

Latitude 38

VOLUME 340 October 2005

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Why Are These People Smiling?

PHOTO: JOHN DAVIS



Ralphie's crew and ground crew*

Because they won! Co-skippers Davis and Taylor Pillsbury, crew, family and friends are celebrating a nearly 10 hour victory of *Ralphie* over the next closest boat in the Cal 40 class of this year's Transpac race to Honolulu.

Davis contacted Pineapple Sails and asked for a studied proposal of the anticipated wind and sea states expected during the race. After discussions with the Pillsburys, and sharing descriptions of past races and conditions, we came to a solid agreement on the problem. We then built *Ralphie's* entire spinnaker inventory. The results are very impressive. In a class of 14 nearly identical boats, *Ralphie* was able to put time on the fleet in virtually all conditions.

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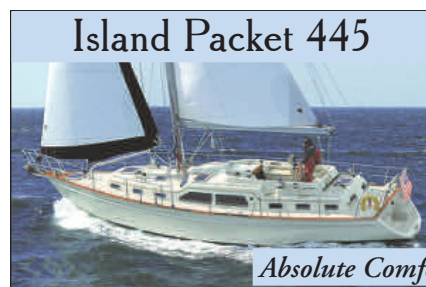
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Beneteau 473

Beneteau 373

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Cover: 'Beecom' powers upwind at the Rolex Big Boat Series.

Photo: Leslie Richter

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

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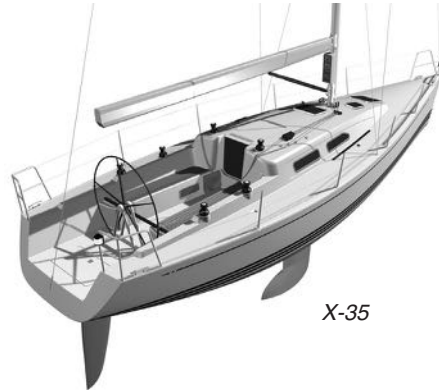


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NOTABLE QUOTABLE: If you're a pro at what you do there can be no higher compliment than a thank you note from a satisfied client. There's a book in the lobby at KKMI titled 'Letters To The Editor'...and a few quotes caught my eye...such as "I wanted to thank you for the incredible service I recently received," ..."Great work from a great organization," "Everybody I came in contact with treated me with total honesty and respect," ..."I'll be back in the future so you can work more miracles,"...and one that pretty much sums up what every client is looking for..."The work was done safely, professionally, on time and on budget." The Team at KKMI really does know how to deliver.

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ON YOUR RADAR: As you may have heard, West Marine's Maritime Electronics new waterfront location at KKMI is in full swing. Between the team of professionals at their Sausalito location and the 'Dream Team' in Point Richmond, this is the place to go if you're thinking about upgrading or commissioning your new boat. What makes this new location so attractive is how incredibly efficient they are at installing equipment. Within just a few feet of their store they can accommodate almost any size vessel. No more time wasted traveling between the shop and your boat...talk about efficient! Call them before October 7th and you might even get an invitation to their Grand Opening on Saturday October 8th! Hurry.

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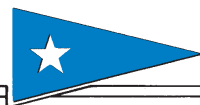
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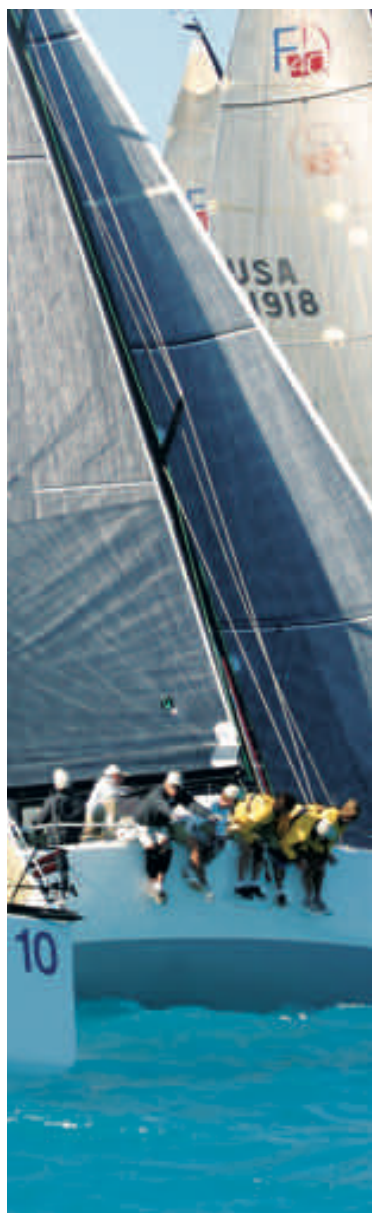
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The sunny latitudes of Mexico await this year's fleet of approximately 550 participants on 142 boats.

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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.

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 you 'cruise-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.

While enroute, the rally committee hopes to send occasional updates to 'Lectronic Latitude, hopefully with photos. Look for these reports at www.latitude38.com.

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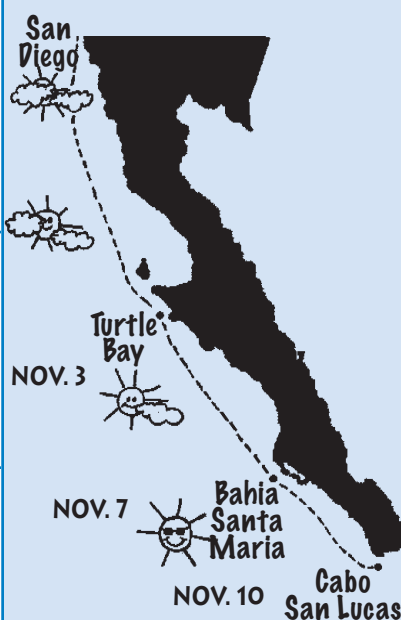


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IMPORTANT DATES

Oct 5 — Mexico Only Crew List and Baja Ha-Ha Party, Encinal YC; 6-9 p.m.

Oct 30 — Skipper's meeting, noon, at Cabrillo Isle Marina, San Diego.

Oct 30 — Baja Ha-Ha Halloween Costume Party and barbecue at Cabrillo Isle; co-hosted by West Marine.

Oct 31 — Start of Leg 1

Nov 12 — Awards presentations hosted by the Cabo Marina.

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Oct. 1 — "Weather Forecasting in Four Hours," a free course presented by the National Oceanic and Atmospheric Administration (NOAA) and the YRA at Golden Gate YC, 10 a.m. to 2:30 p.m. A \$6 donation covers refreshments and the cost of the room. Show repeated at Elkhorn YC on November 19. RSVP, Richard Calabrese, (415) 285-0559.

Oct. 1-2 — 8th Annual Catalina Rendezvous at Ayala Cove, Angel Island. All size Catalina yachts welcome. For more info, call your local fleet captain, or Bill, (925) 820-7370.

Oct. 1-2 — Ballena Bay YC Open House, 11 a.m. to 4 p.m. Info, (510) 521-9480.

Oct. 4 — "Boating Skills & Seamanship" courses start at Sausalito CC, 7:30-9:30 p.m., and continue on Thursdays for 10 weeks. Enrollment limited to 20 students; \$75 fee. USCG Auxiliary Flotilla 12; John Sullivan, (415) 924-1842.

Oct. 5 — *Latitude 38* Mexico-Only Crew List and Baja Ha-Ha Party. Encinal YC, 6-9 p.m. Info, www.latitude38.com.

Oct. 7 — 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, <http://bigsf2005.gelgroup.com>.

Oct. 8-9 — Fleet Week, including the return of the Blue Angels. Details, www.fleetweek.us.

Oct. 8-9 — 13th Annual Women's Sailing Seminar. Island YC; Pam Krawiec, (510) 339-9451.

Oct. 8-9 — Master Mariners' Drake's Bay Cruise and Oyster BBQ. Bob Rogers, (415) 383-8962.

Oct. 8-9 — Open Boat Weekend in Alameda at Marina Village, (510) 521-0905, and Ballena Isle Marina, (510) 523-5528.

Oct. 9 — Sausalito Floating Homes Tour, 11 a.m. to 4 p.m. Info, www.floatinghomes.org.

Oct. 10 — Columbus Day. Discover a new world — go sailing!

Oct. 10-15 — "Wooden Boat Repair Method," a course by Ellis Rowe at the S.F. Maritime National Historical Park. Wooden Boat School, www.woodenboat.com.

Oct. 12 — Boating Safety Course begins at Oyster Point YC, 7:30-9:30 p.m., and continues for four consecutive Wednesday nights. S.F. Sail and Power Squadron, (415) 731-4255.

Oct. 13 — Corinthian YC Speaker Series, featuring San Diego Star sailor Mark Reynolds. Doors open at 6 p.m. for cocktails and optional buffet dinner; presentation at 7:30 p.m.; \$10. Info, www.cyc.org/speakers.

Oct. 13 — Single Sailors Association monthly meeting at Ballena Bay YC. Info, www.sail-ssa.org.

Oct. 14 — America's Cup Hall of Fame Induction Ceremony at StFYC, a Rolex-sponsored black-tie dinner honoring Fritz Jewett, Jack Sutphen, and the late Alan Payne. Tickets are available to the public by calling (401) 253-5000.

Oct. 14-16 — Third Annual S.F. Hallberg Rassy Rendezvous at KKMI in Point Richmond. Sailing, presentations, and good food with fellow HR owners and wannabe owners. Debbie, (510) 235-5564.

Oct. 15 — "Basic Marine Navigation," a free seminar at McGrath Pacific (Sausalito) by Chuck Von Schalscha, 9 a.m. Info, (415) 331-5020.

Oct. 17 — Full moon on a Monday night.

Oct. 17-22 — "Introduction to Boatbuilding," with Bill Thomas. Same deal as Oct. 10-15.

Oct. 22 — "All Charged Up," a day-long seminar on boat charging systems at Nelson's Marine, \$149. Info and registration at www.nelsonsmarine.com.

Oct. 23 — Brisbane Marina Festival, 10 a.m. to 4 p.m.

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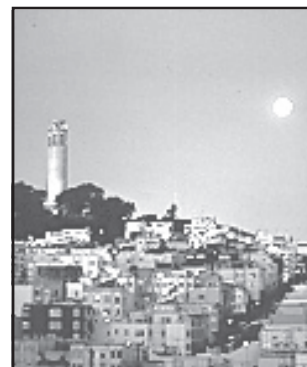
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Oct. 24, 1985 — It Was Twenty Years Ago Today, from a *Sightings* piece called simply “*Santana*”:

There was an important golden anniversary within the Golden Gate on October 24, for that was the day *Santana* turned 50. The 55-footer, yawl rigged since actor George Brent converted her from a schooner in 1942, can date you. If you think of *Santana* primarily as a racing machine, you're an old hand. However if you know her as Bogie's boat or the circumnavigator, you came along later.

Well into middle age for a wooden boat, *Santana* is no doddering old lady. She can still win races if need be, and in recent years has had some spirited battles with other former ocean racers. And looks? Joan Collins would give anything to look like *Santana* at the half-century mark,

Built to a Sparkman & Stephens design at the Wilmington Boat Works, she's Philippine mahogany planked over oak frames with Honduras mahogany trim. Her deck beams and deadwood are fir, her decks are teak and the spars are made of spruce. Launched as a staysail schooner in October of 1935, she had been commissioned by W.L. Stewart of the Union Oil Company. She would travel far and wide as a racing boat, taking trophies in races along the coast of California and Mexico as well as in TransPacs.

While her Pacific Ocean victories were noteworthy, *Santana* really got the press when she went back east in 1938. Shipping a boat across country to participate in a race was unheard of at that time, as West Coast boats stayed on the Pacific and East Coast boats on the Atlantic. The *Los Angeles Times* heralded the unusual endeavor with, “Bill Stewart heads east . . . the west against the world . . . *Santana* against a fleet of forty of the finest yachts on the Atlantic seaboard in the Bermuda Race . . .”

When the race was over, the only ones happier than W.L. Stewart were Sparkman & Stephens. For *Santana* had won the schooner division, while another of their designs, *Barlovento*, had taken second. Furthermore, *Baruna*, an S&S yawl, had taken overall honors. But Stewart, S&S and *Santana* — every sailor worth his salt knew of them.

Today, however, *Santana* is best remembered as Humphrey Bogart's private yacht. Bogie owned her from 1945 until 1957, and loved her dearly. In her biography, *By Myself*, Lauren Bacall wrote, “When he bought that boat he was enslaved, and happily so, and truly had everything he'd ever dreamed of.”

Santana was a frequent visitor to Catalina and other West Coast ports during Bogart's ownership. The legends and rumors of what took place on the boat are legion, although not nearly as scandalous as those on Errol Flynn's *Scirocco*.

Local boatbuilder Babe Lamerdin recalls one such incident from the Bogart years. Agreeing to help a friend “pick up a mainsail,” Lamerdin found himself at the Newport Harbor YC repossessing *Santana*'s main. Halfway through the repossession, an angry Bogie dashed out of the yacht club bar to find out what was going on. A loud discussion about money owed on the sail ensued across the deck of the yawl. A cash deal was quickly negotiated in the aft cabin, after which Bogie and his guests hoisted the main and took off.

Oct. 27 — Art Reception, 5-8 p.m. at DeWitt Art Gallery & Framing (Pt. Richmond). Info, (510) 236-1401.

Oct. 29 — 1st Annual Haunted Harbor Festival and Boat Parade at Jack London Square, 4-8 p.m. Info, (510) 645-5968.

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CALENDAR

Oct. 29 — "AC/DC Electric," another day-long seminar at Nelson's Marine, \$149. Info and registration, www.nelsons-marine.com.

Oct. 30 — Daylight Saving Time ends. Yikes, already?

Oct. 31-Nov. 21 — "Coastal Navigation" at Yerba Buena Island, 7:15-9:45 p.m. on Mondays and Thursdays. USCG Auxiliary Flotilla 17, (415) 399-3411.

Oct. 31 — Start of Baja Ha-Ha XII off San Diego, which happily coincides with our favorite holiday, Halloween. Info, www.baja-haha.com.

Nov. 5 — Marina Bay Yacht Harbor (Richmond) swap meet, starting at 9 a.m. Details, (510) 236-1013.

Nov. 11 — Downwind Marine's Cruising Fair (San Diego). Info, (619) 224-2733, or www.downwindmarine.com.

Nov. 12-13 — Adventures in Travel Expo, "the world's largest travel and adventure show," at Moscone Center. Details, www.adventureexpo.com.

Racing

Oct. 1 — Wallace Cup, a PHRF championship for East Bay clubs. OYC, (510) 522-6868.

Oct. 1 — Women Skippers Regatta, a benefit for the Tall Ship Semester at Sea For Girls. SYC, (415) 332-7400.

Oct. 1-2 — Dolphin Cup, a five-race weekend in Monterey for Sydney 38s, Santana 35s, and Moore 24s. MPYC; Garth Hobson, (831) 655-4846.

Oct. 1-2 — Oktoberfest Regatta. SCYC, (831) 425-0690.

Oct. 8-9 — Santa Cruz Invitational Regatta for SC 52s and SC 50s. SCYC, (831) 425-0690.

Oct. 8-9 — El Toro Stampede. RYC, (510) 237-2821.

Oct. 8-9 — Fall One Design for Islander 36s (nationals), Etchells, Melgi, J/24s, and Tuna 22s. San Francisco YC, (415) 789-5647.

Oct. 8-9 — SSS Vallejo 1-2, a mellow way to end the short-handed season. Jeff Berman, (415) 302-0101.

Oct. 13-15, 1995 — Ten Years After, from a *Racing Sheet* article titled "Masters Regatta":

A pair of 62-year-old British twins, Stuart and Adrian Jardine of the Royal Lymington YC, dominated the 16th Annual St. Francis YC International Masters Invitational, sailed in J/24s, on October 13-15. Ironically, however, another boat — Charlie Kelly's *24 Karat* — stole the show. Lying third overall after two races, Kelly and his Cal YC-based crew hit the ditch in the third race while jibing in a 25-knot puff. Pinned down by water in her kite and main, and with no one particularly hurrying to get out on the keel, *24 Karat* filled up and turtled in front of Golden Gate YC.

Her five-man crew was quickly rescued by two race committee whalers. Meanwhile, *24 Karat* drifted on the ebb up to the St. Francis, where it lurched upright and promptly sank in 50 feet of water. No one has yet bothered salvaging the boat, which was last seen moving around with the current on the bottom near Blackaller Buoy.

