these boats are nailed rather than screwed into a short plank that is also nailed to the exposed stringers. *De Tree*, the winner of the around-the-island race, finished in seven hours. During the beach party later on, the crew car-



ried six-foot-long branches to emphasize their bragging rights over the 14 other entries.

All of the sailing was good during the Walkabout, but some was excellent. For example, the 32-mile beam to broad reach from St. Barth to Anguilla, which takes you past many islands named for food — Beef, Bakery, Fork, Table, and so forth. Then you pass St. Martin, and go wing-and-wing up the coast for a view of the fancy resorts such as Cap Juluca, CuizinArt, Covecastles and Altamer. After rounding Anguilla to starboard, you beat in flat water to either Sandy Island or Road Harbor. The 30 miles from St. Barth to St. John was another very fast and smooth broad reach. Sailing behind Guadeloupe in flat water was fast and fun, and all of the channel crossings — between 20 and 46 miles in length — were a blast. The downwind run from English Harbor, around Cades Reef, to Deep Bay was awesome. Normally I would have avoided the Nevis to Antigua upwind bash by heading southeast to Montserrat first, but the volcano had erupted again the week before, so the air was still full of ash.

# IN LATITUDES



**Spread; Looking down at the Eden Rock Hotel and Baie St. Jean, St. Barth. Inset; A smiling Mark, thoroughly enjoying his Walkabout.**

The only thing I hate about cruising with refrigeration is that you have to run the engine one hour twice a day — although the checkout guide suggests three times a day! To alleviate the agony of having to hear from the nonetheless reliable Yanmar 56-hp diesel, I would try to run it while we were off snorkeling or on the beach. But food and cold beer are important, so I focused on provisioning every five to seven days. I did this for several reasons: 1) Food really doesn't last much longer than that in a compressor-driven ice box — especially in the tropics; 2) Part of the cruising experience is to try the unique foods and drinks on each island, from French to English to Dutch to Creole; and 3) You tend to eat ashore more often than you plan when shopping.

Here are some of the restaurants we enjoyed the most: Anguilla — Oliver's Seaside Grill, and Bananas. St. Martin — California Restaurant in Grand Case, a town of many nice restaurants; Calmos Café, on the beach in Grand Case; and

the Sunset Beach Grill, next to the busy Queen Juliana Airport, for the best \$6 hamburgers in the Caribbean. Nevis — Sunshine's Restaurant next to the Four Seasons. St. Kitts — La Cucina at the Marriott Hotel for Italian, and the Shiggedy Shack at Frigate Bay for the lobster and the fish sandwich. Dominica — The Blue Bay Restaurant in Prince Rupert Bay for inexpensive local food like goat stew. Guadeloupe — the last place on the left of the bay in Deshaïses, where the whole fish was superb. St. Barths — Le Select is still the only place on the island where you can get \$3 beers and \$6 hamburgers. Antigua — Life Restaurant in English Harbor, where they serve fresh food right over the water.

As I returned *Pisang Goreng* at the end of the 40 days, I reflected on how well she'd taken care of us, and how much more familiar she'd become to us with each passing day. As I gently eased her alongside the concrete dock for the last time, I thought about all the boats I had sailed with my dad. And

especially about the time when, as a teenager, I'd taken the 'big boat' — his Cheoy Lee Clipper 36 ketch — out sailing without his permission, something he didn't find out about until weeks later. But he always told me, "Always practice true seamanship and your vessels will honor you as a true sailor. And they will get you home safely, because they are your home."

The most profound thing that I can say about my most recent sailing Walkabout is that we didn't spend a lot of time reflecting on life, but rather living it. We didn't seek paradise, we lived in it. We didn't wish things would get better, because they were already great. And when we returned to the stress of the modern world back home, we could face it with renewed vigor and quiet confidence because we knew a special secret — there's a heaven on earth, and it's aboard a sailboat in the Caribbean.

— mark 07/15/06

## **Convergence — Wylie 65 Cat Ketch Randy & Sally Christine Repass Raining Harken Balls (Santa Cruz)**

Even in the best weather conditions, a mid-winter passage from New Zealand to Tonga can be a slog. And last June several boats in a cruising rally got into trouble when they were caught in a 'squash zone'. Although most everyone was rescued, the father and son crew on one boat were tragically never found.

A squash zone brings to mind images of being pelted with pumpkins! In meteorological terms, however, it's when a high pressure system collides with a low pressure system. The results are unforgiving reinforced winds and monster seas. We met a Canadian family, including four *Randy and Sally Christine's 'Convergence' is one of the two Wylie 65 cat ketches. The other works for the Monterey Bay Aquarium.*



SPREAD, LATITUDE/RICHARD; INSET, PISANG GORENG

CONVERGENCE

# CHANGES

COURTESY CONVERGENCE



**When a boat goes back to sea after a long lay-up, there are always repairs to be made — such as attaching the hot water hose.**

kids, who took shelter from this storm at Minerva Reef, a mid-ocean atoll that, despite being awash at high water, offers fairly smooth water in a storm. They rode out sustained winds of 70 knots, which is not my idea of fun.

This year *Convergence* wintered in the West Park Marina in West Auckland to undergo completion of Randy's 'Hundred Project List' resulting from our two-year 'shakedown cruise' from Santa Cruz to New Zealand. Randy managed the progress with numerous emails, phone calls, and a personal inspection trip in March. As with all project lists on boats, there are the big items — such as beefed up alternators, reinforced wishbone booms, and getting the bottom painted. And there are smaller items — such as fixing drawer pulls, putting in new window

**When the weather got rough, the founder of West Marine headed to the base of the forward mast to tend to business.**

COURTESY CONVERGENCE



shades, adding nonskid to the cabin sole, and so forth. Needless to say, we made a significant contribution to the New Zealand economy.

Most of the boat work was performed by Pauline and Dave Pringle's Smuggler Marine in Henderson, who called in sub-contractors as needed. The New Zealand workers were thorough, and their work — with a few minor exceptions — was superb. It might have something to do with the fact that that country has a formal apprentice program for boat workers. In any event, the work was completed on time and the cost was reasonable. We can recommend Smuggler Marine.

Randy and I exchanged love letters via email while he waited for a weather window to the South Pacific. Prior to departure, there was 30 knots of wind in the Hauraki Gulf, with rain and freezing temperatures. It was time for the tropics! The crew for the passage included my brother Joseph Rodgers, a marine surveyor, and two friends that Randy and I met while cruising. They are Kiwi Mark Edwards, who used to be a rigger, and Aussie Peter Cook, who drives ferries in Tasmania. Aussies and Kiwis love to hate each other, and are always ready with degrading comments about the other's nationality. The fact that Australia was settled by convicts gives the Kiwis plenty of fodder, while the Aussies respond with nonstop off-color barbs about Kiwis and sheep. Peter and Mark maintained a good-natured, below-the-belt verbal assault on each other for the duration of the passage.

With the provisions stowed and the crew aboard, *Convergence* cleared Customs on June 25 — after which the troubles began. When the crew raised the sail that morning, a misaligned sail track caused the 40 ball bearings in the headboard car to fall to the deck. "It was raining Harken balls," reported Randy.

Knowing they didn't have enough replacement balls aboard to fix the problem, *Convergence* checked back into New Zealand. Despite having just left, they were required to file new paperwork. Customs filled in 'Tonga' as their last port of departure. "*Convergence* is now on record for the single fastest round-trip passage from New Zealand to



Tonga and back — one hour!" Randy mused.

As chance would have it, *Convergence* was intercepted by Dave Pringle, who was out with his kids for a test drive aboard *Smuggler*, one of his company's new hard-bottom inflatables. Dave gave Randy the name and phone number of the Harken rep, who, it being Sunday, was home with friends watching a rugby match. He graciously agreed to replenish the missing balls.

Being careful not to lose their new balls, the *Convergence* crew checked out of Customs for a second time, and were soon on their way, passing by the Rangitoto Lighthouse. When checking out with Customs, the officials had made it very clear that they were not allowed to anchor, tie to a dock, or have physical contact with another vessel in New Zealand waters. But then Pringle showed up in *Smuggler* again, and was happy to take the crew's cameras to get some shots of *Convergence* underway. It would have made quite a headline: *Smuggler Seen Illegally Passing Small Black Bags To Sailing Vessel Convergence While De-*

# IN LATITUDES



ALL PHOTOS COURTESY CONVERGENCE

*Spread; When the wind came up, 'Convergence' surfed at over 20 knots. 'Inset', Repass catches up on the latest issue of 'Latitude'.*

*parting Auckland.*

The wind lightened as evening approached, so Randy started the motor. Here's how he described what happened: "I went below to check the engine, and noticed there were no belts around the alternator pullies — meaning the house batteries weren't getting a charge. Then I noticed that the drive pulley for the alternators — which should have been connected to the drive shaft — was lying in the bilge along with five sheared off bolts that were supposed to have held it in place!" Unable to complete the passage without house batteries, they called the guy who had beefed up the alternator brackets to organize a repair, and once again returned to New Zealand Customs. And once again they checked in "from Tonga".

By the following afternoon the repair had been completed, and *Convergence* returned to the Customs Dock for a third time! As always, the Customs officials were professional, easy to work with,

and very efficient. And by this time they were all but close personal friends. The third check-out proved to be a charm, and *Convergence* finally completed her 1,100-mile passage to Tonga. During the passage there was either too little wind and/or wind from the wrong direction, necessitating two days of motorsailing. Then there was 40+ knots of wind from 150 degrees off the bow, which had *Convergence* surfing at over 20 knots — with three reefs! They also had a couple of days of great off-the-wind sailing, completing the passage in 5 days, 5 hours.

— sally christine /07/15/06

## **Viva — Grand Soleil 39 Steve & Pam Jost Adios Venezuela (Hermosa Beach)**

As some readers may recall, we became embroiled in two major repair/maintenance projects after returning to our boat in Puerto La Cruz, Venezuela, last October — overhauling the engine and removing our 20-year-old teak decks. The engine had been overhauled in our absence as planned, but hadn't

been put back into the boat because the mechanic had accepted a position aboard a large yacht on the East Coast! After a few weeks we found another mechanic to install the engine. Once that was done and we'd launched our boat, we were ready for our next adventure.

After six years in the tropics, the teak decks on our 20-year-old boat were looking pretty sad. We decided to replace them with fiberglass decks, which are definitely cooler, cleaner, and much less expensive. We found a great Venezuelan contractor to do the job, but since all of the boatyards in the area were full, we had to complete the job in the water. This required us to move the boat to several different locations, which wasn't fun because we were still living aboard. But our guy did a great job, and now *Viva* looks better than new.

But we got some bad news when we discovered that our newly overhauled engine was losing power and had low oil pressure. Fortunately, Robert, our original mechanic, was returning to Puerto la Cruz and vowed to correct the problem without charge. Unfortunately, this meant having to lift the engine off her mounts again — and right after we'd varnished the entire interior. Pam wasn't a happy camper. We finally decided to leave Robert to do his thing while we took off on an air and land trip to Argentina.

We spent our first week at Buenos Aires, which is one of the most vibrant, cultured, and entertaining cities we've visited in years. We enjoyed great food and wines, exciting nightlife, and more tango than we could ever imagine. And all at incredibly low prices. For example, at the Cafe Tortioni, a great old European-style cafe that was built in the 1800's, we could have a couple of glasses of wine and a light snack for \$10. Argentina is known for its beef, and we found some

*As beautiful as the waters and anchorages of Venezuela can be, the Josts feel the country has become too dangerous to enjoy.*



STEVE JOST

# CHANGES



**Tango is everywhere in Buenos Aires — even on the sidewalks.**

and Swiss Alps. We rented a car for a leisurely drive around the lakes, which included a stop for a cable car ride to a beautiful lookout in the Nahuel Huapi Nacional Park. From there we took a bus to Angostura, another delightful little lakeside town, before continuing on to San Martin del Andes, a ski resort on a lake. That whole town looks like an Alpine village, with wooden buildings surrounded by rose and flower gardens. What a great area for hiking, sightseeing and eating. We opted for a super *cama* — or sleeper — bus for the 1,500-mile trip back to Buenos Aires. The bus featured fold-down seating, hot meals, and wine! It was a very comfortable alternative to flying.