Only one of *24 Karat's* crew was wearing a lifejacket, and by definition these were older sailors: In the Masters, skippers must be at least 55 years old, with all crew at least 45. Fortunately, no one was hurt (except arguably Kelly's insurance company), but the incident did raise the issue of mandatory PFDs once again. This is at least the third J/24 sinking on San Francisco Bay, and it makes us wonder if the class should bite the bullet and adopt a lifejacket rule, just as the Melgi and 11:Metre classes did last year.

But back to the regatta. The Jardines, with Susie Madrigali serving as local knowledge, put together a 1,2,1,1,1 series to walk away with their first Masters title. "It was easily the

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43' Saga, '02, *Wind Shear** Reduced 275,000
43' Tiara, '00, *Rascal** 479,000
42' J/42, '99, *Fine-a-lee** 309,000
42' Moody, '01, *Jezebel*** Reduced 275,000
42' Baltic, '81, *Setanta* SOLD 114,000
41' Beneteau 411, '00, *Southern Cross** ..New Listing 175,000
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35' J/35, '84, *Uncle Bill*** 49,500
35' J/35, '85, *Fast Feather*** 54,900
35' J/35, '85, *Shaken Not Stirred*** Reduced 45,000
35' Schock, '85, *Rivalry*** 34,000
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30' J/92, '92, hull #10, *Triple Dog Dare** Reduced 53,500
29' J/29, '81, *Macs** 26,900
29' J/29, '84, *Zulu** 25,000
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22' J/22, *Joy Ride* 12,000

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CALENDAR

biggest margin of victory ever in a Masters Regatta," said race founder Don Trask, who has sailed in all sixteen regattas. "They're awesome sailors, fresh off winning the European J/24 title. Stuart has also represented England in several classes at various Olympics."

With first place a foregone conclusion, the battle for second came down to the fifth and final race. In the end, it was so close that just two points separated the second place boat from the sixth one! Bruce Munro of St. Francis took the silver medal, followed closely by last year's winner, John Scarborough of San Francisco YC. Notable among the out-of-towners was J/24 designer Rod Johnstone, who came in fifth.

Oct. 14-16 — International Masters Regatta, a J/105 regatta/reunion for senior citizens. This year's roster presently includes George Andreadis, Ian Bruce, Malin Burnham, Tom Dreyfus, Hans Fogh, Peter Harken, Dave Irish, Rod Johnstone, John Jennings, Bob Mosbacher, Bruce Munro, Hasso Plattner, John Siegel, Dick Tillman, and Don Trask. StFYC, (415) 563-6363.

Oct. 15 — HDA Yankee Cup/ODCA Champion of Champions, hosted by IYC at GGYC. Who has the best PHRF rating for the conditions? YRA, (415) 771-9500.

Oct. 15 — South Bay YRA, hosted by Sequoia YC. Info, <http://sbyra.home.comcast.net/>

Oct. 15-16 — Star PCCs. SFYC, (415) 789-5647.

Oct. 15-16 — Fall One Design. SCYC, (831) 425-0690.

Oct. 22 — Joan Storer Regatta, a mostly all-women race benefitting BAYS (Bay Area Youth Sailing). One token male is allowed per boat, but he can't touch the helm. Tiburon YC; Lesa Kinney, (415) 389-8224.

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

Oct. 22-23 — Joe Logan (Mercuries)/Calvin Paige (Stars) Regattas on the Cityfront. StFYC, (415) 563-6363.

Oct. 27-30 — U.S. Offshore Championship, aka the Lloyd Phoenix Trophy, in Navy 44s at the U.S. Naval Academy in Annapolis. Will Area G be represented for a change? Info, www.ussailing.org.

Oct. 28-30 — Fall Dinghy & Olympic Classes Regatta for the usual classes. StFYC, (415) 563-6363.

Oct. 29 — RYC/OYRA Junior Waterhouse, the ocean racing finale. YRA, (415) 771-9500.

Oct. 29 — Red Rock Regatta and Halloween Costume Party. Tiburon YC, (415) 789-9294.

Oct. 29 — Jester Castle Regatta: big fun, little boats. Info, ebucci@sanmateo.ca.us.

Oct. 29-30 — Great Pumpkin Regatta, a Bay Area Halloween tradition. RYC, (510) 237-2821.

Oct. 29 - Nov. 5 — 19th Dry Creek Vineyard Pro-Am Regatta at Bitter End YC, Tortola, BVI. Spend a week at 'fantasy camp', sailing and socializing with Ed Baird, Andy Burdick, Russell Coutts, Roy Disney, Robbie Haines, Peter and JJ Isler, Rod Johnstone, Tom Leweck, Keith Musto, Lowell North, and Butch Ulmer. Info, www.beyc.com.

Nov. 5 — Volvo Ocean Race begins with an in-port race at Sanxenxo, Spain. Leg One (6,400 miles from Vigo to Cape Town) follows on Nov. 12. Follow the wet and wild action at www.volvoceanrace.org.

Nov. 15 — The Big Sail: Stanford vs. Cal in J/105s. More fun than football! StFYC, (415) 563-6363.

Nov. 19-20 — Pre-Holiday Regatta for PHRF boats and one design classes fielding five or more entries. SFYC, (415) 789-5647.

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

Feb. 21-24 — San Diego-P.V. Race, a 1,000-mile downwind

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

July 3-7 — 14th Biennial West Marine Pacific Cup. Mary Lovely, (415) 441-4461, or www.pacificcup.org.

Midwinter Regattas

ALAMEDA YC — Estuary Midwinters: 11/13, 12/11, 1/8, 2/12, 3/19. M.L. Higgins, (510) 748-0289.

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

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

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

ENCINAL YC — Jack Frost Series: 11/19, 1/21, 2/18, 3/18. Tony Shaffer, (510) 522-3272.

GOLDEN GATE YC — Seaweed Soup Series: 11/5, 12/3, 1/7, 2/4, 3/4. Gary Salvo, (916) 215-4566.

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

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

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

SANTA CRUZ YC — Midwinters: 11/19, 12/17, 1/21, 2/18, 3/18. SCYC, (831) 425-0690.

SAUSALITO YC — Sunday Midwinters: 11/6, 12/4, 1/8, 2/5, 3/5. SYC, (415) 332-7400.

SOUTH BAY YRA — Midwinters: 11/12, 12/3, 1/7, 2/4, 3/4. Jim Benson, benson95033@hotmail.com.

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

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

October Weekend Currents

date/day	slack	max	slack	max
10/01Sat	0031	0331/3.6E	0717	1015/3.2F
	1314	1555/3.1E	1928	2220/2.9F
10/02Sun	0116	0407/3.6E	0747	1040/3.2F
	1341	1627/3.5E	2004	2256/3.1F
10/08Sat		0232/3.0F	0611	0819/1.8E
	1058	1411/1.9F	1642	2033/4.3E
10/09Sun	0027	0333/2.9F	0719	0917/1.5E
	1156	1508/1.7F	1737	2131/4.1E
10/15Sat		0247/4.2E	0626	0926/3.8F
	1227	1519/4.0E	1852	2149/3.8F
10/16Sun	0049	0339/4.0E	0710	1005/3.8F
	1303	1601/4.6E	1940	2240/4.1F
10/22Sat		0251/3.2F	0624	0822/1.5E
	1140	1418/1.6F	1655	2027/3.9E
10/23Sun	0041	0353/2.8F	0724	0919/1.2E
	1246	1517/1.3F	1751	2123/3.5E
10/29Sat		0207/3.0E	0551	0851/2.9F
	1150	1439/3.1E	1823	2114/2.7F
10/30Sun	0009	0151/3.0E	0526	0820/2.9F
	1118	1414/3.7E	1801	2055/3.0F
	2359			



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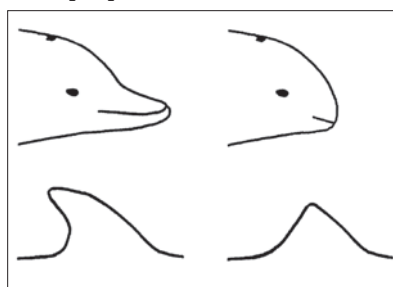
↑↓ HARBOR PORPOISES, NOT DOLPHINS

In a late August edition of *'Lectronic*, you wondered about all the 'dolphins' in San Francisco Bay. We contacted our friend Craig Strang, who is the Director of Marine Programs at the Lawrence Hall of Science at U.C. Berkeley, and here's what he had to say:

"Based on what was written in *'Lectronic* — that they seemed more interested in playing around than playing under bows — we think they might have been harbor porpoises rather than dolphins. Harbor porpoises usually appear in dispersed groups of a few to a few dozen. They pop up to the surface, showing only their dorsal fin and almost none of their back, then disappear quickly. They appear to swim erratically, with all of them going in different directions. While they often gather around boats for a quick look, they never 'play', bowride or even stay around boats. In addition, they don't leap out of the water. Finally, they are not known to save people from sharks.

"Harbor porpoises are smaller — about five feet long — than porpoises and are slate gray in color. They have a small triangular dorsal fin, whereas most dolphins — including all of those around here — have a falcate or sickle-shaped dorsal fin.

"I'm not sure what the seasonal distribution is for harbor porpoises around the Bay. It may increase slightly this time of year, but they're generally here all year round, as they don't migrate. We mostly see them just outside the Gate to about six miles offshore, on the outside of Potato Patch and up as far north as maybe Wildcat, close to the shore. There might have been a food source that came into the bay and a gang of these porpoises followed it in. Since they're not very showy, most people don't notice them — even though they are fairly common. But once you get a glimpse and get an idea of what to look for, you start seeing a bunch.



"I have to caution you that I'm speculating on what they might be based on very little information. As such, they may really have been dolphins. The Oceanic Society has a sightings hotline at (415) 474-0488, and might have more specific information."

We hope this helps.

Mark & Sanda Joiner
Maui / Orinda

↑↓ DOLPHINS IN THE BAY

In the August 22 *'Lectronic*, you wondered about all the dolphins in the Bay. I'm just a layman with no scientific expertise, but here's what I have and haven't observed along the Central Coast this summer. In 15-20 days of sailing and fishing out of Morro Bay, I didn't see one dolphin. There were plenty of whales, however. One afternoon in late July, I spotted 17 spouts on the horizon during a 60-second period. The whales were literally everywhere, and many are still here, just hanging around and feeding. Maybe someone out there has a scientific explanation for what appears to be some kind of change.

Phil Ackerman
Metaphor

Phil — When we sailed down the coast in late July, we didn't



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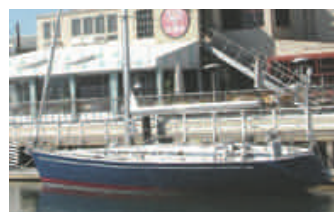
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LETTERS

see that many dolphins, but we've since seen huge numbers of them south of Point Conception. The big news, however, has been the return of the blue whales, the biggest mammals in the world. Not too many years ago it was believed they might become extinct.

↑↓ I'M CUTE AND SINGLE — DOES BINGO NEED CREW?

I was reading the profiles of the Ha-Ha boats in the September issue when I came across the 37-ft *Bingo*, aboard which four young guys are going to sail south. I'm sure that I won't be the first to inquire, but do you know if they want or need more crew for the Ha-Ha? If they do, I'd like them to know that: 1) I can get the time off work; 2) I know how to sail; 3) I love 'camping' aboard; and 4) I'm cute enough, single, and in their age group. I'd sure love to do the Ha-Ha, but I don't have a boat. What's a gal to do? And with all four of them having Coast Guard captain's licenses, who wouldn't feel safe and sound on overnight passages with them?

A.X.

Newport Beach

A.X. — What's a gal to do who wants to go on the Ha-Ha? Well, being bold about making inquiries — such as you're doing — is a good start. After all, fortune favored the bold back when the epic poet Virgil made that observation, and it's still true today. Another suggestion is to attend the Mexico Crew List and Ha-Ha Kick-Off Party to be held at the Encinal YC in Alameda on Wednesday, October 5 (6 to 9 p.m.). Good look to everyone searching for a berth or for crew.

↑↓ THE BEST CREW IN 20 YEARS

I confess. I have raped and pillaged the pages of *Latitude 38*. But, I think, in a good cause. It all started when I got commissions to deliver two yachts back home to the Bay following the '04 Baja Ha-Ha. I was suddenly and unexpectedly short of crew. With stealth, I delved into *Lectronic Latitude* and scalped several names from the Ha-Ha Crew List.

Out of the six people who qualified according to my strict requirements, I reaped two. They turned out to be the best crew I've ever had in my 20 years of delivering yachts up and down the West Coast.

An interesting side benefit for delivery captains such as myself who follow the Ha-Ha, is the slap-up dinners I had, courtesy of the boat owners, prior to departure. It seems that Ha-Ha participants are predisposed to, shall we say, a 'good time'. So for each of these two Ha-Ha-related deliveries, we joined forces, six of us in all, and repaired to one of Cabo's more elite watering holes for a top-notch dinner in the company of kindred spirits and *bon vivants*, for a rollicking good time. Many Ha-Ha vets will recognize the names of the boat owners in question, Glenn Fagerlin and Dr. Al di Vittorio, who picked up the tab, as being sailors' sailors.

I beg forgiveness for what I've done. By way of repentance, I can only plead that *Lectronic Latitude* and the Baja Ha-Ha afforded me the two most enjoyable deliveries ever. One crew, Capt. Don Widmer, was so good that he's become an associate skipper in my little yacht delivery business, Crew Services International. The longtime Bay sailor is now doing yacht deliveries on his own hook and attracting letters of reference.

In closing, I can only say I have gained the greatest respect for the sailors of the Crew List, and for *Latitude 38*, where I advertise.

Stan Gauthier

Parkville, B.C., Canada

Stan — As you can imagine, we're always very pleased



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↑↓ SAILING WITH A DISABILITY

I'm writing to possibly find some solution to a big problem we recently encountered. I am disabled, and recently found out that any large jolt — such as are common in sailing — could possibly cause a spinal paralysis that would put me in a wheelchair for good, and sooner rather than later.

Although I know that I will be in a wheelchair eventually, we were still going forward with our plans to liveaboard and spend our retired years cruising. Even though that is at least 10 years off, we have enjoyed a great sailing life, and are preparing to retire in the style we love — which is on the water! But now that I have been warned off sailing, my wonderful husband doesn't take our boat out as much as he would like.

So I'm wondering, does anyone know of somebody who still sails despite their handicaps? Perhaps they can give us some advice on the best boat to have, and the items one might have aboard for someone who has trouble walking, severe neck problems, and severe pain.

I really don't want to give up sailing, but I may not have a choice. So this is my last ditch effort to save our dream. We are avid readers of *Latitude*, and would be pleased with any kind of response or suggestions.

Mary Martinez
Concord

Mary — We know all kinds of folks who have cruised despite significant disabilities. Many years ago in St. Barth, we had a French friend named Gerard, who had lost an arm when the 70-ft boat he was building himself slipped on the ways and crushed it. Somehow he managed to complete the very large boat himself, sailed her across the Atlantic, skippered her on charters, and even singlehanded — excuse the pun — the big boat.

Scott Duncan and Pam Habek, who sailed in last year's Ha-Ha aboard the *Valiant 32 Tournesol*, are both legally blind. Nonetheless, they continued on to French Polynesia and are on their way to New Zealand and a circumnavigation.

We've also met a number of sailors who, like Long John Silver,



we're missing a leg. We've known many more who are missing one or more fingers — often the result of sailing accidents.

Some disabled sailors even race. Winslow Lincoln of the Newport Beach-based,

Pam and Scott have amazed disbelievers.

Andrews 45 Locomotion had a special seat made so he could drive, and he did quite well. And one year the *TransPac* was won by the *Andrews 70 Cheval*, owned by Hal Ward, who couldn't walk without crutches. In this year's *TransPac* the entire crew of the *Tripp 40 B'Quest* were members of the *Challenged America* organization.

We've done interviews in recent years with Mike Harker, who suffered terrible injuries in a hang-gliding accident and can't

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LETTERS

stand upright without touching something. He sailed about 24,000 miles, much of it alone, and once his new Hunter 48 is completed, he'll take off around the world.

And who could forget the late Kathleen Neeley of Santa Cruz, Reno and Fiji, who had been confined to a wheelchair since she was a girl. Nonetheless, thanks to the enormous help and care of her husband Ralph, she was able to cruise all over the Caribbean and Pacific for about 20 years aboard their Whiting 45 Neeleen.

There are many others. However, you have to appreciate the fact that not all disabilities are alike, so just because a person with one disability can cruise doesn't mean someone else with a different disability can cruise. It all depends on the disability. And if it's true that one jolt could put you into a wheelchair immediately as opposed to years later, you'd want to give the risk/reward ratio some very serious consideration.

If you ultimately decide to go ahead with a sailing plan, a catamaran would be the obvious best choice for several reasons. First, they sail flat and endure fewer jolts than do monohulls. Second, the spacious main salons are at deck level as opposed to down a companionway as on monohulls, and they offer terrific views of the surroundings. Alas, they aren't cheap.