After more time in Buenos Aires, and a visit to the famous La Bamba Estancia, one of the most famous ranches in Argentina, we returned to our boat in Puerto La Cruz. Robert had solved our

**One step forward, two steps back. "Remove the diesel again? Didn't we just finish varnishing the interior of the whole boat?"**



great *parilla* (BBQ) restaurants in every part of the city. After the cruising lifestyle, it was a little hard getting used to starting dinner at 9 p.m., but it didn't take us long to adapt.

We then flew 1,500 miles to Bariloche in the lake district of Patagonia at the foot of the Andes. It was like being

engine problems, so it was finally time for us to head west.

Unfortunately, the security situation in Venezuela has deteriorated badly over the past year, with boardings and thefts having become more common at all of the nearby coastal islands and anchorages that we had once enjoyed. We have always been aware of the thefts of unsecured outboards and occasional robberies, but it's gotten much worse. Thieves are now well-armed with handguns and shotguns instead of knives and rusty machetes. And the crimes are no longer mere heists of dinghies, but overpowering cruisers with guns and stripping the boats of all that the thieves can carry.

We feel very fortunate to have seen the best of Venezuela, with its pristine coastal anchorages and offshore islands, and even inland spots, over the last six years. We've also had some great boatwork done, and met some wonderful locals who became good friends. And it will be hard to forget paying 8 cents/gallon for diesel, \$9 for a litre of good scotch, and \$3 for a case of beer. But it's time to say *adios* to Venezuela.

— *steve & pam 08/15/06*

*Readers — You'll recall that in the last issue John Anderton of Alameda reported that, after five summers in Trinidad, he felt the crime had become intolerable in that country. Unfortunately, Trinidad and Venezuela have been the primary two places for Eastern Caribbean boats to go in the summer to avoid hurricanes.*

## **Cadence — Apache 40 Cat Frank Leon Guam To The Philippines (Monterey)**

We — John, Pegi, Angel, and I — dropped the hook off the Marianas YC on the morning of January 16 after a rough seven-day sail from Hahajima, Japan. We spent the morning clearing in with Customs and Immigration, then found a reasonably priced hotel. Although all of us were very much still sleep deprived, we nonetheless gathered for dinner at a restaurant known for its large portions of food and beer. Lots of beer. Brother John dozed off on the ride back to the hotel. In the parking lot, he swayed noticeably as large imaginary seas swept through the area. With a firm grip on the door handle, he turned to his wife Pegi and said, "You



should go below, dear, you'll be more comfortable." His brow furrowed deeply as his eye caught a car going by on the dark street. Grinning to himself, he let the remark stand, hoping that nobody would notice. No explanation was needed among the four of us.

We'd gotten our big send-off back in Hahajima from Ray, Fumi, and Conor, their precocious young son. The three of them had sailed into the harbor aboard *Earenya*, their 30-ft cement boat, during an early December gale and had decided to stay. Fumi, a Japanese national, got a job the next day and has been working full-time ever since. Over the holidays, they moved into a room in a worker's hostel and enrolled Conor in classes. They also learned that they couldn't legally move *Earenya* without complying with Japanese safety regulations. Ultimately, they gave away the gear they couldn't sell, and made plans for their boat to be hauled out and broken up. It must have been like the death of a friend, so I'm glad we didn't have to see it. We

STEVE JOST

STEVE JOST

# IN LATITUDES

STEVE JOST



***Less guns, more butter? Venezuelan President Chavez needs to readjust his priorities to keep cruisers from being driven away by crime.***

dumped her mast and rigging 25 miles offshore.

That night Fumi cooked up a great meal, and there is no finer food than Japanese home-cooking. Todd and Geoff, the local English teachers/surfers, showed up, as did Koki, our introspective Japanese friend. Back in Tokyo, I had picked up a set of Curious George books for Conor, and we read one with great interest all around. I took the time to explain my thoughts on the difference between a sense of guilt and a sense of shame, a critical point in Japanese culture and a major theme in the little monkey's life. Unfortunately, we didn't record what Connor thought of a 52-year-old man with a mohawk haircut.

The first leg of our passage to the Marianas was an overnight trip to Hahajima, the sister island to Chichijima. While on the dock, we met Okada-san, another school teacher, who graciously lent us

his dirt bike to tour the island. There are about 7.5 miles of road — most of it having been built by the Japanese Imperial Army — which swing through the hills, along cliffs, and through tunnels. It was an amazing ride through groves of pandanus, reeds and cypress trees. We stopped to walk to a mushroom viewing platform — something only the Japanese would build. A fallen tree had sprouted rusts and fungi, and some may have been the glow-in-the-dark variety that is unique to these islands. We also climbed a large piece of artillery that was left over from the retreat of the Imperial Army in 1945.

The next day, which was cold and gray, we continued on our way south. Angel saw a whale breach far to the

north, but otherwise we had the ocean to ourselves. Three days and 450 miles later, we made landfall on the miserable windswept speck of volcanic debris called Iwo Jima. Mostly flat and treeless, it's only about four miles long, and sulfuric steam rises from thermal vents on the shore. The southern point is marked by famous Mt. Suribachi, a steep cinder cone about seven stories tall. Just 61 years ago, this was the site of one of the bloodiest battles in history. Some 72,000 U.S. Marines came ashore through the surf, and killed nearly all of the 27,000 Japanese defenders, none of whom surrendered. Today Iwo Jima's black sands are desolate, home to only crabs and seabirds. We pushed on without stopping.

Our continuing course to Guam was a beam reach, an uncomfortable point of sail for a catamaran when it's rough. Since we had 'enhanced' northeast trades, it was indeed rough, with 25 to 30 knots of wind and 15 to 20-ft seas. We regularly took green water on deck, resulting in all the bunks getting soaked. Cooking — even making coffee — was a dangerous chore. We stood three-hour watches through the nights, and made landfall just after midnight four days later.

So we're here in Guam for a few weeks. Brother John and Pegi will fly home on Sunday, and as soon as Angel gets a good sun tan, she'll be returning to Montreal to start college. It will be a long time until she sees the sun again. That will leave me here to sort through the rope locker and organize my life. We pass this way but once.

About my mohawk. Let's just say it's a bar bet that went bad. For those of you who may be considering getting

***'Cadence' lies in a tranquil Asian anchorage, in contrast to the rough passages she has seen — such as Japan to the Philippines.***



COURTESY CADENCE

# CHANGES

one, here are a few observations: First, it will help you gain a new appreciation for sunscreen. Secondly, in Japan it's called a Mohican. Go figure. And lastly, you'll get a lot less eye contact when you wear one into a beach bar. At this point, I'm not sure if that's a totally bad thing.

*Update:* My tales of misery and dangerous adventures seemed to scare away all potential crew at the Marianas YC bar. Except, that is, for young and intrepid Robin Young, who is a gourmet cook and who turned out to be a deckhand extraordinaire. Together we cleaned up the cat and made repairs — including reattaching the forestay that had its own adventure on the last night of our trip from Japan.

Robin and I sailed to Ulithi on Sunday in more enhanced tradewinds. We motored into the atoll's lagoon and anchored in the lee of a palm-lined beach on one of the many *motus*. The colors of the morning included emerald green trees, white coral sand, electric blue water, and black Kona coffee.

*Cadence* had been to Ulithi before — in February of '97, when George, Ron, Walter and I were aboard. As is the case this time, we stopped on our way from Guam to the Philippines. I'd just sold the cat to George after an 18-month adventure from California by way of New Zealand with my wife Rose and 4-year-old daughter Constance. I had but \$50 to my name when George bailed me out. *Cadence* spent several years in the Philippines, then several more in Japan. When George started having financial concerns — do you notice a pattern here? — we agreed on terms for me to buy the cat back. Like an old girlfriend, *Cadence* is mine once again, and once again we are bound for the Philippines and points west.

The particular island we're at now is called Federai, and even though it's only a mile long and about 100 meters

**Leon reports that 'Cadence', one of about 50 Apache cats built in England in the early '70s, is safe and seaworthy if not overloaded.**

wide, it supports a village of about 80 people — plus a Peace Corps volunteer. When we arrived Robin went snorkeling on a nearby reef while I went ashore to meet the chief. Grady, the Peace Corps guy from Oklahoma, met me on the beach and walked me over to the chief's hut for an introduction. Not a man of many words, the chief welcomed us to his village, and then Grady showed me around. The island has one main path that is bounded by yards and tidy thatch huts with raised floors. The yards were bounded by short hedges and rows of partially buried fishing floats, the product of the beachcomber's art. These floats are everywhere and more arrive each day. Another yard decoration I noticed was a pair of Korean War vintage aircraft drop tanks. I also noticed that orange Norwegian type fenders were cut up and used as door hinges.

I was introduced to everyone that we passed along the way. There was Noah, Luke, and Cool — all of whom sported mullet style haircuts, a la Billy Ray Cyrus. Thinking about it, it's the perfect haircut for the islands, as it's easy to keep clean and keeps the sun off the top and back. It's much more sensible than my Mohawk, which I'm trying to grow out. In addition to the mullet, wraparound sunglasses and Hawaiian island-boy T-shirts complete the fashionable homeboy look. I also met Daniel and Nathan. After also meeting Kissinger and Mitchell, I half expected to meet Milhaus and McNamara.

These islands are all part of the Federated States of Micronesia, which are administered from Yap. There's a bit of friction here because Yap has a distinct caste system, and the people on the outer islands are at the bottom. Further, Ulithians are a distinct language group of unknown origin, and the several thousand Ulithians are scattered over the world — with Hawaii and Los Angeles being home to big communities. All these people are related to a canoe full of people that arrived here in the darkness of time from parts unknown. But they assert their identity. I noted the charted name of the island was different, but was told that it was a Yapese name that was changed because it loosely translated to 'testicle island'.

'This could be paradise,' I thought to myself. I asked Grady what he



experienced upon moving into a grass shack on an island only 10 feet above sea level. He said the first three months were tough. Then he got into the routine of the island. He teaches a couple of hours in the morning, then keeps himself busy with communal projects, fishing, reading, and playing the guitar. There's lots of time to sit around and talk and it's definitely low-stress. He's also developed a liking for chewing betel-nut, a habit that will be hard to continue back in Oklahoma. When betelnut is not enough, they make a bush brew. We enjoyed some in the shade of his shack and got a great mid-afternoon buzz going. At one point, a coconut fell a few feet away with a deadly thud. Getting bombed by one of these is a hazard of island life. Fortunately, the coconut gives a distinct snap when it lets go, and the islanders recognize it. By instinct they'll jump towards the trunk of the tree, because the coconut never falls there. Grady also keeps a pet frigate bird that soars in the clouds during the day, then roosts in the tree behind his shack at night. Tame as it is, Grady has to keep ahead of its razor-sharp beak when he

COURTESY CADENCE



# IN LATITUDES



LATITUDE/RICHARD

**Question:** To enjoy cruising, do you need a 147-ft yacht such as SAP software billionaire Hasso Plattner's "Visone". **Answer:** No.

handles it. But the times they are a-changing, even in this remote speck of land. There is now cell phone service here through a microwave connection to another island and then via satellite to Yap. One woman calls her mother in Chuuk every week. And the deadly blue eye of the DVD monitor can be seen at night through the bush.

On the morning of March 7, Capt Gary and his partner arrived at the island aboard the sailboat *Starship*. We'd planned to buddyboat down from Guam, but he got delayed on departure then made a slight detour to pass over the Challenger Deep, the deepest point of the world's deepest ocean. He tossed a silver coin over for good luck. Since it's 11,000 meters deep, he figured it would take six hours to hit the bottom — assuming a fish didn't get it first.

Besides having gotten older and slower, I've noticed something else about myself that's different from the last time

I was here — my motivation. Back in '97, I was here as the literary 'Ishmael', having more time than money, and an urge to see the watery bits of the world (apologies to Melville). This time I'm here more as the biblical Ishmael, an exile from my own home. For those who will understand, I don't need to explain. For my Young Republican friends, it's not Bush. As Dustin Hoffman said last year when he relocated to London, "You can't flee Bush." Suffice it to say, I find the fact that the Voice of America shares a couple of frequencies with evangelical programming to be disturbing.

Speaking of intelligent design, I'm reminded that Vonnegut once said human life was just a conspiracy by seawater to transport itself around. If so, these islands are where it wants to be. The seawater is clear, warm and

teeming with life. And anyone who has felt a tropical seabreeze knows how sexy that is.

I'm watching the weather now. An out of season tropical storm has brewed up 100 miles south of Palau and is tracking west towards the Philippines. It shouldn't be a concern. We'll depart for Yap and Palau tonight after dinner.

— frank 05/07/06

## Cruise Notes:

Out of the mouths of babes. "Britta Fjelstrom, who did the Ha-Ha last year aboard her San Francisco-based Elite 29 **Lonesome Dove**, has a problem," reports her irrepressible friend Eugenie Russell, who did the Ha-Ha last year aboard the J/120 **J/World** and will be doing it aboard the same boat again this year. "Britta had to leave her boat in Puerto Vallarta over the summer because the engine died shortly after leaving San Diego last year. She's bought a new 2-cylinder diesel that weighs the equivalent of 45 gallons of water and is 3 by 3 by 2 feet, and needs to get it down to her boat in Mexico. We'd take it aboard our J/120 if it weren't a little too big for us. I'm wondering if anybody with a larger boat could help Britta out? Or maybe have a suggestion about some other way she might get her engine to Puerto Vallarta. Britta can be reached at lonesomedove29@yahoo.com, or (510) 306-4635.

Eugenie ended her request with what we think is a terrific observation: "It's impossible to remember how tragic a place the world is when you're out sailing."

Speaking of exuberant women who sail, we got a letter from Florcefida Benincasa in Las Vegas the other day. If you did the '03 Ha-Ha, you'll no doubt remember Flo for her joyfully exhibition-

**That's Britta, the woman on the left, during Bill Lilly's party aboard his Lagoon 47 cat 'Moonshine' during the last Ha-Ha.**



LATITUDE/RICHARD

# CHANGES

ist antics — and maybe even her much quieter husband Jasper. Despite being novice ocean sailors, the couple did the Ha-Ha and then sailed their modest Columbia 34MK II **Flocerfida** all the way across the Pacific to New Zealand — and had a wonderful time doing it. We'll have more on their interesting future cruising plans when we have more room in the next issue, but until then, we'll leave you with Flo's analysis of their personalities. They would seem to indicate that a couple with opposite personalities might actually be able to make it across the ocean:

"Jasper, the Captain, Mr. Cybil, my husband, is constantly in the extreme. *Caliente y frio*. Super calm, but a huge worrier, too. He's loose and he's uptight. He is overcritical, very rational, passionate, hard-working, goal-driven and highly adventurous. He has the thirst for life that he tells me only I can quench! But he's also the biggest brat. He makes me laugh, and he also makes me feel as though I am the Queen of Kingdom Come. He's also the world's biggest pessimist — but I have forbidden any form of complaining within a three-mile



LATTUDE/RICHARD

*It almost seems as though Flo, who met Jasper in a college chemistry class, wants to hog all the attention. It's fine with him.*

radius of me. On the other hand, I, Flo, the Admiral, am an optimist. I consider everything a blessing. I'm generally calm, cautious, highly adventurous, a hard worker, and an anal organizer. However,

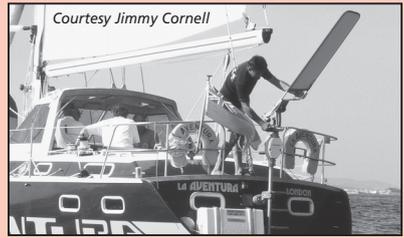
I can also be erratically hormonal and constantly defiant. Sometimes I wonder when I'm going to push Jasper's patience too far. But he seems to have a wealth of it, particularly when it comes to me. I am also a caffeine addict, but I promise to quit as soon as we depart again."

It comes as absolutely no surprise that the **Atlantic Rally for Cruisers** (ARC), which is both the granddaddy and largest of all cruising rallies, will have another maximum fleet of 225 boats for the 2,700-mile rally from the Canary Islands to St. Lucia in the Eastern Caribbean in November. There will be 17 multihulls in the fleet. Over the last several years, the ARC tried to get the bigger, faster, corporate boats out of the ARC and into the Antigua Rubicon, a transAtlantic race at about the same time. The idea was that they were stealing all the attention from the cruisers, for whom the ARC is supposedly for. Alas, there was no interest in the Antigua Rubicon, and both events temporarily suffered. Glamour boats are now back in the ARC, which will be lead by Lan Franco Cirillo's Swan 100 **Fantasticaaa** from Italy — and yes, that's



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the correct spelling. Thanks to the weak dollar, not many Americans bought boats in Europe this year, so there are only few U.S. entries, all of which we mentioned a few issues back.

There have been 65 entries received for the 17th Annual **West Marine Caribbean 1500** rally that leaves Hampton, Virginia, on November 5 for the British Virgins. Organizer Steve Black reports that six of them are from the West: Bob and Linda Masterson of the Laguna Beach-based Beneteau 473 **Villomee**; Charles Cunningham of the Park City, Utah-based Hylas 54 **Agua Dulce**; Mark Burge and Adriana Salazar of the Reno-based Bristol Channel Cutter **Little Hawk**; Gregg Kalbfeisch of the Longmonth, Colorado, Jeanneau 54 DS **Kinikkini**; Tom and Diane Might of the Phoenix-based Hallberg-Rassy 62 **Between the Sheets**, and Don and Shawn Fronterhouse of the Albuquerque-based Hylas 46 **Mignon**. The 65-boat fleet is up about 15 from last year, and we wish them all wonderful passages to the tropics. Assuming, of course, that they leave a little rum for the sailors who won't be

getting there until later.

**Ambivalent** about taking your boat to the tropics in the winter? We've got two photos that might motivate you. The first is of Capt Andy, shoveling snow off the deck of the Gunboat 62 catamaran **Safari** in Newport, Rhode Island, early last December. The second photo, on the next page, is of him 10 days later, transformed into the mystical Capt Andy Lama, driving a dinghy out of the harbor at Gustavia, St. Barth, while wearing his distinctive saffron robes. "Having tried them both," he told us, "I've found that warm blue water is more conducive to spiritual development — and good times — than is frozen white water falling from



*It was going to be a 'white Christmas' for 'Safari' in Newport, Rhode Island if Andy and Melissa didn't get her south fast.*

the sky." That's what we call real enlightenment. And so does his wife and first mate, Melissa.

If you're from the West Coast, you may not realize that sailing from Rhode Island to the Caribbean in December is an entirely different experience than is sailing from California to tropical Mexico. The

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# CHANGES

first 24 or 36 hours out of Newport are generally cold as hell — if not freezing. But then suddenly you're in the very warm water of the Gulfstream. Twenty feet up it may still be cold as hell, but near the water it's not bad at all. When heading south from California, the air isn't that cold, but the water doesn't get tropical until all the way down at Cabo San Lucas. It's all about the East Coast having the Gulfstream while we have the cold Humboldt Current.

"You asked if any of your readers had knowledge about cruising the western Caribbean," writes David Hammer of the Cozumel and Weaver-ville, California-based Catalina 25 **Saba Spice**. "Freya Rauscher's *Cruising Guide to Belize and Mexico's Caribbean Coast* is very good and has detailed charts. It doesn't cover all of the western Caribbean, but the east coast of Mexico and Belize are excellent cruising areas. In particular, Cozumel and Cancun are great places to provision, and Cancun has a Sam's Club and a Costco. But I have to warn everyone that the beach-



"You want to know what cold is?" asked Capt. Lama. "Just try wearing a robe like this while driving a dinghy in Newport in January."

front hotel area of Cancun is like Las Vegas in Mexico. Cozumel is more laid back and has great restaurants. It's just a short taxi ride from the north harbor to town. Some cruisers drop the hook right

in front of the main square, which is within easy walking distance of the Chedraui supermarket."

If we were 25 again, we'd be all over this one! **Geja** is an Islander 36 that Palo Alto-based teachers Dick and Shirley Sandys sailed most of the way around the world over a period of about 15 years of part-time cruising. In fact, if you go to our home page, [www.latitude38.com](http://www.latitude38.com), and go to the *Latitude 38* Google box and type in 'Geja', you'll get to read a bunch of the *Changes in Latitudes* they sent to us about their trip. Sadly, Dick passed away a few months ago, so *Geja*, which is now on the hard 90 miles north of Barcelona, Spain, is being offered in the estate sale for just \$10,000. The boat is said to be fully functional, including the engine, and we know that she was cruised until a short time before Dick's death. The boat is also said to be in need of interior and exterior TLC. The cool thing to us is that the boat is already in Spain. Yes, it's getting a little late in the season to do much sailing in

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# CHANGES

are two additional improvements expected here. The two of us and all the Hidden Port YC members want to encourage everyone to come up to Escondido, play at all the islands, enjoy the terrific snorkeling, and above all, try to make the 12th Annual **Loreto Fest** that will start on May 3. It's a four-day festival with lots of cruiser music, a ham test, a regatta, seminars, games and workshops — all to raise money for educational and community projects for the locals.

For further information and to see photos of the last Loreto Fest, which was the biggest ever, visit [ww.hiddenportyachtclub.com](http://ww.hiddenportyachtclub.com)."

Elvin and Connie also report that Alejandro and Imelda, who owned the La Picazon Restaurant in Cabo, have moved to Loreto, and have opened up a new restaurant of the same name, but across the way from Isla Coronado. "It's great, because cruisers can either anchor in front of it or dinghy across from Isla Coronado."

September is historically the busiest month for hurricanes in Mexico, and



*The Gulfstar 41 'Tortuga' was driven ashore by hurricane 'John', but it didn't seem as though she was badly damaged.*

by the middle of the month two had gotten the attention of everyone on the mainland and on Baja. **John**, the first and the stronger of the two with winds to 115 knots, threatened the coast of mainland Mexico from Zihuatanejo to Mazatlan, but had little effect other than heavy rainfall. But then it had tourists and residents alike freaked in both Cabo and La Paz, as it was headed directly

toward them. Fortunately, a last minute turn to the north spared Cabo. "We had rain, not a hurricane," reported Norma from Marina Cabo San Lucas. After *John* made landfall with a vengeance on the East Cape, it skirted La Paz, where winds to about 80 knots caused about six boats on the hard to partially or completely be tipped over, and several anchored boats to be blown aground.

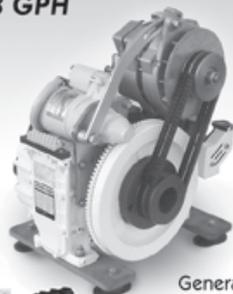
It also brought wind to about 80 knots up at Puerto Escondido, where only one boat, the Gulfstar 41 *Tortuga*, was blown ashore, and two others hooked together with only minor damage. All things considered, there was very little damage to boating interests. But thanks to as much as 25 inches of rain falling on 4,000-ft mountains, flash floods wiped out major sections of highway in Southern Baja, and Mulege was severely flooded.