If a person were looking for a country with mostly gentle sailing conditions, a friendly population, and a low cost of cruising, they need not look further than Mexico. Both Zihuatanejo Bay and Banderas Bay would be perfect bases, as the winds are light to mild, the seas are always flat, and there are many places to go.

Here's hoping that all your sailing dreams come true!

↑↓ YOU CAN'T VOLUNTEER FOR THE C.G. AUXILIARY

Can you tell me what, if any, on-the-water volunteer groups there are in the Bay Area? I relocated to Alameda from New Zealand, where, for six years, I'd been a volunteer with the Royal New Zealand Coast Guard. I had hoped to join the local Coast Guard Auxiliary and continue volunteering. However I've just been informed that I can't do anything with the Coast Guard because I'm not a U.S. citizen.

Any feedback or advice or contacts would be greatly appreciated. I can be reached through email at lee-anne@osisoft.com.

Lee-Anne Gillum
Alameda

Lee-Anne — Of all the threats to the United States, we've got to believe one of the least is that of a Kiwi woman who wants to volunteer to help the Coast Guard Auxiliary. Geez! The last time we heard something so ridiculous is when our then-fiancée, a British citizen, was trying to get clearance from U.S. Immigration to marry us and stay in the States. They made her raise her hand and swear, while being recorded on video, that she was not now, and never had been — we're not making this up! — a member of the Communist Party. We broke out in laughter at how silly that was. Immigration did not, however, ask if she was now or had ever been a member of Al Qaeda or another terrorist group.

There are scores of on-the-water volunteer opportunities from race committee work to environmental jobs. We're sure you'll be contacted with opportunities through your email address.

↑↓ THE REAL COST OF DENTAL CARE IN MEXICO

In the last issue, a reader named Gary wondered if \$2,500 a month for daily living — not counting boat repairs and insurance, and only staying in berths 25% of the time — would

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LETTERS

be sufficient for cruising Mexico.

We've kept our Ericson 36 Warthog in Marina Mazatlan for the last several years so we could enjoy her for three months each winter. We usually take \$5,000 for the entire three months. This is enough money for us to really enjoy ourselves sailing, dining out, and staying in the marina. If we needed to haul the boat out or do significant maintenance, we might need more money.

Regarding the several letters about how inexpensive dental care can be in Mexico, as a retired dentist who practiced in the States, I would suggest caution. For example, Portia Igarashi wrote that she had a root canal and crown down in Puerto Vallarta. She says her tooth later blew up and required that she take antibiotics. It's possible that she was over-instrumented, and the split that later occurred was iatrogenic — meaning it was caused by the dentist. This would suggest that the extraction and implant/crown had not been necessary in the first place.

If this were true, her 'savings' in dental work would be somewhat illusory, since a 'root canal' doesn't normally split. Although I will admit that it does happen. I have heard of other endodontic cases in Mexico failing, so my caution is not based on just the one case. So buyer beware!

Excellence in dentistry is not exclusive to American dentists, but make sure you get an informed opinion before choosing a dentist. The least expensive isn't always the best.

Doug Terrell
Warthog, Ericson 36
Sandpoint, Idaho / Mazatlan, Mexico

Readers — Terrell's \$5,000 for three months works out to about \$1,666 a month, including dining out and about \$325/month for a slip. We'd guess that 85% of the cruising couples spend between \$650 and \$2,000 a month in Mexico, which enables them to enjoy a very pleasant lifestyle. Lots of couples do it for less than \$1,000 a month, which means yes, you can indeed enjoy a wonderful cruising life in Mexico and other Central American countries for beneath the official poverty threshold for a couple in the United States. Poverty was never so good.

When computing the cost of cruising, the main expenses — not counting the boat and maintenance — are marina slips and tourists bars and restaurants. And those three go together. If you anchor out most of the time, it's actually difficult to spend



If you eat where the locals eat, your meals will cost 80% less than at the tourist restaurants.

money.
Terrell's caution that the least expensive dental and medical care isn't necessarily the best care is well taken. We have a friend who decided to get a low cost 'penis extension' in Zihuatanejo. A nurse had him take off his clothes and stand at the edge of a cliff. Then she tied one end of a string around the head of his penis, and the other end to a 10-pound rock. She then threw the rock over the cliff. Our friend admits his penis is now longer than it used to be, but it doesn't work so well — no matter how much Mexican Viagra he takes.



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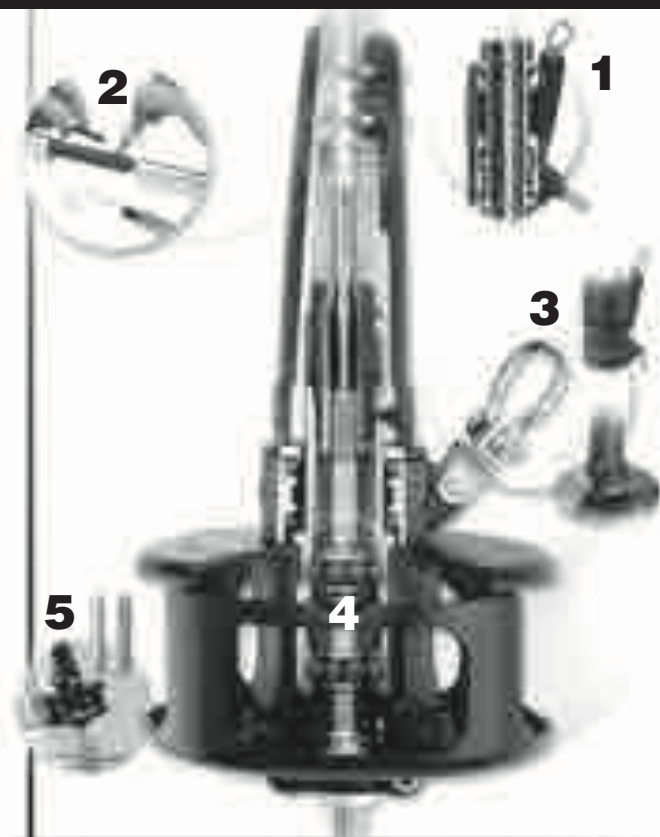
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LETTERS

↑↓ CHOOSING BETWEEN AN EPIRB AND A SATPHONE

Cruising Question: You're about to head across the Pacific, but your budget is limited to the extent that you can either have an EPIRB or a Iridium satellite phone. Which do you choose and why?

My sailing partner and co-owner Arie Whisenhunt and I had a lengthy, heated discussion about this very issue in March of this year. At the time we were preparing for our first bluewater crossing, from San Francisco to Hawaii, which we started on May 16. We ended the 'discussion' by having our Litton EPIRB recertified and by buying an Iridium satellite phone and service from RoadPost.

But based on our real-life experience, we say buy the EPIRB! Here are six reasons why:

1) The EPIRB battery is certified for five years, so you are not dependent on your boat's 12-volt system or the solar battery charging system that can be bought with the Satphone.

2) Once activated, the EPIRB battery will transmit for days. The Satphone battery will run down much quicker.

3) The EPIRB will automatically inflate and float if dropped into the water. Your Satphone will sink to the bottom of the ocean.

4) When activated, the EPIRB transmits your location automatically to a satellite system that is monitored by the Coast Guard. With the Satphone, you have to be able to reach someone who will answer the phone.

5) The EPIRB is a lot cheaper than the Satphone and service.

6) The EPIRB 'service' will not be cancelled or discontinued. However, the Satphone service can be cancelled — and, in fact, that's what happened to us!



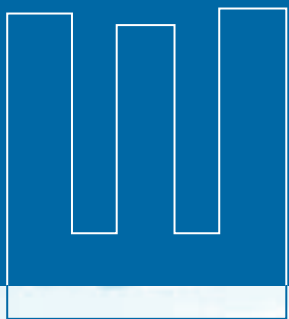
Over the years we've used both Globalstar and Iridium phones with varying success.

Our Satphone arrived in early April, allowing Arie plenty of time to figure out how to use it to download weather charts and forecasts, to send and receive email, and to call and receive calls from family and friends. We left the California coast from Monterey Harbor on May 26 with the utmost confidence in the Satphone and the prepaid service.

However, starting on May 30, the Satphone no longer accepted calls or allowed us to make calls. The message from the service said "emergency calls only." We tried every emergency number we could think of, but to no avail. We both hoped that our families would figure out that something went wrong with RoadPost, from whom we bought the phone, and get us reconnected to the world. After not hearing from us for a week, both of our families decided the worst had happened and called the Coast Guard.

Upon our arrival in Honolulu on June 14, we amazingly enough found out that RoadPost had left a message on Arie's cell phone four days before — meaning June 10 — that they would be discontinuing the service as of May 30!

Here's the problem. RoadPost failed to bill his credit card until May, which was after he'd sold his home and changed his credit card address. Rather than calling us on the Satphone,



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LETTERS

RoadPost simply discontinued our service without even trying to contact us. Except, that is, via cell phone 10 days after they disconnected the service.

Murphy's Law strikes again!

Neil Ledbetter & Arie Whisenhunt

Makini, Perry 47

Ko'Olina Marina, Oahu, Hawaii

Neil and Arie — Thanks for sharing your experience, as we never would have anticipated such a problem with a Satphone — or more accurately, a Satphone provider. We hope you forwarded your complaint to them.

Despite your problem with the Satphone, we're still not convinced that we wouldn't prefer having one as opposed to an EPIRB for a trip to Hawaii or Mexico. For one thing, a Satphone is much more versatile. In the case of the EPIRB, it's call-out-the-calvary or nothing. But if you've got a working Satphone, no matter if the emergency is medical or mechanical, you can articulate the details to experts back on the mainland and hopefully get useful advice without a ship having to be diverted. You can't do that with an EPIRB. Nor can you get weather forecasts, send and receive email, or chat with your family members. Further, it's possible to rent Satphones for short periods for a reasonable amount of money.

If everyone knew in advance what kind of emergency they were going to have at sea, it would be easy to pick between a Satphone and an EPIRB. But since nobody can, we think it's best to work for another week or two in order to be able to afford both of them. And even then, we'd still have an SSB or Ham radio for multiple redundancy.

↑↓ MORE LUCKY SPERM

I just wanted to set a few things straight about the powderboat *Lucky Sperm*, the name of which has caused some controversy. I've casually known Cam Theriot, the owner, since the early '80s. I was introduced to him at South Beach Harbor last summer by his captain, Mike, who happens to be a fine old bud of mine from high school.

I don't know all the details, but I can tell you that although Cam has always had money, it's been enhanced by his good business sense and discipline. While he likes his many toys — boats, dune buggies, ATVs and, I've heard, motorized bar stools — and having a good time, he's in no way an arrogant man of wealth. He's very hospitable and shares, and everybody around him has a good time. He's down to earth.

As for the name *Lucky Sperm*, it's just a clever name with a twist of truth in it — that it's not my place to explain. But who can possibly be offended by a name or word? There are sperm whales, sperm donors, and so forth. We could have a real 'ball' with 'seamen'. And we're all exposed to much worse, by the evening news, the paper, and even while in the line at the grocery store.

And Mike, give me a call, ya boner!

P.S. I'm a big fan of *Latitude* and you've done a great job over the years.

Jim Schoonover

Already Gone, Brown Searunner 31
Napa

Jim — Thanks for the kind words. As was explained in the last issue, Mr. Theriot apparently has had some success at breeding horses, which indeed makes the name of his boat pretty clever — assuming one had the necessary knowledge to appreciate it. And the graphic of the sperm swimming through the horseshoes certainly hints at it.

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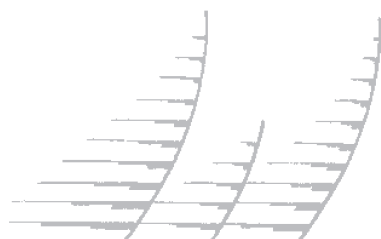
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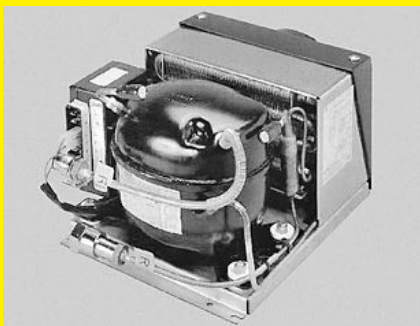
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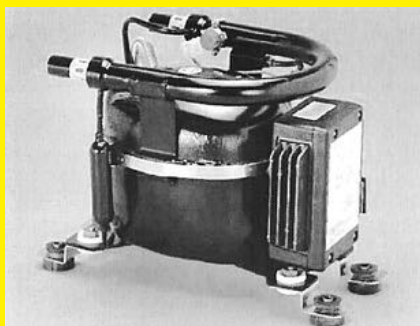
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LETTERS

Nonetheless, for dimwits such as ourselves who didn't get it originally — and we don't know of anybody who did — it sounds pretty trashy, particularly with the Climax, PA, hailing port. And if nobody gets a joke, is it really that funny? After all, the connotation for 'lucky sperm' is distinctly negative, as it refers to a rich and idle person who has done nothing to attain or maintain their wealth. Of course, having given the boat that name means Theriot clearly doesn't have any problem making himself the butt of his own jokes, which is always an admirable quality.

We disagree with your assertion that words and names can't offend. There are lots of 'fighting words', but we're not going to publish them. Despite understanding how the name Lucky Sperm came about, we still think it's unsavory — kind of like a fart at the dinner table. But that's just our opinion.

↑↓ SHOULD WE AXE THE CUTTER RIG?

We are currently refitting a 1982 Wittholz-designed Cheoy Lee 53 cutter in Vallejo, as our family plans to take her on a year's cruise across the Pacific. We've always sailed sloops and don't have any experience with cutters. As such, we are considering removing the cutter rig — or at least installing a furler to make it easier to handle. Do any of your readers have advice for us about the rig before we axe it?

Justin & Sue Malan
Salt Whistle, Cheoy Lee 53
Vallejo

Justin and Sue — If we were you, we'd absolutely want the sloop rig for San Francisco Bay and the cutter rig for sailing across the Pacific. That's because when you sail on the Bay you have to do a lot of tacking, and it's a pain to have to bring your headsail around in front of the staysail. On the other hand, when you're sailing across the Pacific, you often won't tack for days, so having to bring the headsail around the staysail is only a minor inconvenience.

Plus — and this is a big plus — in situations where you want to suddenly reduce a lot of sail and you have a cutter rig, all you have to do is roll up the entire headsail and you're significantly depowered. That would leave you with a staysail and full main, which is a great sail configuration for strong winds. And if the wind continues to build, all you have to do is drop your main completely. Just a staysail on a 53-ft boat is a wonderful heavy air configuration.

Our old ketch Big O was a cutter-rigged ketch, and we appreciated that it was. For example, we remember sailing along the coast of Cuba one time when a big squall brought winds in the 40s for an hour or two. By rolling up the headsail entirely, leaving just a staysail and full main, and by steering a babying course, we didn't have to drop or reef the main, which would have entailed some risk of injury.

But you've got some interesting options. Putting the staysail on a furler is one. Another is to get a removable deck fitting for the bottom of the staysail stay. This would allow you to remove the staysail to the base of the mast when you wanted, but quickly reattach it when needed. Peter Sutter's Wylie 36 Wild Spirit was rigged this way, as are many other cruising boats. If you get rid of your ability to set a staysail, we're certain that someday you'll come to regret it.

↑↓ ALL UC AFFILIATES CAN SAIL UC IRVINE'S BOATS

Thanks for the September 7 photo feature in 'Lectronic about the Thursday Night Beer Can Series in Newport Harbor. It was great to see photos of the local sailing action for once.

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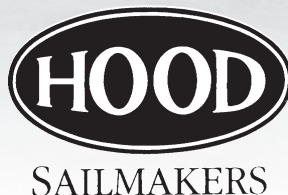
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LETTERS

But I do have one small correction regarding one caption. *Aileen*, the Shields that was featured in one photo, is not from Orange Coast College, which has a fleet of them also, but from the UC Irvine Sailing Association's fleet of six. These can be used by club members for both one design and PHRF racing.

In case your readers didn't realize it, UC Irvine runs a marvelous, multifaceted sailing program on Newport Harbor. It includes sailing instruction for students and all affiliates — meaning alumni, staff, faculty and family/spouses of not only UC Irvine, but all of the University of California campuses. With demonstrated sailing proficiency, these same UC affiliates are able to become members of the UCI Sailing Association for a nominal annual fee, and thus have year-round access to the fleet of Shields and Capri 14s.