Just nine days later, **Lane**, a somewhat weaker hurricane, headed up the mainland coast just as *John* had, and was also forecast to nail Cabo and La

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Paz. But once again boating interests were spared from severe damage, as *Lane* turned north and came ashore about 50 miles north of Mazatlan. It was the closest a hurricane had come to Mazatlan in 31 years, but Marina Mazatlan Harbormaster Antonio Cevallos reports that there weren't any winds over 45 knots, so damage was limited to things like torn tarps. Baja was completely spared.

Neither *John* or *Lane* were anywhere near as bad to boating interests as were hurricanes **Ignacio** and **Marty** in '03, and everyone can be thankful for that. When this year's cruising class arrives in Mexico, it's unlikely they'll be able to detect any hurricane damage, except possibly to the roads. That's assuming there are no more hurricanes before the season semiofficially ends on October 31.

Fortunately, it's been a very quiet hurricane season in the Eastern Caribbean — again. You might assume that since the Atlantic-Caribbean had a record 27 named storms last year, the Eastern Caribbean would have been devastated. On the contrary, it got off all but un-

scathed.

"Great magazine," writes Grant Todd, who lost his boat — and almost his life — when his boat exploded while he was singlehanded off El Salvador about six years ago. "However, the boat identified as a Bristol Channel Cutter in the August Sightings looks remarkably like the Falmouth Cutter **Mijita** that I sold back in '95 or so. She had the best interior of any Falmouth, and was a great sailor — something I know from having cruised her to Mexico twice. After doing that, I gave in to a new wife and bought the Hans Christian 48 **Koonawarra**. You may remember that that boat was destroyed in an explosion while I was sailing off Central America. All I know about the incident is that there was a fire onboard, probably electrical,



*'Lane' came closer to Mazatlan than any hurricane in 31 years. Fortunately, it still wasn't that close, and it only blew to 50 knots.*

and I assume that it got to the propane tanks. It was a once-in-a-million accident that would be extremely unlikely to happen again. After all, the boat was in great shape, had been rewired just before, and had a new genset. The only thing that I would have changed would have been to have a copper rather than a rubber gas line where it ran through the engine room to the stove. Anyway, I was

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# CHANGES

fortunate to be buddyboating with **Joss** and **Karina D** at the time, or I probably wouldn't have survived. I ended up in the hospital for two months with a broken knee and burns, but have made a full recovery. After you ran the story, a lot of people sent me their best wishes — and it made my recovery easier. I thank you."

The last time we met Holly and Denis of the Colorado-based Perry (not Bob) 43 catamaran **Tango**, it was in Puerto Valarta, and they were pretty new to both the boat and sailing. So we were glad to hear that they had had a wonderful time spending most of the summer cruising the Haida Gwaii (aka Queen Charlotte Islands) of Canada. "Beautiful!" they wrote. But they had even better news: "Tom Ellison, the owner of the Ocean 71 **Ocean Light**, *Latitude's* old **Big O**, sends his regards. He and his wife and daughter are running a charter business in Haida Gwaii with *Ocean Light*, and appear to be having a wonderful time. We met them at Sandspit, British Columbia, and their ketch looks great! As for us, we may cross paths again in Southern California, as we'll be spending



LATITUDE/ANDY

*The cruising in the Pacific Northwest is very beautiful — but some of the characters you meet tend to be a little wooden.*

a few months there prior to returning to Mexico."

Yours is one of a sprinkling of reports we've had over the years that Ellison and family totally rebuilt our old boat — and

you can't imagine how good that makes us feel. *Big O* played such a major role in our lives for a dozen years, and there are no photos of our kids we treasure more than those taken during sailing adventures aboard her, from California to the Caribbean to Turkey. But that was just a tiny part of it, as there were also six Antigua Sailing Weeks, cruising the Med, crossing the Atlantic, doing the first Ha-Ha, chartering up and down the Caribbean, T-boning the Carquinez Bridge, cruising Cuba, and so much more. Admittedly, she was in dire need of a complete refit when we got done with her, but what a great yacht. In fact, during the debut of **Maltese Falcon** in Italy a few months ago, we introduced ourselves to Gerard Dijkstra, who designed *Falcon* and many of the other great yachts of the world, because we'd heard that he also had owned an Ocean 71. "It's true," he said, "I owned hull #1 and raced her in the singlehanded OSTAR Race — but unfortunately was dismasted. But," he said, getting that look in his eye, "that's one great boat for passagemaking."

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# IN LATITUDES

We remarked on it elsewhere in this issue, but think it's worth a reminder — most airlines will not allow Americans to board flights to Mexico without something that proves U.S. citizenship — meaning either a birth certificate or a **passport**. A driver's license will no longer do, as Doña de Mallorca discovered in mid-September when Alaska Airlines wouldn't allow her to fly from L.A. to Puerto Vallarta. This despite the fact that the Intelligence Reform and Terrorism Prevention Act of '04 doesn't require air or sea travellers to have passports — birth certificates will no longer cut it — until January 1. De Mallorca had to fly back to Northern California, get her passport, and then fly to Puerto Vallarta. So if you don't have your passport, get it now before the rush begins. Besides, didn't Helen Gurley Brown tell young ladies they should never be without their passports?

"I know it's been awhile, and we hope to get out cruising again soon," reported Gene and Sheri Seybold of the Stockton-based Esprit 37 **Reflections** — if our

memory serves us. "But we wanted to report that Ardell Lien, whom you've written about several times in the past, just pulled into the Waikiki YC aboard his Nor'Sea 27 **Catalyst**, having completed his singlehanded circumnavigation. But it wasn't just any circumnavigation, as he did it in under 15 months at age 71! And even more inspiring, he did it only a couple of years after being the recipient of a heart and kidney transplant! What an accomplishment!"

"I stopped at **Puerto Salina Marina**, which is about two-thirds of the way to Ensenada from San Diego, in late August for a walk around," reports



**Forget American Express — the thing you really don't want to leave home without these days is your passport.**

Isaac Marr. "They now have about 200 slips open, and the facilities were really nice. Nonetheless, the place was vacant except for a few sailboats in the 50 to 60-ft range, and a few ex-pats we found fishing for halibut. One of them landed a 25-pounder from the dock. They told

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# CHANGES

us that the fuel dock is pretty close to being completed, the bar/restaurant is open, and that there is a *mercado* open a couple miles up Hwy 1 in Mission, with a new one being built in the marina. The slips have electricity, water, 24-hr security — the works. Guest slips are .50 cents/ft/day, \$10.25 ft/month, and \$7.50 ft/month for over three months. Puerto Salina is about a four to five-hour broad reach from San Diego in typical conditions, making it a perfect weekend destination with plenty of privacy."

Since it's easier to find a seven-dollar bill than it is a slip in San Diego, Ha-Ha entrants trying to stage their boats near the start might consider Puerto Salina Marina — although we're not sure what the entrance is like. As always, Ha-Ha entries will also be permitted to start from Ensenada as well as San Diego.

"Talking about **dinghy thefts**," writes Jeff Hoffinan of San Francisco, "when



***A stolen dinghy is a terrible loss, because without one, how are you supposed to take your daughter no-hands water-skiing?***

we sailed from Papeete to Cook's Bay in '95, I was left to watch the dinghy for a short time in the evening while the skipper and his wife checked out things to do ashore. I was approached by three males who had to be in their late teens or early 20s, who hung out and talked. I took a few swigs from the bottle that they offered me. Nothing unseemly took place, but I definitely had the feeling that

the guys were checking out the situation, and that the skipper's dinghy would have been stolen had I not been there. I've lived in slums, have pretty good street sense, and don't feel I was being paranoid. As friendly as the 'kids' acted toward me, they were up to no good."

With so many boats headed to Mexico in late October, it would be nice if we could get a report from last year's cruisers in Mexico — and everywhere else — on the frequency of dinghy thefts in the places they've been. We haven't locked a dinghy in Mexico in about 15 years and haven't had one stolen there — as opposed to Palm Island in the Caribbean and Cartagena — but maybe others haven't been so lucky.

The **winter cruising season** is almost upon us, thank God, so have a lot of fun — but for goodness' sake, be careful out there.

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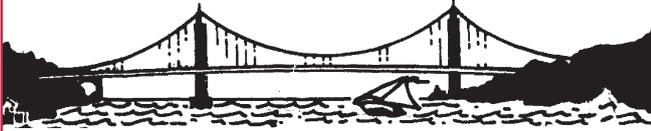


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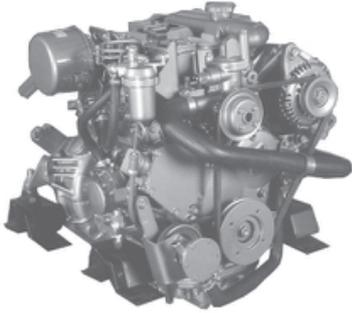
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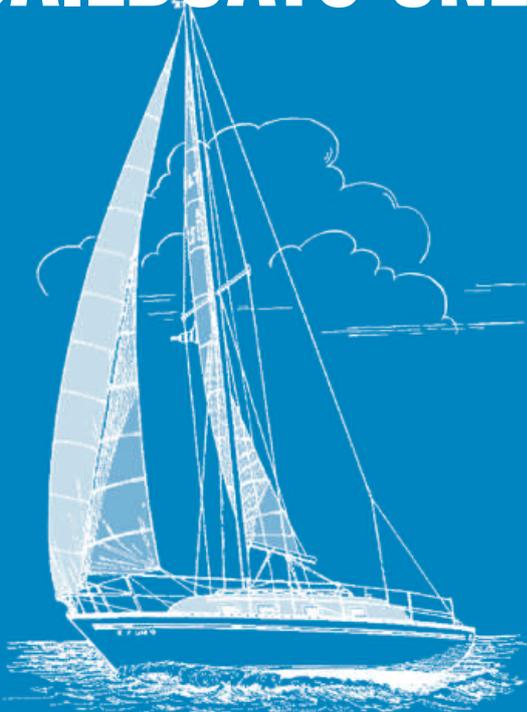
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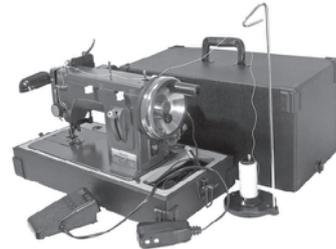
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## 24 FEET & UNDER

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**O'DAY 25, 1977.** Newly reconditioned sails, main, 135 & 150 jibs., New: 3/4-in. plexiglass hatch, main sheet, blocks, battery charger, hand-held VHF, life jackets, too much stuff to list. Located A Dock, Ladd's Marina, Stockton. Asking \$3,500 but very motivated. Make offer. DonnerLakeRN@aol.com.

## 29 TO 31 FEET

**CATALINA 30, 1980.** Universal diesel, new sails/covers, new cushions in/out, Autohelm, oversized Garhauer traveler and boomvang, roller furling jib, lazyjacks, whiskerpole, stereo/CD with speakers in/out, new head and piping, Raycor fuel filter, H&C pressure water, wheel, BBQ. All in great condition and very clean in/out. All lines run aft. Extra set of sails. \$23,500. Ken (415) 566-6635 or email: kennyhsf@yahoo.com.

**YANKEE 30, 1971.** Sparkman & Stephens design. Yanmar 18 hp diesel, tiller, furling, dodger, cockpit awning, alcohol oven/stove, anchors/chain, spare sails, autopilot. New in 2006: Raymarine ST60 D/S/W instruments, compass, VHF, battery charger, batteries, holding tank, CD stereo. \$14,000. (707) 823-9195 or wmhubbard8@yahoo.com.

**C&C 29, 1977.** Quantum sails in new condition, new solid vang/Harken traveler system, wheel steering. Rebuilt Atomic 4. Very attractive. At Richmond Yacht Club. Over \$25K spent in past 8 years. \$10,000/obo. (209) 586-9121.



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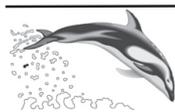
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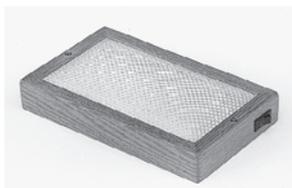
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**PACIFIC SEACRAFT 31, 1986.** Cutter, loaded with factory options and extras. Great condition. Windvane, autopilot. Radar, EPIRB, 3 VHF's, 2 GPS's. CQR and Fortress. Solar, refrigeration. Low diesel hours. Avon and 3.3 Merc. Ventura. \$87,500. See: <<http://www.members.cox.net/ps31capella>> (805) 895-4189 or ps31capella@bigfoot.com.



**GULF 29, 1984.** Same owner 17 years has replaced, repaired and rebuilt all systems to new. Dual controls, 4 Anderson stainless winches and hard vang. New wind, speed, depth, auto, GPS, VHF, electrical panel. Newer Doyle stackpack and jib. Profurl roller. New windlass, bottom siders, new upholstery and interior woodwork and counters. Universal 18M diesel in great shape. 3 batteries, Marsmetal torpedo bulb, 300 lbs, extra ballast. Campbell 3-blade sailor prop. All lines led aft. Easy to singlehand. Sausalito berth. \$29,000. Jim (415) 331-3202.

**30-FT S2 9.2C, 1978.** Excellent live-aboard/family weekender. Yanmar diesel, wheel steering, North mainsail, Harken roller furling jib, 140% genneker, dodger, Autohelm, 6-ft teak interior headroom, large aft cabin, holding tank, alcohol 2-burner stove. Documented. Haulout January 2006. David (415) 572-6506 or day\_500@hotmail.com.

**PACIFIC SEACRAFT MARIAH, 1979.** LOD 31', LOA 36', LWL 25', beam 10'9", draft 4'5", displacement 16,000 lbs, ballast 6,000 lbs. SA 596 sq ft, headroom 6'5". Fiberglass hull double-ender, full keel, cutaway forefoot. Wheel steering or emergency tiller. Staysail, roller furling foresail, fully battened mainsail. 30 hp Yanmar diesel, serviced 10/06. New standing rigging 9/03. Bottom paint 6/05. Radar, GPS, VHF, SSB/Ham, Muir windlass, more. Loch Lomond Marina. \$79,000. Richard (415) 927-2765 (MWF, 10 am-noon or M-Th 7-9 pm).

**FARALLON 29, 1976.** Autopilot, windvane, epoxy bottom. Volvo Penta MD5A diesel, tabernacled mast, insulated hull, stringers and mini-bulkheads. Basic navigation equipment, Harken traveler, handsome interior, weather cloths, windlass, bow roller. Needs some attention. \$12,000/obo. (831) 724-5406.

**PEARSON 30, 1976.** Loaded with new goodies, Yanmar diesel, Jabsco head, cushions, stove, VHF. Asking \$17,500. Details and photos: <[www.geocities.com/millymccoy/pearson.html](http://www.geocities.com/millymccoy/pearson.html)> or call (850) 932-8789.

## 32 TO 35 FEET

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**CATALINA 320, 1993.** Pristine condition. Very little wear on new engine and rig. Motivated seller. \$65,000/obo. call or email for pics and details: (510) 548-9986 or 320@ideasoup.net.



**ERICSON 35 Mk III, 1985.** 2005 UK carbon tape drive mainsail, never raced. Helluva sail but not in the picture. Good 95 and 135 jibs, Harken furling. Great boat for Bay conditions. Not rigged for spinnaker. 27 hp diesel, water heater, water pressure, electric head, propane stove, dodger. Cozy below with large V-berth and lots of teak. Easy to sail. She's faster than you'd think. Alameda. \$44,900. Call (415) 846-5551.

**PACIFIC SEACRAFT 34, 1996.** Crealock sloop. Rigged for singlehanded offshore cruising. Oversized winches, Seafrost 12v refrigeration, propane stove, microwave, B&G instruments, ST4000 A/P, ICOM402 VHF. Berthed Shelter Island, San Diego. \$139,500. For detailed info call (949) 489-1529.



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**ALDEN 34 SLOOP.** Perkins diesel engine needs work. Good sails, sleeps 4, private head, shower Possible liveaboard. Berthed in San Leandro. Wife says her or boat. Will take offer on either. \$7,500/obo. Jim (209) 786-6003.

**MORGAN 33 O/I, 1976.** \$28,000. New Volvo, feathering prop 60 hours. Quantum main, 110% headsail 3 years old. New electronics. Hard vang. Clean and big, 11.8' beam. Liveaboard. Displacement and sea-kindly shape handle Bay winds comfortably. See: <sepwww.stanford.edu/sep/brad/Pics/Boat/Interior/> Brad (650) 400-6158.

**MOODY 34 CENTER COCKPIT SLOOP, 1983.** New roller furling jib, UK asymmetrical spinnaker, head, holding tank, and navigation lights, built in England, Thornycroft diesel. Sailed Atlantic, Caribbean, Pacific to Hawaii. Sleek, compact, roomy cruiser. \$40,000 with slip in Moss Landing. (831) 685-1815.



**IRWIN CITATION 34, 1984.** Successful Ted Irwin-designed production boat. Modern design and layout not found on most '80's boats. New canvas and dodger, bottom stripped with two coats antifoul this year, rebuilt rudder with new hardware, new portholes and teak paneling in main cabin, hot and cold pressure water, refrigeration, Yanmar diesel, much, much more. Very well maintained and very clean. Can send pics. In Alameda. Asking \$42,000. Call Joe (925) 280-0472 or email: joe@appmech.com.

**PETERSON 34, 1978.** Successful ocean and Bay racer, 10+ bags of sails, 10 Lewmar winches, ocean safety equipment, 15 hp Yanmar diesel, rod upper shrouds, CNG stove/oven. As-is \$25,000/firm. Email: ammc2006@sbcglobal.net.

**ERICSON 35+, 1983.** 8/06 haulout. Clean, excellent shape. Almost new sails, plus extra set, spinnaker. New cockpit cushions, LP stove, traveler. GPS, autopilot, wind, tridata. Blue dodger, furler, Universal 25 diesel. Emeryville. \$59,000. For details/photo link: pmchin47@hotmail.com or Phil (925) 642-7600.

**CAL 34.** New main. Profurl, Harken self-tailing winches, spin gear, mid-boom traveler. New propane stove, diesel with new fuel tank. Clean, roomy interior, new batteries, new bottom paint. Nice live-aboard/cruiser/club racer. Good value at \$25,000. (415) 302-9907.

**DOWNEAST 32 CUTTER, 1977** with refurbished main, staysail, 110 genoa, yankee. 30 hp Farymann diesel. Radar, depthsounder, Loran C, GPS, Icom VHF. New standing rigging. Very strong seaworthy vessel. \$23,500. (510) 912-8946.



**WESTSAIL 32, HULL 121.** Original owner, furling gear, all sails, less than 6-years-old Perkins 4-107, runs strong. Great custom interior. Love boat, must sell. I got too old. Ventura, CA. Ask \$42,000. (818) 887-6558.

**CATALINA 320, 1998.** Pristine freshwater Lake Tahoe sailboat in excellent condition. Detailed information on website: <www.synaptec.net/catalina> or call Richard (775) 848 8520 (day/eve).

**ROUGHWATER 33.** Thomas Gilmer design. He designed the Southern Cross 31. This is a strong, proven circumnavigator. Fiberglass. Traditional double-ender. Lots of teak. Sloop with removable forestay for storm jib. Storm trysail. Furl-Ex roller furling on headstay. Fleming windvane (outstanding). Tillerpilot (electronic) by SIMRAD. Solar panel. Simpson-Lawrence windlass. PUR-40 watermaker. Furuno GPS. Professional epoxy barrier coat on bottom of hull. Reliable 20 hp Yanmar diesel. \$34,500. (650) 851-7795.

**CATALINA 34, 1986.** New canvas, bottom paint 3/06. New standing rigging, Mast and boom painted 6/03. Tall rig, Martec folding prop, dripless packing, cruising spinnaker, speed/depth/wind instruments, autopilot. In Los Angeles. \$46,000. (818) 633-4868 or pacostevens@msn.com.

**RANGER 33.** Monterey slip. Outstanding coastal cruiser in excellent condition. New bottom, no blisters. New interior and exterior cushions. New interior paint, recent elec/eng work. Monterey slip included. Perfect for the Bay and beyond. \$30,000. Call John (530) 632-1748.

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**ALBERG 35.** New 7-coat epoxy bottom. New standing and running rigging, new electric system, new trannie, new prop, shaft and shaft log. New heat exchanger. Good Universal with low hours. New rudder, good sails. \$23,500. Chris (415) 332-7501.

**J/33, 1989.** 15 bags of sails, Doyle racing main barely used. Sails are mostly Mylar, Kevlar, carbon fiber or a combination. Rig refurbished, some standing rigging replaced and rig professionally tuned. Volvo diesel has been extensively serviced. Has run good and reliably. Boat was mostly dry-sailed and now has two coats of epoxy. \$45,000. Ready to race in mid-winters. PHRF 84. Owner bought a larger boat. Boat located in Richmond. (510) 932-5673.

## 36 TO 39 FEET

**CATALINA 36, 1983.** Cruise ready, nice condition. 10' dinghy with 8 hp engine, ss davits, Raytheon radar, Siemens solar panels, Heart inverter, Garmin GPS, autopilot, large refrigerator, roller furling jib, and much more, in LA Harbor. \$49,900. (310) 541-9421 or grbreck@aol.com.

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**OHLSON 38, DARK HORSE.** Totally restored and ready for singlehanded sailing. See website: <www.frequentlywrong.com/boat.html> \$187,500. (510) 521-9268 or email: cjscon@pacbell.net.

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**ISLANDER 36, 1977.** Perkins 4-108, new rigging 2002, 2 self-tailing Harken 44s, 2 self-tailing Barlow 25s. Dodger, covers, holding tank, macerator, propane stove/oven, radar, chartplotter, VHF, bowroller, 2 anchors/chain and rode, carpets/curtains, Avon/ob. Alameda Marina #204. \$55,000/obo. Arnie (415) 999-6751 (cell) or (415) 383-9180 (hm).

**MORGAN 38-2, 1980.** Well equipped, good electronics, GPS, hard dodger, Perkins 4-108. Autohelm, Monitor windvane, electric windlass, Adler-Barbour. Asking \$62,500. For specs / photos please call (213) 500-0009 or (213) 999-1450 or email: [oukiva80@hotmail.com](mailto:oukiva80@hotmail.com).



**BRISTOL 38.8, 1983.** Hood design, Kokkola. Universal diesel, high quality yacht with traditional beauty, well kept, fin keel centerboard, spacious head/shower, fridge/freezer, Profurl, diesel heat, dinghy/outboard available. Blaine, WA. Surveyed 2003 at \$150,000. Priced \$117,000. (360) 510-4683 or (360) 366-1052 or [baedermark@msn.com](mailto:baedermark@msn.com).

**ISLANDER 36, 1976.** Rebuilt Perkins diesel. New windows, headliner and cushions. Never raced, ready to cruise. \$44,987. Also, Sea Eagle dinghy and 9.5 hp Nissan, \$2,499. (707) 575-0630.



**ERICSON 39, 1971.** Flush deck. Great design for fast cruising. Isuzu 60 hp diesel, full batten main. All the hard work has been done. needs some interior finish work. Located Petaluma Marina. \$25,000. (707) 217-1709.

**UNION 36 CUTTER, 1983.** Double-ended full-keel long-range cruiser or very comfortable liveaboard with gourmet galley in beautiful teak interior. Excellent electronics and sailing characteristics, easily singlehanded. A beautiful boat, cruise-ready. \$74,000. (510) 551-4852.

**ISLANDER 36, 1978.** Perkins 4-108. Clean boat in good condition with depth, speed, autopilot, VHF, two Bariat 28 self-tailing, two Bariat 21, one Bariat 22 winches, dodger. Priced for quick sale at \$37,500. (510) 883-1757.