The Capri and Shields Fleet Captains at UCISA also organize intra-club races, cruising activities, and dockside BBQs year 'round, as well as seminars on racing, tactics and crewing. All of this is separate from UCI's Intercollegiate sailing team. The nexus of these three sailing entities at UCI promotes and enables sailing opportunities for sailors of all tastes, be they cruising or racing, and at all levels of experience. It is truly a wonderful program that frequently is overshadowed by the high profile donation program at Orange Coast College.

With all due respect to Orange Coast and its efforts to promote sailing, I just wanted to make sure UCI gets its fair recognition, as I have fond memories of my time in the UCI program, which contributed greatly to my obsession with sailing. I took lessons while I was a nontraditional student at UCI, and I now spend the majority of my recreational time participating in sailing of all kinds — from highly competitive J/105 racing in both Southern and Northern California, to crewing on dinghies, crewing on many PHRF boats, and general cruising. All this is a result of the skills and friendships I made through UCI Sailing Association.

I read *Latitude* cover to cover every month, and aim to go long term cruising, hopefully in the not-too-distant future. Much of this started from racing Shields in the very same Thursday Night Beer Can races — although no alcohol is allowed aboard UCI fleet boats at anytime — pictured in *Latitude*.



LATITUDE / RICHARD

The UCI Sailing Association also has a fleet of Shields in Newport Harbor.

I encourage anyone with a University of California affiliation and an interest in sailing to check out the UCI Sailing Association's very informative website at www.sailingclub.net. On a side note, as we headed out to the start of Long Point Race Week — a three-day series of races to, up and down, and back from Catalina — aboard the Shock 30/30 *Problem Child*, it occurred to me that it would be a great regatta for *Latitude*'s catamaran *Profligate* to participate in one of these years. After all, we know the cat is usually hanging around Newport at this time of year, presumably making her way south for the start of the Ha-Ha. Hope to see you some day!

Ashley Knox
Newport Beach

Ashley — Thanks for the clarification on the Shields affli-

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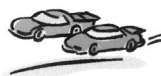
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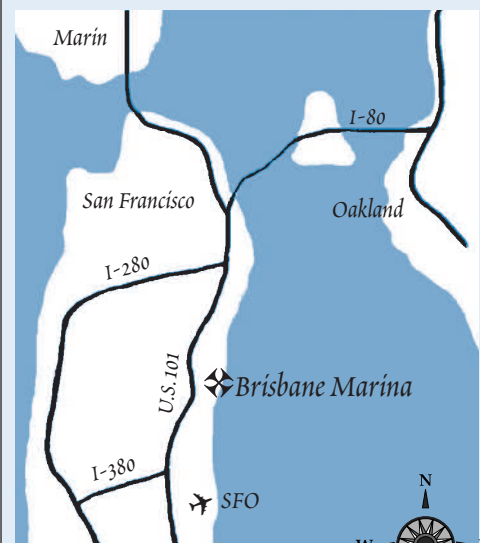
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LETTERS

ation and for all the great information on the UC Irvine sailing program. We didn't even know Irvine had such a program. As a former UC student at both Santa Barbara and Berkeley, we can only imagine how many alumni will be thrilled to learn they can join the organization and sail a Shields or Capri 14 around Newport Harbor for a nominal fee. What a great opportunity!

We also appreciate the info on the Long Point Event, which we hear features some great racing and some of the best parties of the year out at the island. If it's going to be the weekend before Labor Day again next year, and if that Catana 431 or some other cat races again, you can count us in for sure.

For the record, Profligate spends all of August, September, and October in Southern California, not just making her way south for the start of the Ha-Ha, but so we can enjoy all the great sailing and cruising opportunities down there. It's a wonderful counterpoint to the sailing in Northern California.

↑↓ WHY WE DIDN'T SINK AFTER THE RAMMING

It has come to our attention that some people don't believe our account of what happened to us aboard the cruising boats *Mahdi* and *Gandalf* off the coast of Yemen on March 9.

Many readers will recall that we reported our boats — the Nowlin family's 45-ft cutter *Mahdi* from Clinton, Washington, and *Gandalf*, my 47-ft cutter from Gloucester, MA — were attacked by two boats with pirates. Since it was clear from the outset that they had automatic weapons and intended to kill us, I rammed one of the boats broadside, almost sinking her. Then Rod Nowlin shot and either wounded or killed a couple of attackers as they attempted to board the back of my boat.

The most common critical response I've gotten is the question, "How could you have rammed the pirates' boat and not sunk?" There's a simple answer.

My Frans Maas-designed *Gandalf* was built in Holland in 1960 — of steel! Having a full keel with a cutaway forefoot, she resembles the shape of the 135-ft J Class *Endeavour* — although she's not so shiny — and displaces 15 tons. Her hull was built of 5mm (200 thousandths) steel plate. But what's unusual about her is the rest of the construction of her hull. The steel ribs are a half-inch thick, 1.5-inch angle iron. These are placed and welded 14 inches on center. And just to put it over the top, there are steel rivets every 2.5 inches! That's right, the kind of rivets used in building bridges. These were then faired to the hull so they don't show. In other words, *Gandalf* is not just a steel boat, she's an unusually stout steel boat.

When it came time to slam into a wooden pirate boat whose occupants were shooting at us, I had nothing to lose. I could either ram the bastards or just wait for them to shoot me. I have to admit that I'd never tried ramming another boat before, but it was effective.

As for the hull material of my boat, I'm reminded of the old joke: "Some shout 'starboard', others shout 'steel'."

Jay Barry
Gandalf, Maas 47
Gloucester, MA

↑↓ CIRCUMNAVIGATING WITH A DOG

We're writing in response to Andrew Hartman, who last month inquired about taking his sheltie cruising. Our family of five departed San Diego in '97 aboard our boat, *Windflower*, with our family sheltie, Hogan. We circumnavigated, finishing up in San Diego in 2001. Hogan proved to be a wonderful addition to the crew as the security chief, watch companion and ice breaker. We're not sure, but he may just be the first sheltie to have circumnavigated on a private sailboat.

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LETTERS

It's true, we didn't stop at New Zealand due to the restrictions of bringing pets there, and we never had planned to stop at Hawaii anyway. But overall, Hogan never caused us to feel as if we missed out on a single thing. It's worth noting that during our cruise we never stayed at a marina, and only Med-moored a couple of times. And being a family boat, we pretty much had someone on the boat all the time. We did take a couple of inland trips in Mexico and Greece, but easily found helpful locals to watch after Hogan and the boat while we travelled.

Hogan was a 'boat dog' from two years on, and stayed on the boat full time — even in San Diego. He got plenty of exercise running up and down the decks and spinning circles, herding all the dinghies going by to get a good look at the nutcase on *Windflower*. He understood that the front deck was his 'backyard', learned to 'hold it' in bad weather just like the rest of us, and wore his safety harness whenever he went forward at sea.

We could have taken him off the boat in most places, but we didn't want him to contract foreign bugs and so forth. Besides, he was a fish-out-of-water on land. After arriving back in San Diego, he passed away doing what he loved best — being with his people. After careful consideration, and since the kids are all grown up, we added a new member to our crew. Yep, a sheltie named Salty. He'll be seeing you out there, as we plan to escape again in 2007.

Caryn, Gary and Salty Burger
Windflower
San Diego

↑↓ TILLERMASTER REPAIRS IN SAN DIEGO

In your August issue, Michael Burkhart reports that he is disabled and unable to find someone in San Diego to repair his Tillermaster autopilot, without which he cannot singlehand. Let him know that I had my Tillermaster repaired at Custom Marine Electronics at 2525 Shelter Island Dr. in San Diego. If necessary, he should speak to the boss, a very nice guy who owned a Tillermaster for years.

Gerald Vale
Caramba
San Diego

↑↓ I GOT MY TILLERMASTER REPAIRED

In the last issue, Michael Burkhart asked where he could get his Tillermaster autopilot repaired. Three years ago I got mine repaired at Moonlight Marine in Newport Beach. Hopefully repair parts are still available.

Patrick Gorey

↑↓ THERE'S AN ILL WIND BLOWING HERE IN PANAMA

Some very drastic changes have taken place over the past two days here in Balboa, the Pacific entrance to the Panama Canal, which have the potential to seriously impact cruisers planning on transiting in either direction.

Three days ago, a representative from the ACP (Panama Canal Commission) visited all the boats in both the east and west anchorages, accompanied by a Panamanian gunboat. There were about 20 boats in the anchorages, and they were told they must leave by September 13. When asked where they should go, they were brusquely told to go to Taboga Island, which is eight miles away, has limited space and not such good holding. Those skippers who did not comply willingly, we were told, would have their boats towed. These orders apparently came down from a very high political office, and there seems to be no recourse.

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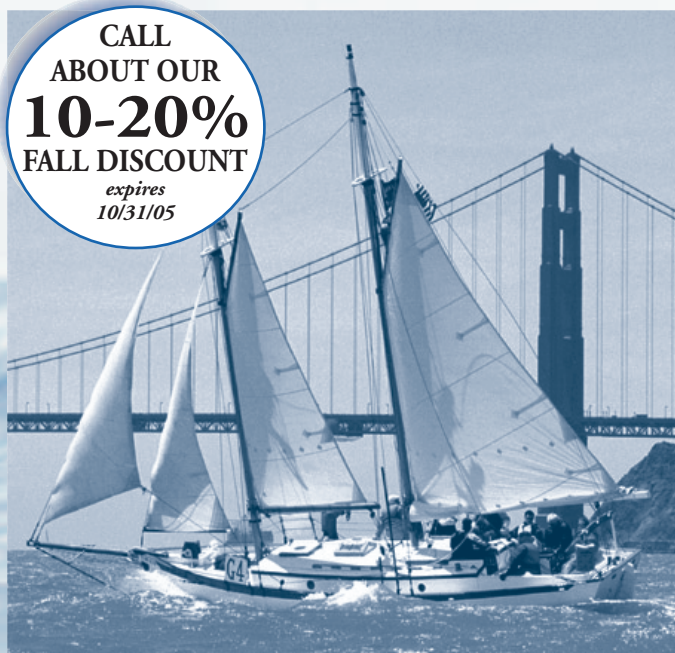


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LETTERS

This is not the typical move from one anchorage to the other, depending on the season — for it is unlikely that cruising boats will be allowed back. Letters are being written and voices raised, but rumor has it that there is very big money behind developing the area. It seems that cruising boats will only be welcome if their owners are willing to pay big money to tie up at the very limited marina space. Considering that at the height of the season there are easily 100 cruising boats at anchor, where are they supposed to go? As of right now, there are no anchorages available in the Panama City vicinity.

And just two days ago, the ACP boat pulled alongside us and a number of yachts on the moorings at the Balboa YC, a popular and convenient hangout for cruisers and resident boats alike. We were told that half the moorings had to be removed — and we would need to leave within a couple of days!

I immediately called David Cooper, the capable and energetic general manager of the club. Within five minutes, he was talking with the ACP representative on his boat. Cooper had been informed two weeks before that he had to remove the 11 moorings closest to the Canal, and he's in the process of doing that. But now it seems as though the ACP wants over half of the 120 moorings removed.

Fortunately, there has been a stop to the process while the lawyers discuss the problem and try to reach some sort of solution. If the ACP wins, it will devastate the Balboa YC and there will be no moorings available for transients — similar to what happened to the Pedro Miguel Boat Club inside the Canal a couple of years ago. So we suggest that cruisers headed this way pay attention to the Panama Pacific Net, which meets on SSB 8143 at 1400 Zulu every day.

According to yesterday's newspaper, a contract was recently signed to build a \$300 million marina directly across the canal from the Balboa YC.

We, who used to own the Bay Area-based Catfisher 32



The ACP is trying to take moorings away from the Balboa YC, which is located just past the Bridge of the Americas, on the left.

JOJO, transited the Canal with our 62-ft trimaran *Ladyhawke* in May after a successful season chartering in the San Blas Islands on the Caribbean side of Panama. We will now be offering charters in Las Perlas (or Pearl Islands), which apparently are going to be the location for yet another reality TV show. We've even talked with them about using *Ladyhawke* in the production!

Although we are not as reliant as cruisers on the services provided by the Balboa YC, and would not be as affected by the closing of the anchorages, we sympathize with everyone currently here and those planning to arrive. Hopefully, the politicians can be made to understand that cruisers bring a lot of money into the country and spend it supporting the

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LETTERS

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Capt. Jonathan & Joell White
Ladyhawke, 62-ft trimaran

Readers — On September 16 we got an update from the Whites: "The deadline for the boats to leave the east anchorage has been extended until the end of September, and it's possible that the Playita anchorage — which isn't very comfortable — will stay open. In addition, the Balboa YC has started litigation to prevent the removal of four rows of moorings, although they've already had to remove one. The panic has temporarily subsided as folks are keeping an eye on things to see what develops. It could drag on forever."

↑↓WHAT CAN YOU TELL ME ABOUT THIS DESIGN?

I am the new owner of a Formosa 51 sailing vessel, vintage 1979. Now that I'm used to the boat, I would like to learn more about her design and construction. But I'm having a lot of trouble finding out about her builder, let alone anything else.

Do you know anything about these boats, their design, or sail plans? Has anybody ever reviewed the design or a completed boat? Any information would be a big help.

Frank Holland
Glen Cove Springs, FL

Frank — In the early '70s, prior to starting Latitude, we sold boats for a dealer who marketed the Formosa line. What you have to understand is that, because labor was so cheap in Taiwan in those days, such boats flooded the U.S. market that had previously been dominated by a slew of Orange County manufactures such as Cal, Columbia, Islander, Ranger, Yankee, Catalina, Coronado, etc.

It's also important to understand that once you build the first boat of any design, it's easy to use it to make molds of the major parts, such as hulls and decks. This is called 'splashing', and eliminates a major expense. So in those days of big profits, a clever manufacturer or importer could reproduce a design quickly, easily and inexpensively.

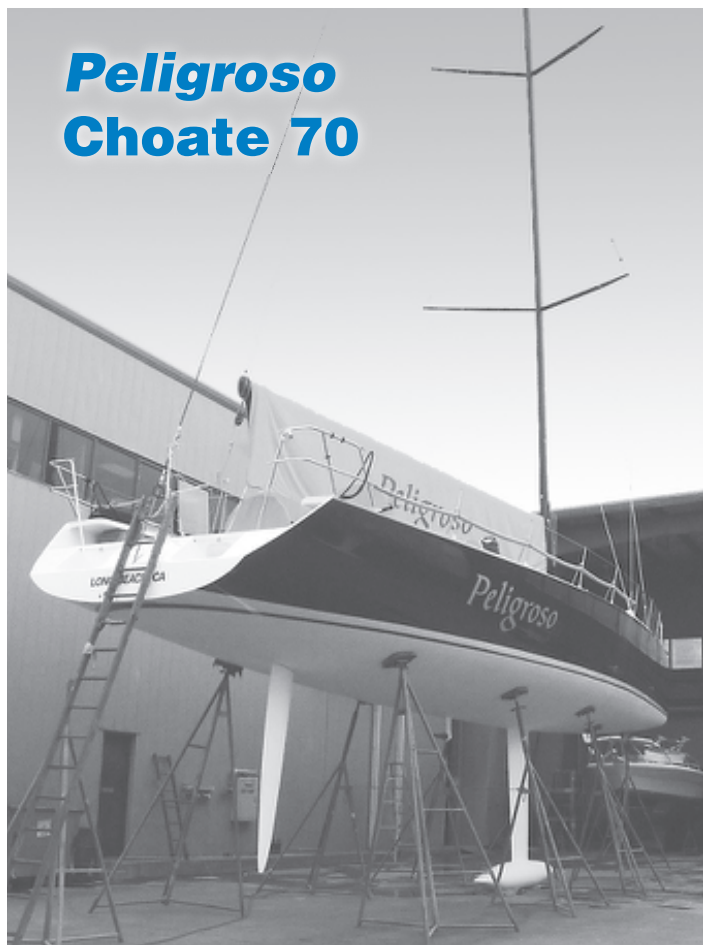
The two designs that seemed to be splashed more than any other were the so-called Garden 41 ketch and the Garden 51 ketch. It's our understanding that naval architect Bill Garden disavowed any connection with them. For all we know, they were drawn by some Taiwanese kid who had never been near the ocean. But we have to admit, they look like something Garden would have drawn.

In any event, an importer could order a bunch of the boats, dream up some jazzy sounding name, xerox a single page of specs, and be in business. And make a lot of money. As such, we can remember the 41s and 51s being marketed as CTs, Hudsons, Forces, Sea Wolves, Formosas, and God-knows-what-other names. In some cases, several different 'brands' were built in the same yard, and the only difference was a cheap little nameplate slapped on them and the name on the xeroxed 'sales brochure'.

On the other hand, there could also be major differences in the quality of the same design. Without any tradition of building or sailing sailboats, if some of the builders weren't closely supervised — and they often weren't — there was no telling what shortcuts they might take. For example, since lead was expensive, some builders didn't see why they couldn't use half the called-for lead and fill the rest of the keel cavity with shopping sweepings, cement, sand or whatever happened to be around. As for completely wetting out the laminations, none of the low-paid workers had any idea why that might be

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LETTERS

important.

Then, too, different builders used different grades of parts and components. Some installed 'real' windlasses made in the U.S. Others had those same windlasses copied and reproduced using crap metals in Taiwan, thinking it was fine. After our dealership got the first Formosa 41 to sell, we drew up a long list of improvements that needed to be made. For example, some of the metal — such as that used for the spreader lights and spreader bases — was of such poor quality that it was rusting away upon arrival. When confronted with this, the nearly inscrutable Taiwanese rep who visited our office spent several minutes turning one of the spreader lights over in his hand. Suddenly his eyes lit up and, in a burst of previously undisclosed semi-fluency in English, he blurted out, "Not our fault, see, says 'Made in Japan'." He gleefully thought that if somebody else had made a component, the boatbuilder was absolved of all responsibility.

We'll say this for the standard 41 and 51 foot 'Garden ketches' — and there were many variations and modifications — they were well-proportioned, spacious, looked romantic, and ostensibly offered a very large bang for the boat-buying buck. In general, the hulls seem to have held up well over the years. We're not experts, but to our knowledge the main problems have been with things like leaking decks and ports, crappy metal fittings, poor wire and wiring, and sometimes suspect spars. We think some of them were actually quite good boats, while others were going to provide years of system problems. We think the one thing that fooled a lot of buyers is how much work is required to keep the wood looking good and the decks from not leaking. When the wood is properly taken care of, the boats can look very nice — but it's a tremendous amount of work. In any event, we hope you got a good one, or at least one whose systems have been sussed out.

If anybody else wants to share their knowledge of Taiwanese-built boats from that era, we're all ears. And that includes you, Bob Perry, as we know you had a lot of boats — good ones, too — built in Taiwan, and visited many of the yards.

↑↓ NORTHWEST PASSAGE

You replied to an August issue letter with a question — how is global warming affecting the Northwest Passage and the attempts of several sailors to complete it. It should be making it easier.

The fabled Northwest Passage, the one for which Henry Hudson and so many others looked in vain, may actually open up in our lifetimes. The impact on the Panama Canal would be considerable. And the Alaskan oil may be shipped to Europe rather than Japan. And who knows what other changes might be in store?

In fact, now that the Arctic ice pack is retreating enough to make the idea of shipping through that route more than an idle dream, a dispute has arisen between Canada and Denmark over Hans Island, a small rock off the north coast of Greenland. Both countries have sent warships to patrol 'their' territory.

Scott Leslie,
Ceol Beag
Tomaes Bay

Scott — According to Carl Seipel of Marin, who for a time was part of the crew of the Bowman 57 Cloud Nine which unsuccessfully tried to transit the Northwest Passage this summer, the folks making money from the Panama Canal aren't in any need of immediate concern. Seipel says the pack ice only recedes far enough for transiting about one month a year, but

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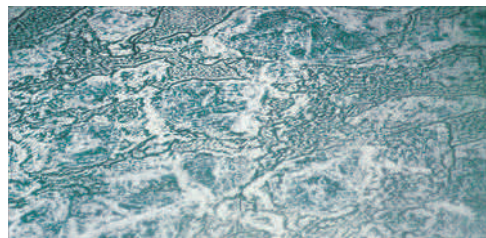
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LETTERS

even that doesn't happen every year. Four boats tried to make it this year, but only two of them did, and only with the help of a Canadian Coast Guard Cutter clearing a path for them. Kiwi David Kendall, who was trying to do the Northwest Passage as part of a unique circumnavigation aboard *Astral Express*, gave up long before even approaching the Passage.

Meanwhile, we hope the United Nations can do something — for once — to prevent the possible outbreak of hostilities over

Hans Island. Back when Mexico and France were squabbling over Clipperton Atoll, they agreed to attempt a peaceful solution by letting the Pope decide who



CARL SEIPEL

This recent aerial photo shows that the pack ice didn't recede enough this year for any boats to complete the Northwest Passage without assistance.

should be given control. The Pope pretty much destroyed the notion of solving conflicts similarly in the future by — we're not making this up — awarding Clipperton to the then King Of Italy.

↑↓ ICED IN FROM SEPTEMBER UNTIL JULY

I have no first hand knowledge of the Northwest Passage, but on the web I have been following a couple — Phil and Liz — who are up there now and have been trying to make it for more than a year. They have the Bruce Roberts-designed sloop *Fine Tolerance*, and had wintered at Cambridge Bay, in Nunavut, Canada. They had to winter over because they were blocked from making the passage last summer. They were iced in starting on September 10 of last year, and it wasn't until July 10 of this year that their boat finally floated free.

On the web they tell the story of their winter and the conditions they experienced. Their experiences are enlightening in many ways, particularly about the hazards in that part of the world. They also report on 'global warming' from the people who are actually there.

Enjoy their site, which is www.bruceroberts.com.au/northwest/index.htm.

Rod Sorenson
Sacramento

Rod — Although Phil and Liz — we couldn't find their last names — were turned back from the Northwest Passage last year, they tried again this year. Alas, they got stuck in pack ice, and their boat squeezed up on top of the ice, the propeller being broken in the process. Realizing they wouldn't be able to live at a 30 degree angle, they took their dinghy over to the other vessel attempting a west-to-east passage. Then *Fine Tolerance* disappeared. Fortunately, it was found later, and the Coast Guard cleared a path so they could make it, and somehow even managed to get the propeller replaced or repaired.

Is it a successful passage if you can't make it without the help of an ice-breaker?

↑↓ REVERSING DURING STORM CONDITIONS?

This is probably a question for Lee Helm or someone with an engineering background. We know that it's common practice to motor forward while at anchor during heavy winds — such as squalls — to reduce the load on the anchor and therefore prevent dragging. But is that the best technique?

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LETTERS

A number of years ago, we were riding out the 50+ knot wind from hurricane *Mitch* along the coast of Honduras, southwest of the Bay Islands. *Mitch* moved so slowly that we had days of strong winds and heavy rain. We were anchored in less than 10 feet of water with no swell in Punta Sal, a protected lagoon, with 200 feet of chain with a 60-lb CQR and a 55-lb Delta anchor shackled in-line. We had also completely stripped the boat of sails, dodger, bimini, and so forth.

As I sat on the bow watching the load on my three nylon snubbers, I observed the greatest loads were when the bow had blown off the wind — sometimes as much as 70 degrees. The snubbers went rod tight just as the bow snapped back to windward.

Based on those observations, I thought it would make sense to put the boat into reverse gear. I'm sure all cruisers have observed a similar action when backing down on their anchor — the bow blows off after the anchor is dropped, the boat backs up to starboard or port, but when the slack is pulled out, the bow moves back into the wind with a strong yank on the rode. But once motoring in reverse to set the anchor, the bow stays straight into the wind.

Yet when strong squalls have hit, I've often observed cruisers attempting to motor into the winds to take the load off the anchor. But many times the results have been disastrous. For example, the helmsman overshoots his anchor and pulls it out. Or more likely, he pulls far enough forward to cause a large amount of slack in the chain. Then the bow blows off to 90 degrees or more, and the rode comes up hard at a right angle to the bow roller, and either cuts the line or damages the roller. Sometimes it jumps off the roller altogether and tears off the bow pulpit.

Wouldn't it be better to put the boat in reverse? I know this sounds counterintuitive, but by reversing with very low power, the chain would not go slack enough to allow the bow to blow off, which results in increased windage and load on the anchor.

I've got one more thing to throw into the equation. When *Pizzaz* was riding out hurricane *Mitch*, we hoisted our trusty Pineapple-made anchor riding sail. The little voice in my head was screaming, "Are you nuts? You don't put up a sail in a hurricane." But the reaction was dramatic. *Pizzaz* stayed within 10 degrees off the wind, and so the load on the snubbers was dramatically reduced. The extra load from the anchor sail was minimal since it was stalled most of the time.

I guess the engineers need to determine if the increased load on the anchor from motoring in reverse is less than the increased load when the bow blows off. I personally know that the increased load from my anchor sail is far less than the increased load from the extra windage caused by the bow blowing off. But not everyone has an anchor sail, and many times there's not enough time to hoist it, or it can be difficult to hoist in heavy winds.

But the answer could possibly save some boats, so I hope someone can figure it out.

Lourae & Randy Kenoffel
Pizzaz, Moorings Beneteau 500
San Francisco / San Blas Islands, Panama

Lourae and Randy — Putting the engine in reverse in an attempt to reduce the shock loading on the anchor line is an interesting idea that we'd never heard of before. But you don't need an engineer to decide if it's a good technique, just a load sensor for the anchor line. After all, whatever is going to result in the least strain on the rode is going to be the best.

There would be a lots of variables in utilizing this technique,



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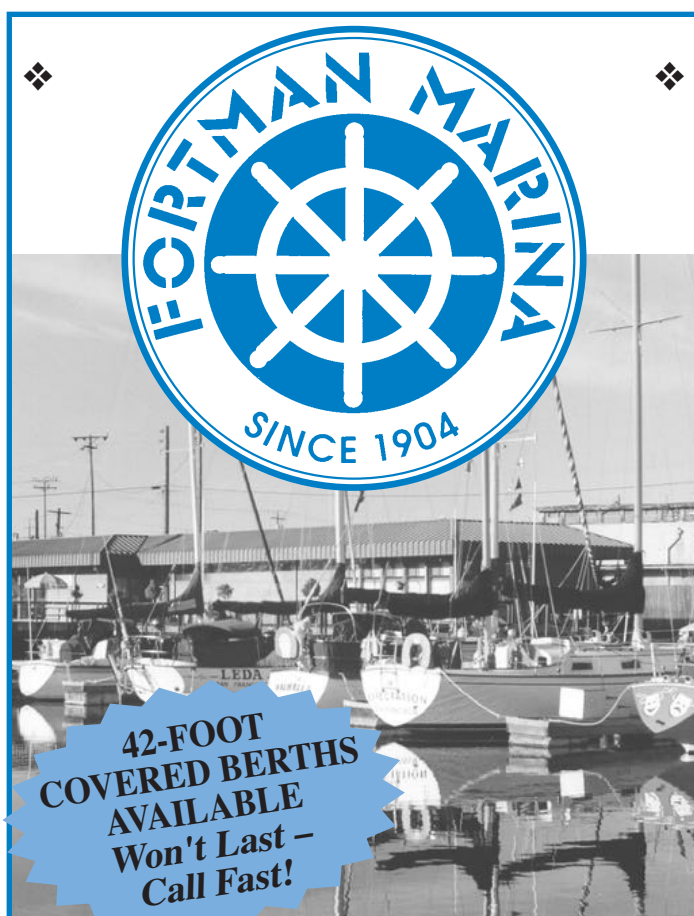
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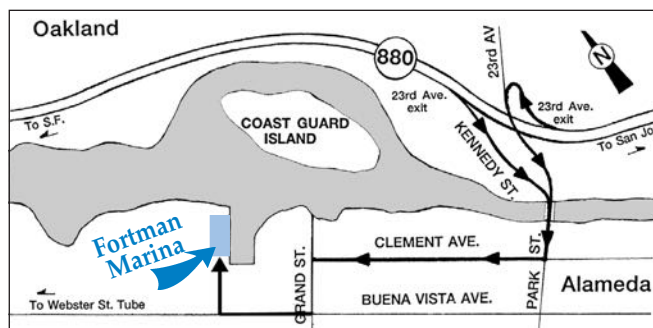
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LETTERS

of course. For example, is the wind blowing steady from one direction or is it gusting out of one direction and then another? Boat shape and probably even keel configuration would play a role, too. So would the helmsman's ability to drive the boat into the wind without creating too much slack on the rode. The bottom line is to do whatever works best in taking the load off.

↑ I LIKE TO DRIVE AT NIGHT IN MEXICO

There seems to be an urban legend floating around which needs to be dispelled. I am referring to the rumor that driving in Mexico is only for the foolish and brave of heart.

I believe that having a car while cruising enhances the experience. For one thing, it reduces the stress of finding and buying stuff like groceries, propane, and fuel. Yes, you can listen on the local nets or ask for rides into town from anchorages and marinas, but that always requires synchronizing with someone else's time schedule, waiting for buses, or paying through the nose for taxis.

Having your own car also can help alleviate cabin fever from being on the boat too long.

Driving to Mexico also gives you a way to bring boat gear that's too big or is prohibited on airplanes, and bring stuff back to the States that needs a specialist for repairs.

There are many safe places to park your car while going on extended trips, and if you want to retrieve your car and bring it to the next destination, it's only a bus trip away.

Insurance, however, is a must, along with a legal binder, which will help in getting you legal help should you be involved in an accident. I used Vagabundos del Mar to get insurance, as they have a very inexpensive six-month policy. By the way, they also have a program to fly people home in the event of medical emergencies.

Based on my experience, it's a day's drive from Nogales, Arizona, to Mazatlan — assuming you leave early in the morning. This includes the time needed to clear Customs at Kilometer 21. It's another six hours to Puerto Vallarta via Tepic.

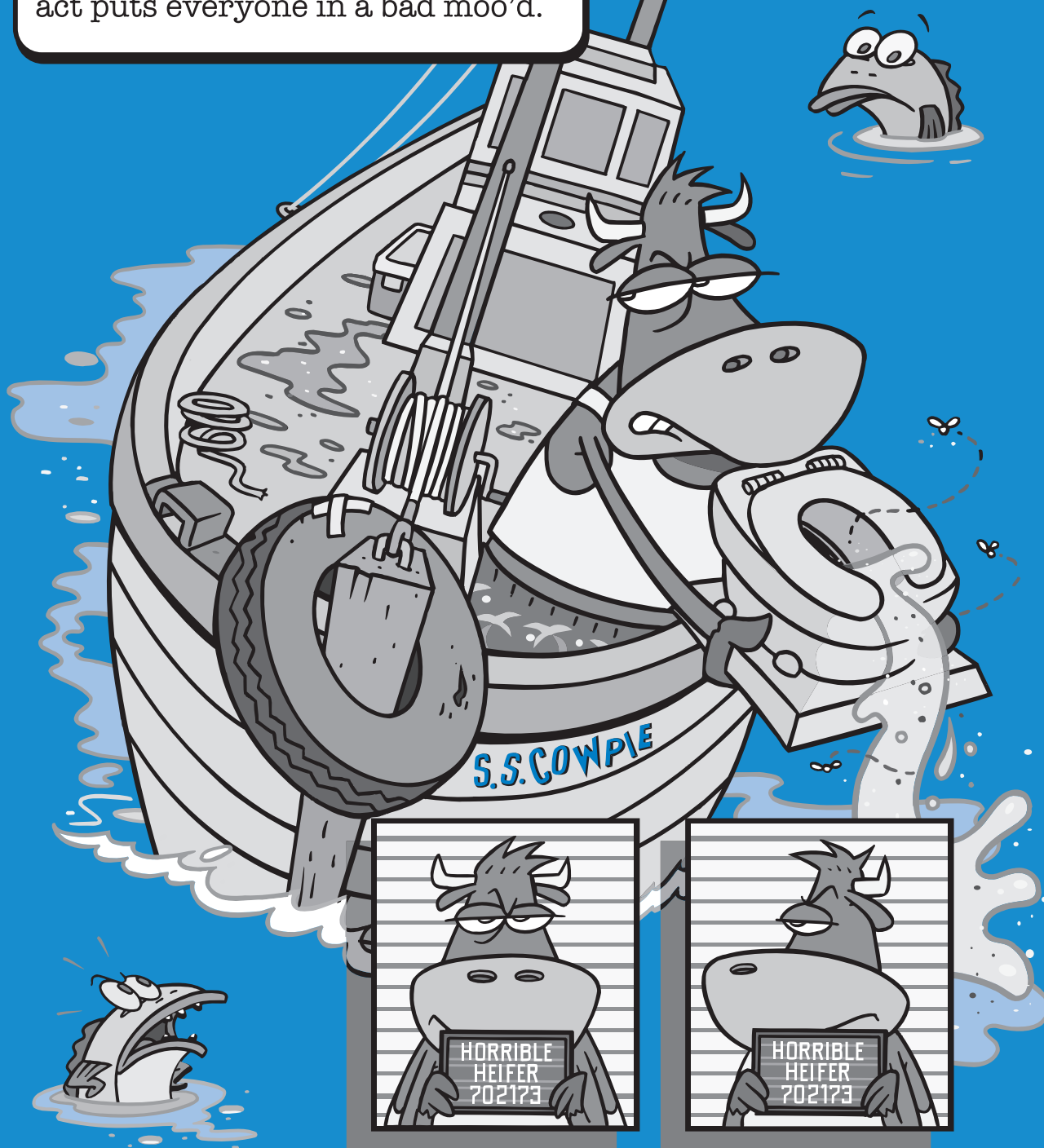
The run from Nogales to Mazatlan can be completed during the daylight hours, and inexpensive accommodations can be found for around \$15 at the many 'no tell motels' on the outskirts of town. These motels usually charge by the hour, with a 12-hour stay costing about \$15. I usually stay at the Oasis in Mazatlan, which is around the corner from the Pemex station as you enter Mazatlan. It is clean, has a TV, soft bed, and good water pressure in the shower. If you want something nicer, you can follow the signs into Mazatlan's beach area, where you will pay from \$50 on up for rooms that are no cleaner than the Oasis and will look exactly the same when your eyes are closed.