**UNION 36 CUTTER, 1978.** Clean. Teak varnished, aluminum mast repainted. New mainsail, new electronics, electric windlass, Harken furler, new fuel tank. Step on and sail, I seldom use it. \$48,500. Don (408) 373-2231 (non-work hours). Enjoy your search.



**FREEDOM CAT-KETCH, 1986.** Was \$69,900, reduced to \$59,900/firm for quick sale. San Diego. Sturdy, comfortable, easy sailing. Weekender, liveaboard, shorthanded cruiser. Pics/details: [www.freedom-sailboat-6252.blogspot.com](http://www.freedom-sailboat-6252.blogspot.com) > Larry: [badkitty\\_barclark@yahoo.com](mailto:badkitty_barclark@yahoo.com).

**ISLANDER 36, 1985.** Great boat which I have owned for 8 years, 2nd owner. New upholstery, new counter top, newly waxed and in great shape. Canvas bimini, chartplotter, etc. \$62,500. No agents please. [www.parkswebdesign.com/Islander](http://www.parkswebdesign.com/Islander)



**IRWIN 37, 1980.** Center cockpit cutter, as is. Stiff bluewater keel, 4-108 Perkins diesel, 80 gallon tank, aft and fore staterooms, two bathrooms, nav station, rowing hard dinghy, radar, solar, hurricane ground tackle, sea anchor, gas generator. \$38,000. (619) 422-5664.

**ISLANDER FREEPORT 36, PLAN B,** 1979 in excellent condition. Rebuilt engine and trans in 2004. Great boat for the Bay or cruising or as a liveaboard. Asking \$65,000. (530) 644-7943.



**CUSTOM 39 PERFORMANCE SLOOP,** 1998. Planes at 8 knots. 6'2" headroom, large galley, 2 private double cabins. Singlehanded to Australia and back. Many features not found on any other yacht. \$37,000. See: <http://cosmicmuffin.home.att.net/> > Call (831) 239-8078.

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**ISLANDER 36, 1976.** Tom Cat. 2006 season champion. New engine, great sails, large wheel, lots of winches and gear. \$45,000. (415) 298-0058.



**UNION 36, 1980.** Perkins 4-108, Profurl, radar, ICOM710 SSB/Ham, GPS, EPIRB. Heart inverter/charger, Muir windlass, solar, major spares. Avon dinghy, 8 hp. No black iron tanks, no varnish, no tax. Cruise or condo in Mexico. Documented. Health issues. Below market/survey value. \$60,000. Sailmaster700@yahoo.com.

**CATALINA 38, 1982.** Fresh water only. Excellent condition, good sails, new interior. \$54,000. (702) 592-6456.

## 40 TO 50 FEET

**CAL 40, 1964. HULL 21.** Located San Diego, Harken roller furling, Quantum sails, electric winlass, CNG stove, 12v reefer, Perkins 4-107, blue LP topsides. \$59,000. Call (619) 447-5235 or email: george@elwersfamily.com.



**OUTBOUND 44, SPIRIT OF JOY, 1999.** Performance cruiser, center bunk forward configuration. Very good condition. This is a great boat, roomy, fast and very solid. Loaded with everything you need for very comfortable cruising. Just returned from 5 years cruising Central America and ready to go again. 3 spinnakers, 3 jibs, 75 hp. Yanmar diesel, Autostream prop, Spectra watermaker, 2 Raritan heads, 4kw generator, Heart Interface 2500, 3 new 8D AGM batteries, Glacier Bay separate fridge/freezer/AC in cabins, Raytheon radar/Autohelm/instruments, Icom 710 SSB, Pactor III modem, VHF, GPS, microwave, Force 10 stove/oven, Lewmar hardware and windlass, and so much more. \$347,000. Call Ross (510) 796-8960 or email: cprossm@aol.com.

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**CUSTOM BREWER 46 KETCH, 1972.** Teak hull, center cockpit. Major upgrades in last five years including new 76 hp diesel. Large equipment inventory. \$114,000. Located in San Diego. See details at: <www.custombrewerketch.us>

**CATALINA 42, 1992.** Very well maintained. 2 cabins, 2 heads, full galley. Lots of upgrades including radar, chartplotter, autopilot, roller furling, custom cabinets, dodger and full cockpit cover. Clean and ready to go. Call for details. \$119,500. (925) 371-8086 or (877) 643-8856.

**FREYA 40, 1983.** Just back from circumnavigation. Brand new 43 hp Beta Marine engine and propeller with high-output alternator. New main/jib. August haulout, new anti-fouling, topside and interior paint. New cabin sole. Autohelm, GPS, solar, Aries, Hood furling, stainless tanks: water 150 gal, fuel 100 gal. Great boat. \$62,000. Call Mike (208) 371-1524.



**HUGHES NORTHSTAR 40, 1975.** Center cockpit ketch. Two cabins, each with head. Fully equipped, maintained and upgraded, with radar, GPS, solar and wind gen, windvane,SSB/Ham. 3 sets of heavy ground tackle, dinghy with 2 engines, too much equipment and spare parts to list. Fishing and diving gear, CD player, TV/VCR/DVD player. Currently cruising in Mexico for last 2 years. Instructions included. New, drastically reduced price: \$69,000. sailinman@earthlink.net.

**HANS CHRISTIAN 41T, 1985.** Two-cabin, two-head layout. Monitor vane, Autohelm 7000, SSB with Pactor III modem, AirX wind generator, Heart inverter, recent re-rig, extra water/fuel tanks, heavy ground tackle, many spares and modifications. \$185,000. manukai41@yahoo.com or (415) 272-5056.

**PETERSON 46, 1983.** Cutter rigged sloop. Center cockpit. Roomy, light wood interior. Bottom barrier coat. Full cockpit enclosure, radar, Ham/SSB. Ideal cruiser/live-aboard. Priced for quick sale. \$110,000. Make offer. Call (510) 601-6863.



**CORONADO 41, 1972.** Sleeps 6. Full shower, head and galley. CD player, wood trim in cabin. 50 hp Perkins diesel. Liveaboard berth in Ballena Isle Marina, great liveaboard. Exhaust leak in motor. \$38,500. Call (510) 917-6054 or email: ramseyjackson@yahoo.com.

**S&S SWAN 47 CB.** NYYC 48, keel-centerboard, draft 6ft/10ft, hull nr. 27. A beautiful classically lined S&S design. Shallow draft, easily sailed by a couple. In very good condition, fully fitted out for world cruising and ready to go. See: <www.swan47cb.com>



**COLUMBIA 45 SHOAL KEEL KETCH.** 1972. Hull #3. Solid and clean motorsailer. Perkins 4-107 with 425 hours. 200 gal fuel, 200 gal water. Independent hydraulic inside steering station. Paneled wood interior throughout. Tiled shower, galley and heads. Great liveaboard or go anywhere. Additional photos and info at: <http://www.msnusers.com/Columbia45Hull3> \$65,000. Call (415) 420-4299 or email: erinciple01@hotmail.com.

**CATALINA 42 Mk II, 2004.** Raymarine chartplotter, radar. Custom dodger, bimini and cockpit cushions. Full batten mainsail, 2 cabins with queen centerline owner's berth. Only freshwater sailed, excellent condition. Moored in St. Helens, OR. \$210,000. Call (503) 397-3681 or jhse27@hotmail.com.



**VALIANT 40, 1977.** Cutter rigged, bluewater cruiser, Perry design, Mexico veteran 2001-2002. Ready to cruise. New LP paint. Located in San Diego. Owners of 23 years must sell. See: <http://members.cox.net/shfaerber> for more info. \$87,000. (760) 942-2489.



**HUDSON SEAWOLF 44 KETCH, 1979.** Full keel, center cockpit. Cruise ready. Solar, radar, SSB, VHF, EPIRB, liferaft, dinghy. Fiberglass decks, aluminum masts, 80 hp Lehman. The list goes on. Located Port of Oakland. Asking \$85,000. Call (510) 557-6006 or email: ketchhudson@yahoo.com.

**CT 41 KETCH, 1973.** Project boat in need of new owner. Hull is in good shape, thru-hulls replaced. Perkins 4-107 diesel runs great. Cabin house, inside and out, and decks unfinished. Needs work. Many extras included. Must sell ASAP. \$12,000. (510) 432-2749.



**BENETEAU OCEANIS 46, 2000.** Fully cruise equipped. Already in Caribbean. Stern arch with davits, solar panels, Aero-gen 6 wind generator. Seafrost freezer. A/P. GPS, Apex dinghy, 15 hp Mercury outboard, etc. Excellent condition. <www.sbcontrol.com/boat.htm> \$195,000. (805) 969-3009.



**50-FT LOA FERRO KETCH.** Permanent custom slip in Moss Landing, North Harbor. Workshop, engine room, wood stove. Great liveaboard with standing headroom. Illness forces quick sale. Needs some work. <http://sfbay.craigslist.org/sby/boa/209071429.html> Ship and slip \$25,000/firm. Serious only. (408) 506-0858.

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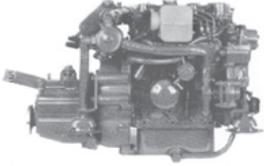
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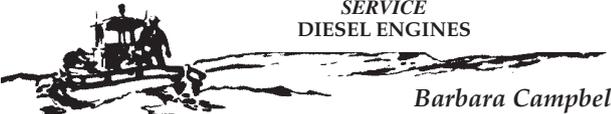
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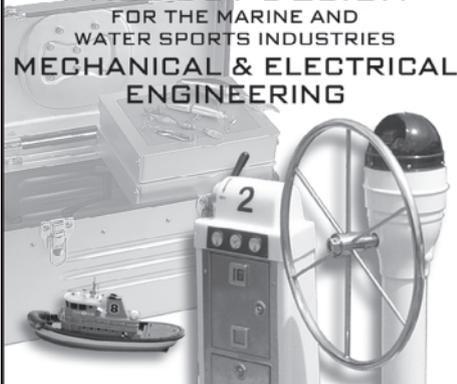
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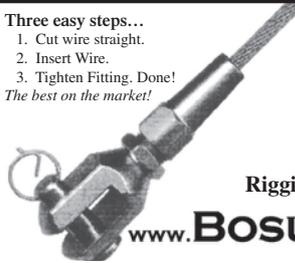
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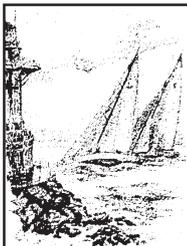
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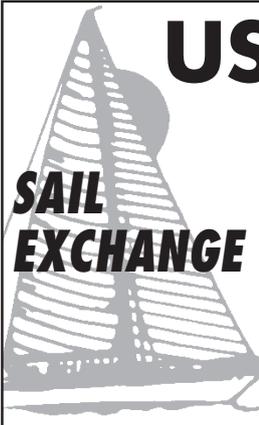
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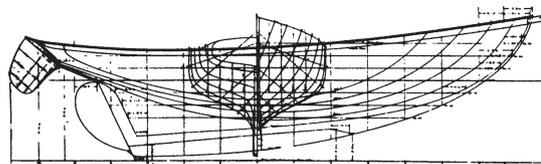
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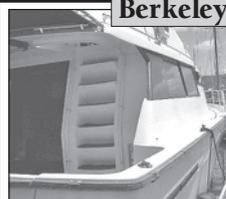
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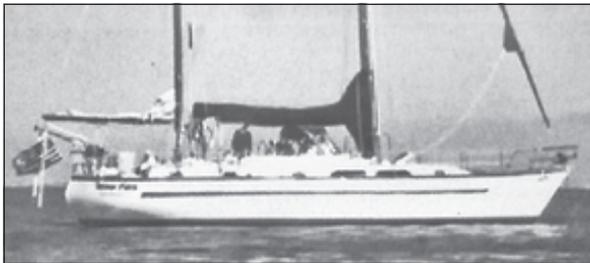


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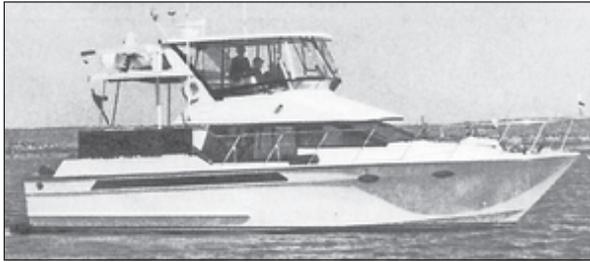


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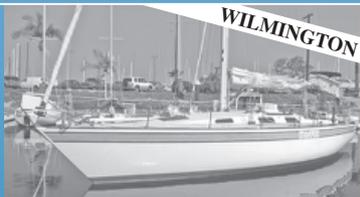
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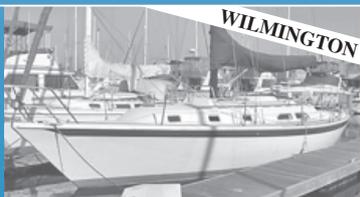
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37' ISLAND PACKET  
The best equipped cruiser  
like it around.



Amel  
53' AMEL KETCH, 1998  
Built to cruise the world.  
A must sea!



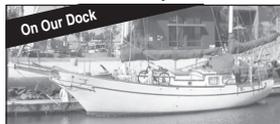
Center Cockpit  
44 & 41 IRWINS  
Lots of room.  
Two large cabins.



Hunters  
HUNTER 376  
HUNTER 42  
Show really well.



World Cruiser  
40' VALIANT, 1992  
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the world. On our dock.



On Our Dock  
41' FORMOSA KETCH  
Equipped to cruise the world.  
Asking \$79,000.



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PACIFIC SEACRAFT MARIAH  
Two awesome pocket cruisers.



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37' TAYANA MK II  
The most popular cruising boat  
in the world.



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Ready to cruise the ocean blue.  
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A new pocket rocket.  
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GEMINI 105M, 1997  
Radar, autopilot, spinnaker,  
diesel. Very clean. \$97,000.



SEAWIND 1160  
Cruising catamaran. November  
delivery available. Call for demo.



43' FARRIER CATAMARAN, 2003  
Just returned from New Zealand.  
Ready to go again. \$400,000.



3 CORSAIR 28s from \$72,000.  
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**NEW LISTING**

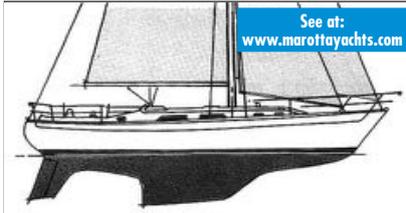


See at:  
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SISTERSHIP

### 46' HYLAS CENTER COCKPIT, 2000

Spectacular German Frers designed performance cruiser with fine entry, wide beam carried well aft, deep fin keel and partial skeg rudder; this example is well equipped and bristol with transferable Sausalito Yacht Harbor slip. **\$385,000**



See at:  
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### 42' PASSPORT CUTTER, 1985

Well designed and built cruiser in very nice shape and lying in a marina that may consider taking on a liveaboard. Liveaboard slips are almost IMPOSSIBLE to find here, so this is a major benefit if you're looking for such. **\$149,000**

**NEW LISTING**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**44' BENETEAU 445, 1993** Spacious three stateroom/three head model with teak joinery, 6'5" headroom. Recent Profurl roller-furler, new Hood 125% jib, new full batten Hood main, several thousand \$\$\$ worth of recent engine work. In prime Sausalito YH slip (D dock, close to boardwalk) that should transfer. **\$129,500**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**37' HUNTER 376, 1997** *Cruising World* Boat of the Year (Best Value) in 1997. Freshwater cooled Yanmar diesel with low hours, main with Dutchman system and electric self-tailing winch, all lines lead aft, huge cockpit with walk-through transom, substantial dodger. Three staterooms, 6'6" draft. Transferable Sausalito YH slip. **\$104,000**



**REDUCED**

See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**33' HANS CHRISTIAN, 1980** Classic cutter: capable offshore boat with a full keel, high ballast-to-weight ratio, deep cockpit and an oversized rudder placed far aft. She also has a comfortable, well laid out interior that feels much larger than her size would suggest and is finished in lovely teak. **\$89,000**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**38' BENETEAU, 1990** Moorings 38 model, designed around a modified First 38s5 hull and is a sleek and fast two-stateroom/two-head racer/cruiser, perennially popular on the brokerage market. This one is clean with a new suite of sails and a rebuilt Yanmar engine. **\$69,500**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

SISTERSHIP

**36' CATALINA, 1989** Very clean example of one of the most popular 36-foot sailboats ever built: they're well designed & well built in the US by one of the most successful sailboat builders in the world, are very spacious (both above/below deck), are easy & fun to sail whether you're daysailing, racing or cruising. **\$64,500**



**REDUCED**

See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**32' HUNTER 320, 2000** Very clean inside and out with low time on Yanmar diesel (barely 200 hours), she's also the deep draft version (preferable on the Bay). Motivated owners, offers encouraged; note she's THE most competitively priced 320 on the market at present. **\$56,000**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**41' CT KETCH, 1971** This heavily built fiberglass cruiser looks like a carvel-planked classic, without the hassles of wood. Charming, roomy and sea kindly, *Boundless* shows very nicely — owner has spent almost \$24,000 this past year — and is competitively priced. Transferable Sausalito slip. **\$52,000**



**REDUCED**

See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**32' ERICSON, 1986** Classic Bruce King design, originally launched in '67, sporting an integral lead keel, spade rudder, deck-mounted mast and a double-spreader rig was years ahead of her time. Even by today's standards, the boat holds her own in terms of aesthetics, build quality and performance. **\$42,000**



**NEW LISTING**

See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**31' PEARSON, 1989** VERY clean one-owner late model William Shaw design! Never cruised local boat, shows practically as new. Deep keel and keel-stepped mast with double spreaders and an ergonomic cockpit with high coamings make her ideal for typical boisterous Bay conditions. Transferable Sausalito YH slip. **\$44,900**



See at:  
[www.marottayachts.com](http://www.marottayachts.com)

**20' PACIFIC SEACRAFT FLICKA, 1985** Never cruised, this late-model example was factory built and finished to Pacific Seacraft's exacting standards. She's been updated stem to stern and today shows bristol — one of the nicest Flickas on the market. Plus, transferable Sausalito Yacht Harbor slip. **\$39,000**

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**43' HANS CHRISTIAN KETCH, 1982**  
Brand new engine, radar, AP, GPS, air/heat,  
7kw scuba compressor.  
**\$189,000**

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**34' SABRE, 1983**  
Westerbeke diesel 1,000 hours, new 125% on  
roller furling, new Harken traveler. **\$49,000**



**FREYA 39, 1981**  
Newer Yanmar, Monitor, AP, radar/GPS, SSB,  
more. **\$119,000**



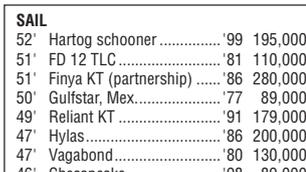
**THREE GARDEN  
KETCHES!**  
Pictured: 44' HUDSON CC, '79, \$99,500  
41 CT, '76 Cruised the Pacific. **\$79,000**  
(2) 40' HARDIN, '79 New engs. from **\$85,900**



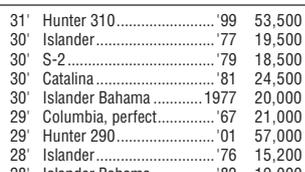
**51' FINYA/SKYE KETCH, 1986**  
Possible partnership. Everything renewed. Engine,  
genset, sails, rig, decks, more. **\$280,000**



**35' BENETEAU 35s7, 1996**  
Very clean. Heat & air. FB main & RF headsail.  
Sausalito berth. **\$92,000**



**SAIL**  
52' Hartog schooner ..... '99 195,000  
51' FD 12 TLC ..... '81 110,000  
51' Finya KT (partnership) ..... '86 280,000  
50' Gulfstar, Mex. .... '77 89,000  
49' Reliant KT ..... '91 179,000  
47' Hylas ..... '86 200,000  
47' Vagabond ..... '80 130,000  
46' Chesapeake ..... '98 89,000  
44' Sea Wolf CC ..... '79 99,500  
44' Hylas ..... '86 185,000  
44' Norseman 447 AC ..... '85 195,000  
43' Ron Holland ..... '86 158,000  
43' Morgan ..... '85 125,000  
43' Swan ..... '86 215,000  
43' Hans Christian ..... '82 189,000  
42' Custom schooner ..... '72 39,000  
41' Kettenberg, F/G ..... '67 54,500  
41' CT ..... '76 79,000  
40' Sea Wolf (2) ..... from 85,900  
40' Valiant ..... '77 92,500  
40' Hunter (2) ..... '95 from 116,000  
40' Sea Wolf (2) .... '73 & '79 from 79,000  
40' Philbrook yawl ..... '65 Inquire  
39' O'Day ..... '83 65,000  
39' Freya ..... '81 119,000  
38' C&C Mk III ..... '86 73,000  
38' Catalina 380 ..... '05 159,000  
38' Catalina ..... '84 43,900  
38' Ingrid ..... '74/84 95,000  
38' Ericson ..... '81 65,000  
37' CF Choate ..... '79 25,500  
37' Irwin ..... '79 40,000  
37' Endeavor ..... '79 43,600  
36' Islander (2) .... '76 & '77 from 49,500  
36' Pearson cutter ..... '77 57,500  
36' Isl. Freeport ..... '79 43,500  
35' Bristol 35.5 ..... '80 Inquire  
35' Beneteau 35s7 ..... '96 92,000  
35' Santana ..... '78 19,999  
34' Islander ..... '75/85 31,500  
34' Irwin Citation ..... '84 40,000  
34' C&C ..... '80 47,500  
33' Newport ..... '84 36,500  
33' Pearson 10M ..... '76 19,900  
31' Pacific Seacraft Mariah ..... '79 79,000



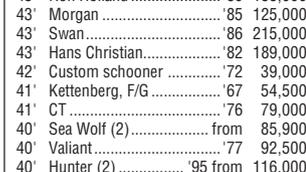
31' Hunter 310 ..... '99 53,500  
30' Islander ..... '77 19,500  
30' S-2 ..... '79 18,500  
30' Catalina ..... '81 24,500  
30' Islander Bahama ..... '1977 20,000  
29' Columbia, perfect ..... '67 21,000  
29' Hunter 290 ..... '01 57,000  
28' Islander ..... '76 15,200  
28' Islander Bahama ..... '82 19,000  
27' Santa Cruz, TLC ..... Cheap!  
25' Pacific Seacraft ..... '78 18,000  
14' Whitehall, sail/row ..... '02 11,000  
12' Beetle Cat, wood ..... 9,975



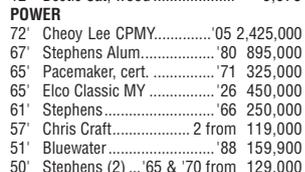
**HUNTER 40, 1995**  
Two available, one blue and one white.  
**\$122,000 & \$116,000**



**MOTIVATED**  
**O'DAY 39** Phillip Briand design, diesel low hrs,  
nice sail inventory, RF, radar, AP, Sausalito slip.  
~~\$79,900~~ **\$65,000**