I would also like to dispel the rumor that it's unsafe to drive at night and that you should take the toll roads. Personally I like to drive at night, as there is less traffic and it's faster. I should say that I drive for a living, so I'm more aware of the problems of driving at night. These problems usually involve being around cities between midnight and 6 a.m. and other drivers who have been drinking. But I find it's less of a problem in Mexico than the United States.

Some people will tell you that driving at night increases the risk of hitting livestock, and there's some truth to that. However, most livestock sleep at night and I have a simple technique to avoid them. I follow close enough behind a big truck that is not overloaded and is making good time. That way, should some livestock wander out on the road, the truck, with its cattleguards on the front, will clear the animal from the road and my car won't be damaged. It's important to stay

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far enough behind the truck to be able to stop your car in time and to avoid rock chips into the windshield, but close enough so the cattle will not come between you and the truck. I've tried to follow buses, but they seem to go too fast for my comfort.

I usually avoid all the toll roads, as I've found that you don't gain that much time. The exception is when climbing the mountains to Tepic, in which case the toll is well worth it. But when driving from the border to Puerto Vallarta, the toll roads can add up to over \$100, and even more if you're towing a trailer behind you. I feel this is a bit excessive, and the money can be better used for gas.

If I feel tired and need a break, I'll pull into any of the many Pemex stations and wait for the next truck. If necessary, I'll take a power nap, parking close to the station to avoid any problems. I lock the door, put my seat back, and catch a snooze.

Before I'd take a car to Mexico, I'd get a free brake inspection to make sure the pads are thick enough and there are no leaking cylinders. It's also important to have good tires, including the spare. You should carry a spare belt, antifreeze, an air filter, and have clear oil. You can find all these things in Mexico, but it can take longer than in a place familiar to you in the States.

Last spring I found that I could make it from the border to Puerto Vallarta for \$125 — but back then gas was only \$2 U.S. a gallon. I have a Dodge pickup that gets about 20 miles to the gallon if I keep it around 60 mph. All in all, it was a cheap way to get spares down to my boat and provided me with transportation while visiting the Mazatlan and Puerto Vallarta areas.

Jerry Metheany
Rosita, Hunter 46
Mazatlan, Mexico

Jerry — We trailered a boat down Baja many years ago, and like you, preferred driving at night. It seemed to us that the most dangerous time to drive was on Saturday and Sunday afternoons, when allegedly a lot of the drivers had consumed a lot of beer. No matter what time of day or night, or what day of the week, we think it's critical to drive defensively in Mexico. After all, all those little roadside shrines aren't there for nothing.

↑↓ WHAT HAPPENED TO THE AMERICA'S CUP?

I've been a reader of *Latitude* since 1979, and never miss a copy. But the one thing that I've missed lately are regular updates on the America's Cup happenings in Europe. My wife and I were in Auckland for the last Cup and hope to attend the next one. But I've seen more about the current Cup in the *San Francisco Chronicle* than in *Latitude* of late. Yeah, I know, I can go to the BMW Oracle and America's Cup websites for updates, but I'd really enjoy your insights — particularly on why people are getting bumped from the BMW Oracle crew.

Erik Blangsted
Oakland

Erik — Our insight on the America's Cup is that currently there is very, very little of interest in this part of the world, despite the fact that one of the leading contenders is BMW Oracle, which is financed by a local sailor and flies the burgee of the Golden Gate YC. For example, we polled our four full-time editorial staff members, and none of them are currently rating the event as being more interesting than 1 on a scale of 1 to 10.

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LETTERS

Why the indifference? First, even though things don't really rev up for a couple more years, everybody already knows who the top teams are going to be. Second, the boats aren't very exciting. We had bigger, faster and more exciting designs in the St. Francis Big Boat Series. Three, there are too many races that don't really count for much. Four, it's all taking place on the other

side of the world. Five, there aren't enough local sailors taking part.

We can understand what Ernesto Bertarelli and Larry Ellison had in mind creating the Acts — does



BMW ORACLE RACING

Blow by blow coverage of the Acts leading up to the America's Cup would, we think, be overkill.

anybody really understand what an Act is and how it's scored? — in various venues in Europe, and apparently the concept has been very successful. But frankly, we don't imagine anyone from around here is going to get very worked up for another 12 to 18 months. Until then, you'll have to rely on the various other websites to keep you up to date.

↑↓ WHAT KIND OF BOAT SHOULD I GET?

I've read several editions of *Latitude* in recent months, and have found them to be totally inspiring — especially the most recent interview with William Peterson.

Years ago, as a college student, I had a small keelboat that wasn't big enough for offshore. But I recently sold my home, will be taking sailing lessons, and want to cruise. I'm wondering what kind of boat a reasonably-skilled sailor can sail way offshore on his own? I would like to buy a Bay boat to liveaboard and for spending a year learning how to sail, then take off after shutting down my practice.

Ron Meister
San Francisco/Grass Valley, CA

Ron — It's hard to give boat buying advice without knowing how much money you want to spend. If you made a killing selling your house and in your practice, we'd suggest looking into 45-ft catamarans — but they would cost quite a bit of money. If you want to spend less, you can get a 32 to 44-ft monohull. You can find perfectly suitable ones from \$25,000 on up. Just to get some ideas, see what kind of boats folks have sailed in the Singlehanded TransPacs. If you just want to be told what kind of boat to buy, we'd suggest a Cal 40.

Being able to singlehand a boat offshore isn't really a matter of boat size, as folks have singlehanded around the world in everything from 12-footers to 90-footers. The more important thing is that the boat be set up for shorthanded sailing. With most boats it just takes a few modifications and a good autopilot.

What can you expect if you take off cruising? It will be physically more demanding than you expect in the beginning, but as you get into better shape, you'll get used to it. And you'll no doubt have some scares and crises in confidence in the beginning, but those should pass with experience. In addition, you should meet scores of great people, have countless terrific adventures ashore and at sea, see your blood pressure plummet, and be able to live in a fine style at a fraction of what it costs in California. All in all, not a bad deal.

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Rich and Sheri enjoy sharing their extraordinary knowledge with others. Rich can fix anything (and has) on a boat. He has taught many nautical skills, and enjoys showing sailors how easy it is to learn celestial navigation. Sheri is an expert in preparing for cruising, from provisioning to spare parts to sail selection. Rich and Sheri live life to the fullest, enjoy sharing the adventure, and always look forward to new destinations.

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Leg 4	Hawaii-San Francisco*	2400 miles	July 9-July 26	17 days
Leg 5	San Francisco-Newport Beach	350 miles	July 29-Aug. 1	4 days

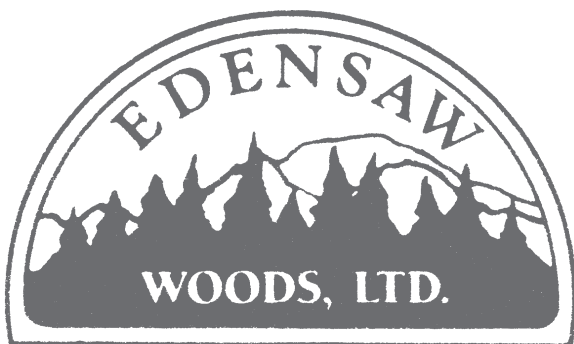
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LETTERS

↑↓ **THAT LETTER FROM SOME MORON IN EUROPE**

I have just finished reading one of last month's *Letters* in which some moron from Europe called our northern neighbors in Canada "honorary Americans." If this idiot knew anything at all, he would know that Canada is part of America. We, the United States of America, are also part of America — as is Mexico and *all* of the countries south.

All of us in this hemisphere are Americans.

I suppose getting angry over this stupid statement is an exercise in futility since even our newscasters talk as though America is a synonym for the United States of America.

Dan German
Bethel Island

Dan — Actually, there is no geographical place named America. Rather, there are the Americas, which consist of North America, Central America, and South America. Canadians are properly called North Americans.

America and Americans, by popular usage, are synonymous with the United States and citizens of the United States. For example, when Osama bin Laden said Muslims should kill all Americans, he didn't mean to include Eskimos, Bolivians, Cubans, Argentines, and so forth.

↑↓ **SHE'S A HELL-FOR-STOUT CRUISING BOAT**

In response to an inquiry last month, the Farallon 29, designed by Chuck Burns, is indeed a great hell-for-stout little pocket cruising yacht. I built mine, which I christened *Quark*, from a hull and deck. Then in 1979, my wife Vickie and I circumnavigated the Pacific with her.

But that was just the beginning of *Quark's* ocean travels. I later sold the boat to Dave Symonds, who sailed her to New Zealand and back. He then sold her to another owner named

Dave, who, it's my understanding, sailed her to Tahiti and back.

The last I knew, *Quark* had well over 50,000 miles beneath her keel. Vickie and I had a chance to visit her a couple of years ago in Sausalito where she was once again for sale. She still looked great. It was a dewy-eyed moment for the both of us as we sat in the salon, and she responded with her gentle rocking motion while making sweet gurgling sounds.

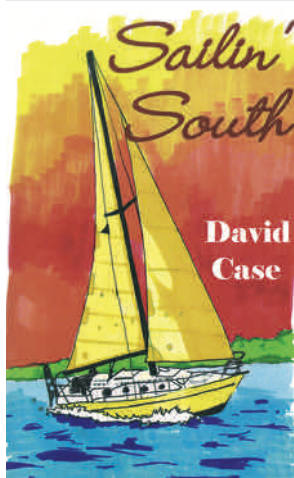
By the way, while I was going through the hells-and-damns of creating *Quark*, Ray Jason, who writes the *Sea Gypsy Chronicles*, used to stop by. I think that's one of the reasons that he decided to build *Sea Gypsy*, his Farallon 29.

By the way, *Quark* is depicted on the cover and featured in the text of *Sailin' South*, my new book.

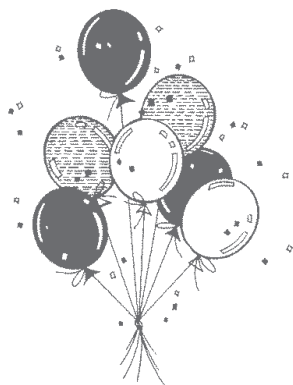
Dave Case
Alameda

↑↓ **WHAT BRAND WAS THAT ANCHOR SWIVEL?**

Last year I bought a 'Kong' Bonoiti brand stainless anchor swivel at West Marine. They also have it in their catalog as a West Marine brand product.



The Farallon 29 is the cover girl on Case's new book.



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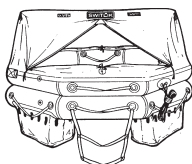
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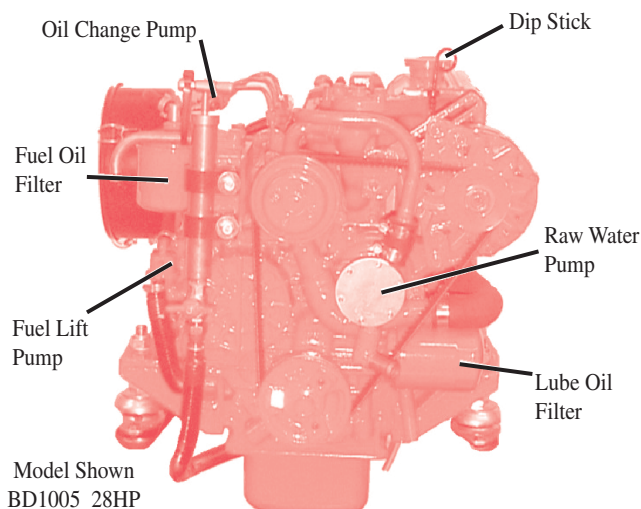
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| Tues Oct 11 | Pressure Cooking for Cruisers: Everything you need to know for safe, delicious, healthy meals at sea. Captain Steve Ford. |
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| Tues Oct 18 | Cruising on 12 Volts. Barry Kessler. |
| Tues Oct 25 | Mostly Mexico: Favorite tips, techniques, anchorages, etc. Circumnavigator Jim O'Connell. |
| Thurs Nov 10 | Cruising the Sea of Cortez. Gerry Cunningham. |
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LETTERS

I then received a magazine from a new subscription, and it included a letter from some sailors who had a stainless steel swivel fail. They didn't mention the brand — evidently that was included in a prior month's letter. But as a result, I was afraid to use my swivel.

My old galvanized swivel, with a working load of approximately 33% of the alleged rating on the Kong, is still on my boat, but I'm not going to replace it unless I know the new one is not the brand that has been failing. You edited out the brand name of the failed swivel in your letter from "an Unhappy Customer" in the September issue. It's obviously something other than Suncor, as you mentioned that name in your answer. Was the failed swivel the Kong Bonoiti brand?.

Doug Drake
Golden Hinde
San Francisco

Doug — We wish we could tell you, but we don't know. The woman sent us the photo of her failed swivel and said it was a Suncor — but it obviously wasn't. So we have no idea what brand it is.

↑↓ SHOULD HAVE KNOWN THE BAR COULD BE TRICKY

I just got the August issue of *Latitude* and I'm suffering from sleep deprivation because I had to read the whole thing, taking me right past my bedtime. Good work.

The report on the loss of Canadian Jeff Berwick's Wildcat 35 *Kat Atomic* in El Salvador as a result of him showing a complete lack of common sense was very interesting. Berwick should have known the bar crossing would be tricky at night and that a big squall was coming.

But he's not alone in having done dumb things at that bar



'Kat Atomic II's cruising career ended tragically at Puerto El Triunfo.

leading to the estuary to Bahia del Sol. While we were there, for example, one guy left all his hatch- es open, got swamped, and had a lot of his elec- tronics short

out. He later complained that nobody told him it might be rough! But still, Berwick takes the cake.

That was a cool "I survived crossing the bar" T-shirt photo that accompanied the article. Do you know who designed it?

Suzy Kendall & Jim Baker
Sparta, Searunner 31
Sea of Cortez / El Salvador

Suzy and Jim — We don't want to be too hard on Berwick, as he's only about the millionth skipper who took a risk in trying to make it into a safe harbor so he wouldn't have to spend another night at sea. Alas, he's one of many who lost his boat as a result of it. The important thing is that everybody learn from his mistake.

We have no idea who designed the T-shirt, but obviously they are for sale somewhere around Bahia del Sol.

↑↓ IT CAN COST LESS TO PAY MORE FOR A BOAT

I was the worst type of person to buy a cruising boat. After

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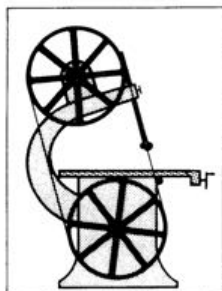


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LETTERS

all, I'd never owned a boat big enough to have a wheel instead of a tiller. Engines worry me. Shopping bores me. Worse, there lurks in me a weakness — that I trust people — which terrifies my friends.

So, of course, when I bought a boat to sail in the Med, I paid too much for her. If only I'd looked a little harder. Or made a few minor repairs to other boats. Or waited a bit longer for the friend who knew a guy who knew a boat that might be great. But knowing what I do now, I can hold my head high in crowded island bars and admit that I did overpay.

If *Latitude* would like, I'll send an article in praise of spending too much for a boat. The bottom line of the argument is this: the search for a 'great deal' costs too much. Too much in time spent running around, too much time and money on 'minor repairs', and too much time off the water. In many cases, it costs less to pay more for a boat.

In the story, I'll recount the advice of experts, the ignoring of that advice, the signing of the broker, the being dumped by the broker, the blind impulse for a particular boat, the blind trust, and frankly, the blinders I wore. And how, being one lucky cluck, it paid off.

Here's the nutshell version. The stars aligned, and I was moving to Europe. Like many *Latitude* readers, one of my fantasies had been to sail the Med. Gee whiz, if I'm in Europe anyway, I'll get a boat. Should be easy. And it was.