**POWER**  
72' Cheoy Lee CPMY ..... '05 2,425,000  
67' Stephens Alum. .... '80 895,000  
65' Pacemaker, cert ..... '71 325,000  
65' Elco Classic MY ..... '26 450,000  
61' Stephens ..... '66 250,000  
57' Chris Craft ..... 2 from 119,000  
51' Bluewater ..... '88 159,900  
50' Stephens (2) ... '65 & '70 from 129,000  
44' Highstar ..... '88 215,000  
49' Kha Shing ..... '84 179,000  
43' Wellcraft Portofino ..... '88 99,500  
41' DeFever ..... '81 105,000  
40' CHB ..... '86 156,000  
40' Bluewater ..... '79 189,000  
38' Bayliner ..... '88 115,000  
38' Chris Craft ..... '65 75,000  
34' Sea Ray Sundancer ..... '01 169,000  
33' Bayliner Montego ..... '78 19,950  
31' Silverton ..... '78 25,500  
30' Silverton, 300 hours ..... '98 67,000  
30' Sea Ray 305 DB ..... '88 59,900  
30' Sea Ray Sedan ..... '79 20,000  
30' Wellcraft Scarab w/trlr ..... '87 39,000  
29' Sea Ray Amberjack ..... '99 71,000  
28' Sea Ray ..... '91 37,900  
28' Maxium ..... '99 45,000  
27' Sea Ray 270 ..... '88 28,900  
26' Osprey ..... '02 98,000  
24' Bayliner ..... '98 15,900  
24' Regal 242 w/trailer ..... '98 37,000  
22' Bayliner w/trailer ..... '03 29,500  
22' Grady White 222 w/trlr ..... '02 59,000



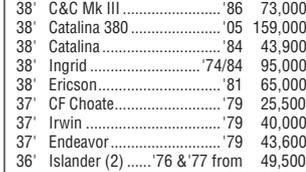
**TWO**  
**HUNTER 40, 1995**  
Two available, one blue and one white.  
**\$122,000 & \$116,000**



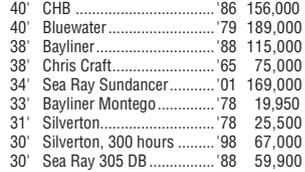
**38' ERICSON, 1981** Bruce King design,  
deep draft. Two stateroom. Diesel, RF, AP, new  
upholstery. **\$65,000**



Pictured: **ISLANDER 36 FREEPORT, '79,**  
**\$43,500**  
**2 ISLANDER 36, '76/'77, From \$49,500**



**44' NORSEMAN 447AC, 1985**  
Quality, performance and value.  
Perry design.  
**\$195,000**



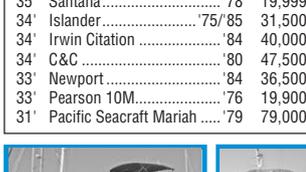
**38' BAYLINERS**  
3788, '97 and 3870, '88  
From **\$115,000**



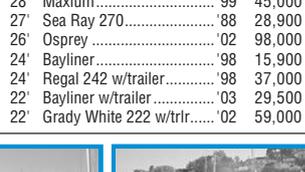
**43' RON HOLLAND CUTTER**  
Refit & upgrades last few years, 5kw Perkins low  
hrs, FB main, Harken RF, much more. **\$158,000**



**44' NORSEMAN 447AC, 1985**  
Quality, performance and value.  
Perry design.  
**\$195,000**



**67' STEPHENS MY, '80**  
Alum., Saus slip, stabilized, major  
refit. Impressive yacht. **\$895,000**



**44' HIGHSTAR MY**  
1987  
**\$215,000**



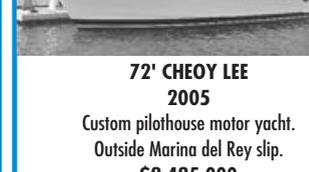
**72' CHEOY LEE**  
2005  
Custom pilothouse motor yacht.  
Outside Marina del Rey slip.  
**\$2,425,000**



**38' BAYLINERS**  
3788, '97 and 3870, '88  
From **\$115,000**



**44' HIGHSTAR MY**  
1987  
**\$215,000**



**72' CHEOY LEE**  
2005  
Custom pilothouse motor yacht.  
Outside Marina del Rey slip.  
**\$2,425,000**

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Classic 1923 design, well maintained. She's like a beautiful & comfortable private British club down below. Must be seen. Teak decks, diesel, genset, radar and more. Extremely charming and a great performer.  
**Asking \$249,000**



**36' HUNTER** sloop. Cherubini design. A comfortable & spirited performer. NEW Yanmar diesel, wheel & pedestal, roller furling, inflatable, good cond. **\$29,950**



**43' COLUMBIA Mk II** sloop. Full fiberglass construction, famous Bill Tripp flush deck design. Dsl, huge interior, roller furling, bimini, lifesling, full double course lifelines w/pulpits & more. **\$54,950**



**32' PEARSON VANGUARD** sloop. NEW engine, NEW paint, NEW sails, SUPER clean example of this fine design. MUST SEE! **Asking \$16,500**



**40' BLUEWATER COASTAL CRUISER**  
Flybridge, fiberglass. Very spacious and comfortable. Huge sun deck, twins, genset and more!  
**\$58,950 Ask**



**38' INGRID KETCH** by William Atkins. Extra robust glass construction, Yanmar diesel, windlass, roller furling, enclosed marine head with shower, vane, radar, GPS & more. **Asking \$52,000**

## 58' ALDEN MOTORSAILER



**58' ALDEN BOOTHBAY** Motorsailer Ketch. Aft S/R, PH-center cockpit, dsl, furling, AC, Onan, radar, inflate, lg. soil inventory, etc. Loaded w/world cruising gear & amenities. Super boat! Must see! U.S. document. **Ask \$279,000**



**25' FARALLON** w/trailer. All glass, diesel inboard, GPS, VHF, depth, Duo-prop, aft deck & PH helms, new canvas, swim platform, o/b bracket, pressure water, elect. windlass, more! Nice clean boat! **\$19,500 Ask**



**48' ED MONK STEEL PILOTHOUSE SCHOONER**  
14' beam, 130 hp diesel, AP, GPS, SSB, heat, hydraulics & more! Rugged & capable. Nearly completed & fully operational. Great opportunity. **Ask \$69,950**



**42' SPENSER** Sloop. F/G, dsl, GREAT CRUISER. Many spares & gear, 6'7" hdm, radar & lots of elect. Watermaker, vane, wheel, AP & much more! Excellent boat well set up to cruise. **Ask \$64,950**



**40' ANGELMAN KETCH** Big, robust world cruiser w/teak decks. Great rig, diesel, radar, GPS & more! Beautiful & ready to cruise. **Ask \$49,000**



**40' VALIANT.** Famous Bob Perry double-ender designed for safe, comfortable cruising w/performance. Glass, diesel, full cruising gear & more! **Ask \$91,950**

## SAIL

- 100' MEGA sloop, dsl, cold-molded, loaded, fast, huge, yacht or charter. 1,995,000
- 56' SPARKMAN & STEPHENS alum slip. The famous *Lighting* just restored. 450,000
- 47' VAGABOND ketch. Project... 86,000/obo
- 40' NEWPORTER 40 ketch. Recent ongoing restoration. Perkins 4-108 diesel, genset. Comfortable liveaboard. Great Mexico cruiser. Excellent value with some projects remaining. Motivated seller.....Ask 12,450/obo
- 37' GARDEN ketch by Formosa, F/G, dsl, shower & more..... Asking 16,500
- 36' STEEL HARTOG ketch, double-ended cruiser, great potential & value. 19,500
- 36' NIELSEN classic 1918 Danish aux. sloop. Nice condition..... Asking 15,000
- 34' ANGELMAN Sea Spirit ketch. Diesel, shower and more..... Asking 29,950
- 33' RANGER sloop. Diesel, F/G..... 16,500
- 32' ALDEN MALABAR..... Reduced! 6,500
- 32' ENGLISH-BUILT NANTUCKET yawl by Offshore Yachts, Ltd. Diesel, wheel and more! Saly cruiser..... Asking 16,950
- 32' YORKTOWN, F/G, diesel, recent upgrades..... Try 22,000
- 32' ARIES dbl-ender, F/G, just refit, dsl, new furling & more!..... Reduced! 17,500
- 30' SANTANA sloop by Schock. Performance sloop w/spin, dsl, more... Ask 10,500
- 28.5' PEARSON TRITON. F/G, diesel. Near total refit of Alberg's legendary Pocket World Beater..... Ask 16,000
- 28'H-28 HERRESHOFF ketch. Classic beauty, 1/B, very nice!..... Try 6,500
- 28' MORGAN sloop, diesel, roller furling, roomy & comfortable.... Ask 13,000
- 27' CATALINA sloop, dsl, more!... Ask 9,700
- 25'1" FOLKBOAT classic wood beauty at Lake Tahoe..... Ask 8,000
- 24' RHODES/MacCarty by Seafarer. O/B, main, jib, genoa, all glass... Ask 2,900

## POWER

- 63' FERRY conversion, 671 diesel, 19.5' beam, excellent condition. Ask 28,000
- 61' YTM STEEL TUG. 610 hp low hrs CAT dsl. Lots of gear. Good living accommodations 3,000 gallons fuel reported on board & much more... 72,500
- 60' MATTHEWS MY, '65, twin diesels, big, comfortable liveaboard cruiser w/South SF berth..... Asking 215,000
- 50' STEPHENS aft stateroom MY, twin diesels, flybridge, genset, great design from a great yard..... Asking 128,950
- 45' STEPHENS 1929 classic.... Try 75,000
- 42' OWENS ARUBA Aft Cabin Motor Yacht. Twins. She's a project but is big & comfortable. Take a look. 24,000/obo

- 37' CHRIS CRAFT CONSTELLATION. 454s, very clean..... 24,500
- 36' CHRIS CRAFT CAVALIER. Aft cabin, flybridge, twin V8s, many recent upgrades, very nice..... 34,950
- 36' UNIFLITE. F/B, aft cabin, twins, radar, GPS and more!..... Asking 59,950
- 35' STEEL CHRIS CRAFT ROAMER, cruise/live, twins, rare & very desirable 1956..... Asking 34,750
- 35' CHRIS CRAFT Commander, F/G, glass, twins, Onan & more! Nice..... Ask 24,500
- 35' NORTHERN STEEL TROLLER. Reliable & economical Cummins dsl, good heavy weather boat set up to go to sea & stay there. There's more!..... Ask 35,000
- 32' CARVER. Glass, twins, Sausalito live-aboard berth. Nice!..... Ask 30,950
- 31' TOLLYCRAFT Glass, rebuilt twins. A nice boat. Illness forces sale. A BARGAIN at..... Asking 4,250
- 31' MONTEREY BAY EXPRESS PH utility, F/G, 1991, twin 130 Yanmars, trailer, USCG-licensed, commercial quality gem..... Asking 44,950

- 30' ALUM. CREW/SUPPLY vessel, radar, GPS, scanning sonar, VHF, crane and more. Just refit..... 35,000
- 30' CHRIS CRAFT Constellation, twin V8s, very nice 1967..... Asking 14,950
- 28' OWENS FLAGSHIP. Twins. EXCELLENT 1959 GEM!..... Reduced \$19,950
- 27' UNIFLITE Hardtop Sedan Express Cruiser. Twins, radar. Nice clean boat with no blisters..... Ask 19,900
- 26' BARTENDER by Coullins. Fast, seaworthy..... 2 starting at 13,500
- 25' FARALLON SF w/trailer. New twin 180 hp Volvo, radar, etc.... Asking 28,000
- 18' SEA RAY 175-S Series. Ski & fish pkg w/tir & very clean..... Ask 8,900

## OTHER

- 2 LIVEABOARD HOUSEBOATS in San Rafael..... Starting at 23,500 obo
- 60' STEEL BARGE, 20-ton A frame, spuds, deck house, more..... Offers/55,000
- 56' LCN-6 w/diver support, steel, W/H, twin 671s, full elect..... 24,950



**44' MAGELLAN KETCH** by American Marine. Ford-Lehman diesel, aft stateroom, center cockpit, full dodger, bronze fastened mahogany, teak decks, radar, two heads with showers and more. **Asking \$39,900**



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