It's not that I was completely clueless. I'd taught a couple of years at OCSC, and knew the pointy end of the boat went first. Sailing stuff aside, two strong criteria emerged. First, it was important that the boat could be ready to sail quickly and, thinking ahead, sell quickly. (I haven't been tempted to test the 'sell quickly' criteria. We'll see.)

In the article, I'll detail the pitfalls and pluses of my approach, and compare it to the approach of a friend who bought a 'great boat' for a 'great price' — and has been paying for it ever since. The Girlfriend Factor will be also examined, as well as the Sardinia Boat Part Follies, the Extraordinary Dutchman, the Perverted Italian General, the discovery that the falling dollar can be wonderful, and the gut-wrenching delivering of myself into the hands of strangers. And why it was all worth it.

I suppose that some of your more resourceful readers, after reading the article, will count out the many ways in which I was a fool. I'll happily agree with them. But for me, it was the only way this fantasy was ever going to happen.

Dave Woodside
Paloma, Hallberg Rassy 36
Long Beach

Dave — Of course we'd love to see your story. It sounds terrific. And if it does nothing but alert potential boatbuyers to the possible dangers of buying 'fixer uppers', it will have been well worth it.

⚡ **DOWNLOADING MOST EFFICIENTLY**

In the September issue, Mike Chambreau of the Cal 34 *Impetuous* had some question about selective downloads for email. He didn't mention what email system or software he was using, but I'd like to at least put out a few words in general about getting email in places with slow connections. If you are checking your email from your own computer or laptop, you have the greatest control over how to utilize the network between yourself and wherever the email server is located.

There are primarily two ways of accessing your mail. When configuring your mail program, you've probably seen these options in passing. The older standard is called POP3.



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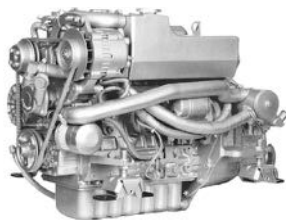
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LETTERS

It was intended as a way for people to POP all the mail off of the server and download it to their computer en masse, but it's the least efficient. Some mail programs let you limit the automatic download to messages of a certain size, but that wouldn't help Mike out with his problem.

There is another standard called IMAP. This was designed to, among other things, address Mike's concerns as it's a far more intelligent email protocol. It will fetch all of the new message headers first, so the recipient can utilize that first minute of Internet access to gather all of the subject lines for new mail. At that point, when you select a certain message, your email program will go out and fetch just that message, leaving the other 20 on the server.

Having taken care of Mike's issue, let me expand a little bit more on IMAP. A lot of us create folders to organize our email. IMAP lets us do this on the server, not just on our particular laptop while cruising or at our desktop at home. With IMAP, you also leave your mail on the server. If you delete a particular message, it will be deleted in both places, but other than that, the folders and emails that you see are a reflection of what's on the server. This is especially handy when using technology in environments that eat up hard drives and electronics. Simply grab another laptop, configure your IMAP settings, and voila! All of your folders and mail appear.

For cruisers who want to take advantage of the additional time their land-based counterparts may have on hand, there are even more advantages to IMAP. While you are cruising, your husband can be checking email and organizing it into folders for you. Then, when you log in, since all of this folder stuff happens on the server, the changes your husband made are immediately reflected, and you can quickly jump to the folder marked 'important', and then make your way to other mail. And remember that even with all of this, it still initially only downloads the subject lines of the mails. It's a real time-saver.

Joerg Bashir
San Francisco

↑↓AN INCREDIBLY SUCCESSFUL TRANSPAC CAMPAIGN

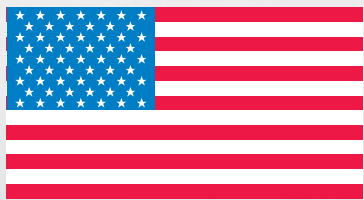
I'd like to thank the broader San Francisco Bay sailing community for all their help in preparing our Cal 40 *Far Far* for the recent Los Angeles to Honolulu TransPac. I'd also like to thank *Latitude* for running the great color photo Geri Conser took of our boat as she crossed the finish line off Diamond Head. It was a very exciting moment for us and the culmination of three years of planning and hard work.

Three years ago my son Steve — who was at the helm when



Three years of hard work and planning culminated in this moment.

the photo was taken — and I decided to mount a TransPac effort for the 2005 event. For almost a year we searched up and down the West Coast for an affordable boat that was es-



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Every gear set-back threatened a dropped position.

In the generally light conditions, many boats reported problems with wrapped spinnakers, which destroyed primary kites and cost many miles.

Ralphie and **Illusion**, 1st and 2nd place Cal 40's, used Spinnaker Shop nets, as did **Callisto**.

Without the net, **Illusion** would have had 35 wraps.

Spinnaker Shop nets have also saved these boats:

Eyrie, **Hawkfarm**, class winner, 2004 Pacific Cup

Surprise, **Schumacher 46**, PacCup 2004

David Rasmussen had nets on both his **Express 27** and his **Synergy 1000**, 2-handed and fully crewed.

Richard Craig's **J105**, PacCup 2004, 3-handed.

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LETTERS

entially ready-to-go — before stumbling onto an article about the Cal 40 revival featuring Wendy Siegel's *Willow Wind* and Stan and Sally Honey's *Illusion*.

My wife Ginny and I flew on down to Long Beach, where we met Wendy, talked TransPac, and met other Cal 40 owners. We came to see that the Cal 40 — tough, affordable, and fun — was the boat that best fit our needs. From then on, the search was on in earnest for a suitable Cal 40. It was Wendy who, shortly before the start of the 2003 TransPac in which the boat was entered, pointed us toward hull #17. This Cal 40 was owned by Andy Opple of Sun Valley, and we bought it from him almost literally as she hit the dock, after he sailed back solo to Nelson's Marine in Alameda.

It's through this process that we also met Allison Lehman, then a yacht broker for Nelsons and now for McGrath Pacific in Sausalito. Although Allison made almost nothing on our transaction, she adopted us and became our muse and project director — the boss, if you will, for the next two years in the run-up to the '05 TransPac.

We needed some help because we'd been absent from the racing scene for almost 15 years, when we raced a J/24. We knew almost nothing of what was ahead of us. Allison introduced us to the Northern California Cal 40 community and to all the suppliers and service people. They were all fantastic. Among those who helped us out were Bill Colombo of Doyle Sails, Glenn Hansen of Hansen Rigging, Buzz Ballenger of Ballenger Spars, Billy Maritado of Maritime Electronics, Anders Johansson of Swedish Marine, Art Puete and Georgie of Nelson's Marine, Tom and Debbie of Cover Craft Canvas, Hal McCormick of NorCal Compass, Dick Horn of US Sailing, and Bob Hennessey, Chris, Ginger and Debbie of KKMI for their guidance, fairness and thoroughness. I also want to thank Scott Easom of Easom Rigging for extending a helping hand during the last few days before our departure from Brickyard Cove to Long Beach. Even though we had engaged Hansen Rigging for the project — and they did a great job — Scott generously came forward at crunch time. Very classy.

Our crew of five was set from early on, and we all spent a great deal of time working on the boat and trying to become a cohesive team. Unfortunately, just a couple of months before the start, we lost two of our friends for the race, Dennis Colvin of Placerville and Maury Hull of Winters, to scheduling and injury problems. We put out the word that we needed to add two new crewmembers. We met many great sailors, and eventually connected with two who joined us at the last minute — and became great contributors to our campaign. Not surprisingly, one was referred to us by Cal 40 superstar Sally Lindsay Honey who, along with husband Stan, had given us many helpful hints and advice throughout our two-year project. We are particularly indebted to our new crew Mark English and Paul Kamen. They improved our program a bunch — a big bunch! And they were both such a pleasure to have along with us. It was easy to take their suggestions and direction before and during the race, and we were all still talking and laughing together in Honolulu.

This was an incredibly successful campaign for us. It exceeded our expectations in every way. Steve and I are very grateful to Allison Lehman, Mark English, Paul Kamen, the other Cal 40 owners and everyone who contributed their experience and support! Cal 40s really are quite wonderful boats. Good Sailing,

Don & Steve Grind
Placerville

Readers — Far Far finished 5th out of 14 Cal 40s, proving

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LETTERS

that you don't have to win, place, or even show to have a great time racing to Hawaii.

↑↓ WHAT ABOUT GLOBALSTAR IN MEXICO?

We had a great time at the Baja Ha-Ha Preview at Catalina. However, we got so caught up talking with people that we forgot to ask about the Globalstar satphone during the Q&A. We have one of those phones and would like to get a car kit for a permanent installation. But we're hesitating to spend the extra \$850 before confirming some rumors.

We haven't found anyone with direct experience, but have heard stories like, "Everyone we met in Mexico with a Globalstar phone would like to give it away because they can't make it work," and, "Years ago we couldn't get customers hooked up with data because the Mexican landline portion of the link didn't work well enough."

Don't you guys have a Globalstar phone? Are you getting satisfactory data — weather and email — north of Acapulco?

Also, we've gotten great reports on Verizon North America Choice for cell phones, which at \$60/mo. gives 450 min/mo with no roaming charge for Canada, the United States and Mexico. There is said to be good dial-up email performance in Turtle Bay, Mag Bay, and all the villages in the Sea of Cortez.

Dudley King
Stormy Weather, Hatteras 48 LRC

Dudley — We've used a Globalstar satphone in Mexico for many years, and would give it mixed reviews. North of Acapulco, about 80% of our calls went through and weren't dropped. When the calls did go through, the audio quality was fantastic. We never used the phone enough to justify the car kit for permanent installation. We have used it for short text email messages, but it's way too slow and expensive for sending photos.

There are three things we don't like about Globalstar. First, they assess a roaming charge in Mexico that makes the calls more expensive than on an Iridium satphone, which, in any event, covers the entire globe and has a higher data rate. Second, Globalstar's 'bent pipe' technology means the system won't work much more than 250 miles offshore. Finally, Globalstar's claimed coverage area is rubbish. None of our scores of calls worked south of Acapulco and across to the Eastern Caribbean — even though their coverage map indicated they should have.

There are other changes in communication choices in Mexico that would further make us disinclined to invest a lot of money in a Globalstar phone — at least at the current prices and rates. As you noted, Verizon and others have cell phone plans that allow you to call back to the States and/or get Internet dial-up at very reasonable rates with your cell phone. We know the coverage is good in cities and lots of villages. However, there would still be lots of anchorages and offshore areas where you would be out of touch.

In addition, high speed wireless Internet access is now available at most marinas and even some anchorages. We intend to get it set up at Punta Mita, and Rick, of Rick's Bar in Zihua, says he'll be providing such a service in Zihua Bay. We're sure it's going to happen in other places, too.

As such, it seems to us that there are fewer and fewer places in Mexico where a Globalstar Satphone would be either the only or the best way to fulfill your communications needs. But you can decide if there are enough to justify the expense.

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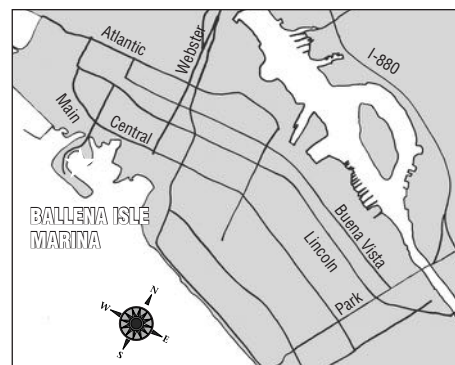
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LETTERS

↑↓ THE DOWNSIDE OF BIODIESEL

I noted all the positive things said about biodiesel in last month's *Letters*. But I want to add that, on the negative side, biodiesel can increase the NOx emissions, which leads to smog and global warming, more than regular diesel. Depending on how much biodiesel is used and the age of the engine, the difference can be over 30%.

When the Blue & Gold fleet did studies a couple of years ago with a ferry, the NOx increased 24% with 100% biodiesel and 11% with 20% biodiesel. There are numerous studies to determine what additional additives to add to prevent this, and at least make biodiesel neutral when compared to regular diesel.

Jim Haussener
Beautiful T-K
Vallejo

↑↓ JUST EVERY 550 MILES

I read your response to the fellow who wondered if it was environmentally all right for him to buy a trawler. Your answer was excellent, and I couldn't agree more. You also mentioned that your next car will be one of those 49 mpg Volkswagen diesels. Well, I've had a VW TDI since 2001, and just love the car! It's not an old-style diesel, so it has good power, doesn't pollute, and gets 10k between oil changes. Best of all, I only have to fuel up every 550 miles.

Jay Gardner
Cross 42 Trimaran
Napa

Jay — We've noticed that with fuel prices higher — diesel was selling for over \$4/gallon in Catalina last month — people are behaving differently. The guys in big powerboats, for example, weren't roaring around like they used to and hauling ass back and forth between the island and the mainland. They were not only talking in the bar about the hundreds of dollars it cost them for a round trip, but they were doing something about it — throttling back to be 25% or more fuel efficient.

↑↓ THE INADVERTENT DELIVERY SKIPPER

Having owned my own marine business for many years, then worked for another marine business for several years, on January 1 I started another business of my own, Seaportal Ltd. It all started last November when I sold a drop dead gorgeous Swan 77 to a pair of Polish-American businessmen. As part of the deal, I helped manage the boat, getting her flagged in Bermuda and hiring a South African captain and cook as permanent crew.

The goal was to get the boat out of Newport, Rhode Island, by December 15 and sail to the warm waters of the Caribbean. However, the South African captain had other ideas and inconveniently resigned the night before the boat was supposed to head out! Feeling a bit guilty, I agreed to take the boat south in January myself, confident that a Swan 77 is about as good a boat as there is.

When I arrived to take the boat south, she was under a foot of snow. Well, it was January in Rhode Island. But since the boat had been built in Finland, I figured shoveling snow off her deck before putting to sea was standard procedure for a Swan. But I have to admit, it really was cold. In fact, the Swan was the only boat at Little Harbor Boat Yard. Everybody with any sense had left long before.

As for the voyage to the Caribbean, it was great. Even at that time of year the Gulfstream was warm, the boat performed beautifully, and sailing into Soper's Hole at the west end of

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LETTERS

Tortola in the British Virgins was a treat.

While in the Caribbean, I hired a new captain and cook, again South Africans, to look after the boat and sail her across the Atlantic to the Med in the spring. Oddly enough, right before the scheduled crossing, they resigned! What is it with these South Africans? An urgent phone call from the owners in Poland convinced me to pack my seabag again, and a few days later I was in Tortola meeting my new crew. I had arranged for two Poms, an Irishman, a Kiwi, and a Polish student — all eager and ready to go.

Once again, I had a great trip. The Swan, although very heavy, sailed like a dream. It helped that she has a custom hydraulic roller furling main with a captive main halyard. The system worked so well that I could reef the main by myself via remote without leaving the cockpit.

Once back in San Francisco, I got a call from another distressed fellow, the owner of a new Swan 62 in Tahiti. Before I knew it, I was on a plane to the South Pacific. There was no snow down there, thank goodness, just sunshine, warm water, and gorgeous hula girls. We had beautiful sailing around Moorea while the crew and I worked out a few procedures to make the boat run more smoothly. All in a day's work.

Patrick Adams
Mill Valley

Patrick — Your tales of flaky captains are chilling reminders of the years we owned the Ocean 71 Big O in the Caribbean. Repeatedly, we'd find a captain we liked, come to an agreement on terms and a plan. But more often than not, the arrangement would fall apart in a matter of months, usually when there was some work to be done. The excuses were legion: a missed girlfriend, not liking the humidity of the Caribbean, deciding to take up mountain-climbing, finding out they didn't like other people on 'their' boat, taking a better offer on a bigger boat, etc, etc.

As if that weren't bad enough, many of them weren't punctual about reporting their change in plans. One captain called us 12 hours before the start of a charter to say he no longer wanted to be a captain and was abandoning the boat that very moment. Another guy — who was actually more a boat-sitter than a captain — called us from 100 miles east of Antigua. "I just wanted to let you know I've joined the crew of another boat sailing to England," he said.

"Well, what about our boat which a month ago you insisted that you really, really wanted to be in charge of watching for the summer in Falmouth Harbor?" we inquired.

"She's still there."

"Anybody watching her?"

"Oh, you have nothing to worry about. I got a mate of mine to take my place. He'll do a really good job for you, and has promised to stay through the summer."

"What's his name?"

"Oh, ah, it's slipping my mind right now."

"What about the money in the safe?"

"There's not much left, actually. A lot of it went to Midwatch Maintenance, and I decided that you'd surely want to give me a bonus."

"What is Midwatch Maintenance?"

"That's a boat maintenance company I set up to make money in my spare time. I decided I needed them to wash down the boat and stuff."

As you might expect, about a week later his mate took off also, having not realized — despite being told over and over — that Antigua becomes a very quiet place once the season is over.

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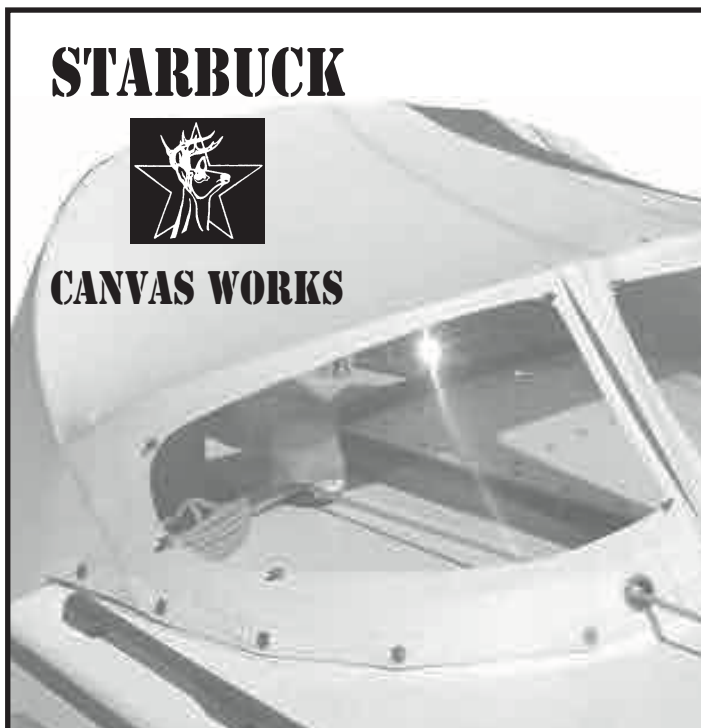


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LETTERS

Dealing with unreliable captains made us decide that we'd never again own a boat that required a captain and crew. We wish you better luck in finding reliable people to fill those positions on boats you manage. There certainly are good and qualified ones out there, but given the boom in mega boats in recent years, we're not sure how many are available.

YANMAR TRANSMISSIONS

We own a Chris White 54 catamaran, which was repowered from Volvos — a whole different story — to Yanmar 4JH3s with SD40 Saildrives in 2001 and 2002. The 2002 Saildrive's cone clutch failed after 500 hours and the 2001 Saildrive's cone clutch did the same after 700 hours. I am aware of numerous other SD40s with the same problem. The fact that Yanmar has now introduced the SD50 speaks to the design problem.

Yanmar stonewalled us, but eventually paid for the failure of the first saildrive. "Negotiations" are underway for #2.

Obviously, we hope nobody else has a similar saildrive problem, but if they have or do, I'd like to hear about it because there is strength in numbers when it comes to negotiating. It's my understand Latitude has had some problems with the saildrives on Profligate.

By the way, after the first failure, we learned that the saildrive does not care if it is in reverse or forward. So when we couldn't get the transmission into forward, we replaced our Martec folding props with an opposite handed set of blades, and using these, were able to 'get home' from Mexico.

Tom Purcell
Planet Earth

Tom — For the record, over the course of about 5,000 hours,



LATITUDE / ANNIE

No longer useful on the boat, the SD31 makes a nice garden sculpture.

we've had two SD31 Saildrives fail — although one failure didn't have anything to do with the clutch cone. In December of '03, we replaced the SD31s with SD40s — only to later learn Yamaha also made more robust 50s. We'd have rather put those in, although we've yet to have problems with our 40s.

Thanks for the tip about the saildrives running in

reverse as well as forward — but what were you doing carrying some opposite handed props?

We are often swamped with 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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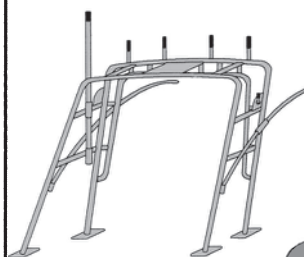
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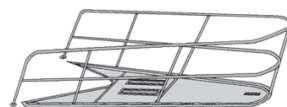
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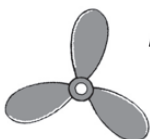
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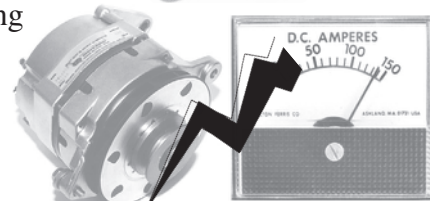
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LOOSE LIPS

Sailing on land.

The Museum of Fine Arts in Boston is currently hosting an outdoor exhibit that not only illustrates the principles of



The art of sailing, captured ashore at Boston's Museum of Fine Arts

sailing, but also defines it as art. *America*³, winner of the 1992 America's Cup in San Diego, and the Italian yacht she beat, *Il Moro Di Venezia* — the actual boats themselves, not mockups — have been arranged in a 'tacking duel' . . . on land. Rodger Martin Yacht Design, the Newport, R.I.-based firm which was part of the design team for *America*³, also designed the display. With all the hurricanes roaming the Atlantic this year, they've even made the display able to withstand winds of 110 mph. The exhibit opened August 31 and runs through November 13. If you're back east, check it out!

More thoughts on crew overboard.

While the avalanche of information gathered at August's Crew Overboard Symposium is still being collated, we received a note from participant Captain Henry Marx of Landfall Navigation in Connecticut. He compiled a short summary of his own notes on both the symposium and the whole notion of saving a crew who has gone overboard. We thought it was worth sharing.

* Without frequent practice and familiarization with the rescue equipment, you are not going to be very successful when the real thing happens.

* Based on what I saw in boathandling and basic seamanship — from our professional and experienced volunteers — it does not bode well for amateurs. Clearly, familiarization with your vessel and your knowledge of the vessel's capabilities and limitations, and your ability to 'handle your vessel' will be critical to any successful rescue.

* There can be little excuse for not being 'snapped in' (wearing a harness which attaches you to the boat). Any time you leave the cockpit, or anytime a sea comes into the cockpit, everyone has to be attached via harness, tether and/or jacklines/padeyes. Once you leave the vessel, your chances of a long life will diminish rapidly.

* Multitasking in an emergency probably will not work. I found that tending two jib sheets while tacking made it impossible for me to keep the victim in the water in sight. In fact, we once 'lost' our dummy and had to send the chase boat out to retrieve it!

* Command, command, command. There is a reason why the Navy has an inviolate chain of command. In an emergency, someone (usually the helmsperson) has to be in charge. That said, they have to keep a running commentary about what



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LOOSE LIPS

they are doing, what they want the crew to do next, and what they are *going* to do. You really need an active quarterback. However, yelling does not help.

— captain henry marx

Eight bells.

We are sad to report that Pete Uccelli passed away on September 22. Pete was a legend in Redwood City, building Pete's Harbor from scratch starting in 1955. Oddly, he never got a permit in the process, and successfully sued the BCDC who subsequently avoided him like the plague. Pete became politically active, and every time he had a problem he'd call Ronald Reagan or George Deukmejian or whoever else sat in the Governor's office at the time — and the problem would usually go away. Away from the Marina business, Pete was very active in the Redwood City community and donated much time and money to many worthwhile causes. He will be missed.



Pete Uccelli

Into the Sunsets.

There were five 34-ft Sunset-class sloops built in Bay Area over a 30-year period. Designed by J.B. DeWitt — the father of sailing artist Jim DeWitt — they were, in order, *Pinafore II*, *Joy*, *Coho*, *Aeolus* and *Makai*. All were of traditional plank-on-frame construction, fir-over-oak with spruce spars. *Makai*, launched in 1966, is still based in Alameda and sails actively with the Master Mariners Association. As of 1998, *Aeolus* was reported to be sailing out of Friday Harbor, Washington. The whereabouts of the rest of the fleet is unknown — and a former owner would like to change that. John — he didn't include a last name in his email — is trying to locate the whole fleet, or what's left of them, with the goal of possibly putting together a history of the mini-class and maybe a loose owner's organization.

John owned *Pinafore II*, hull #1, which was launched way back in 1936. (He has photos of her from the early days tied up next to Templeton Crocker's famous schooner *Zaca*.) John bought her from second owner Karl Romaine, among whose claims to fame were being associate director on Dennis Hopper's very first movie, the 1963 flick *Night Tide*. John sold her in 1998 to a woman who disappeared with the boat from San Leandro Marina with a lot of back berth rent due. "No one's seen her since," he notes.

If you have any information on any of the Sunset class sloops, please contact John at Tune2atis@aol.com.

The many hazards of cruising.

While we celebrate the cruising life every month in the pages of *Latitude 38*, the reality is that there are many risks associated with sailing offshore. You've all read about dismastings, fires aboard, sinkings, groundings, people falling overboard, injuries or sickness far from land — and all the other nightmares that prevent some people from ever casting off the docklines in the first place. And that's not to mention all the stuff that can happen to you once you get to where you're going.

Add to the list free-diving. This is the practice of 'deep-diving' without scuba gear. It is essentially a 'zen' type of snorkeling where, through practice, you can descend to 30, 40, 50 feet or more and stay down several minutes on a single breath of air. Experienced free-divers can even slow their heart rates

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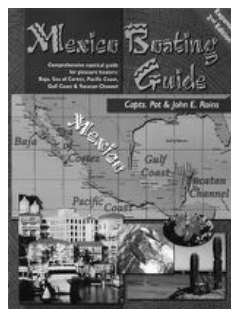
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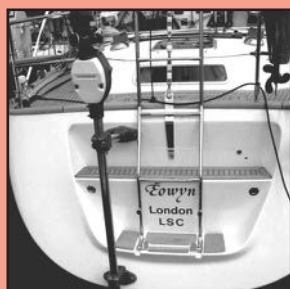
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LOOSE LIPS

to stay down longer.

The main danger associated with free-diving is a condition known as 'shallow water blackout'. This is where a diver will ascend from a dive, black out near the surface, then sink and drown. The syndrome is thought to be caused by oxygen-hungry lungs literally sucking oxygen from the diver's blood.

Words like 'euphoric' and 'ultimate freedom' appear regularly in descriptions of free-diving. Proponents often describe feeling 'at one' with the sea and its creatures during their dives. But even the most experienced of them are aware of the dangers, too.

We wish you all lives of fun, travel and adventure, but advise you to handle any new endeavor with the utmost care. Learn from somebody who knows what they're doing, and in the case of free-diving — or any kind of diving — always do it with a buddy who can help out if anything goes wrong.

Kozlowski sentenced.

L. Dennis Koslowski, former CEO of Tyco International, was sentenced last month to 8-25 years in prison for stealing \$600 million from the company. (He used \$2 million of it to throw his wife a toga party in Sardinia, where Jimmy Buffett was the musical headliner.) In addition to the jail time, he was also ordered to pay \$134 million in restitution, and fined \$70 million.

The son of a former policeman, Kozlowski owns the 130-ft J-Class yacht *Endeavour*. We actually crewed for him aboard the restored beauty during the Around the Island Race in St. Barths about four years ago. He got a big laugh out of it when we at first mistook him for the cook.

Up until the sentencing, the court has been approving \$100,000 a month to maintain the boat. We're not sure what happens to her now.

Etymology lesson of the month.

One of the most misunderstood nautical terms in our experience is 'poop', as in poop deck. Some still believe this is the deck on which old time sailors relieved themselves. In fact, it derives from the Latin *puppis*, which means 'stern', so the poop deck is always the aftermost deck of a ship. Not to confuse matters any worse, but the 'restroom' aboard old sailing ships was the head, the frontmost part of the ship.

Remembering Dr. Jack.

I'm currently researching the life of Lt. Cmdr. Jack H. Taylor, a Navy OSS agent who was captured during World War II and interred at the infamous Mauthausen Concentration Camp in Austria. My research is for a biography of Lt. Cmdr. Taylor's remarkable life.

In civilian life, Lt. Cmdr. Taylor was an avid sailor for most of his life. My research so far has revealed that Lt. Cmdr. Taylor (he was actually Dr. Taylor at that time, a Hollywood dentist) participated in at least two TransPacific races: 1947, as crew aboard the 37-ft schooner *Medley*, and 1951, aboard the 54-ft yawl *Skylark*. I understand from an oral family history that he may have participated in as many as six TransPacs in all, as well as races on the East Coast. Jack Taylor was a member of the California Yacht Club and was the founding Commodore of the Santa Monica Yacht Club in the late 1930s. I'm interested in any information or lore available concerning these races, the crews and the boats Dr. Taylor sailed on after World War II. I'm also interested in interviewing any crew member from that era in TransPac sailing. I can be contacted at laurilangton@msn.com, or at (206) 789-7383.

— lauri langton

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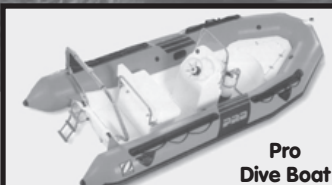
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SIGHTINGS

local talent at volvo race

The big buzz in offshore sailing right now is the upcoming Volvo Ocean Race, which departs Vigo, Spain, on November 12 for an eight-month, nine-leg dash around the globe. In fact, the amount of pre-race hype seems topheavy already, considering that the seven-boat fleet is the smallest ever to contend this event since it began as the Whitbread Round The World Race in 1973. But this is, after all, the 'ultimate' crewed round-the-world race. Plus it's being raced in a newer, larger class of boats, and — of particular interest on this side of the pond and this side of the country — it will include a handful of the best sailors ever to come out of the San Francisco Bay area.

Among these are Paul Cayard, skipper of *Pirates of the Caribbean*, the first American-sponsored boat in the Volvo since *Chessie Racing* in '97-98. As you no doubt know by now, *Pirates of the Caribbean*, the last-minute final entry in the Volvo,

continued on outside column of next sightings page



COURTESY PIRATES OF THE CARIBBEAN



Hard to imagine, but the new Volvo 70s look like even wetter boats than their predecessors. Bay Area sailors will be aboard (clockwise from here) "Ericsson Racing Team" (John Kostecki), "Pirates of the Caribbean" (Paul Cayard) and "ABN Amro 1" (Stan Honey). Best of luck to all of them!

SIGHTINGS

volvo — cont'd



is backed by the Disney company whose sponsorship deal is geared mainly toward publicity for *Dead Man's Chest*, the movie sequel to the wildly successful *Pirates of the Caribbean*, *Curse of the Black Pearl*. (Despite the tie-in to the new movie, Cayard and crew have already nicknamed the black-hulled boat 'the Pearl'). To that end, the rumor is that *Pirates* star Johnny Depp may show up at one or more of the Volvo layover ports — whereupon several million teenage girls all over the world will instantly become aware that things called 'sailboats' exist.

Bowman Jerry Kirby is the only other Yank aboard *Pirates of the Caribbean*. The rest of the multinational crew includes a number of veterans of past Cayard campaigns, including the '97-98 Volvo Race

(which he won aboard *EF Language*), and the 2000 America's Cup campaign aboard *AmericaOne*. The same is true ashore, where Bay sailing veteran Kimo Worthington will head the *Pirates* shore team.

The Dutch scored big in the player draft with Bay Area resident and world class navigator Stan Honey. He'll be showing the way on the Mike Sanderson-skipped *ABN Amro 1*, the professional half of a two-boat campaign. The other boat, *ABN Amro 2*, with France's Sebastian Josse as captain, will be staffed by a young crew who earned their places through a series of tryouts, kind of like *Star Search*. While Honey, at 50, is the oldest sailor in the fleet, the age range on AA2 is only 21-30.

Perhaps the biggest news last month, at least for Volvo followers on the West Coast, was the announcement of John Kostecki's involvement with the Swedish *Ericsson* team. John, who like Cayard is a Marinite with many, many sailing championships on his resume, skippered the winning boat, the German-backed *illbruck*, in the 2001-2002 Volvo. This time around, Great Britain's Neal McDonald will remain skipper, and Kostecki will join the *Ericsson* team only in port, as the tactician and '11th crewman' for the in-port races. (A new feature of the Volvo are short, round-the-buoys races scheduled for seven of the nine stopovers. These will count as 20% of the score in the overall tallies — enough to justify hiring inshore experts like Kostecki.)

The remaining teams not yet mentioned include *Brazil 1* (Brazil — Torben Grael, skipper); *Movistar* (Spain — Bouwe Bekking, skipper); and *Premier Challenge* (Australia — Grant Wharington, skipper)

As for the boats themselves, as detailed in last month's issue (and the race website, www.volvooceanrace.org), the 'old' Volvo 60 class has been supplanted by the new VO-70s — canting keel, water-ballasted rocket sleds that are expected to hack the better part of a month off the time slips for the 33,000-mile marathon. But they aren't going to be any easier on the crews. As a matter of fact, the VO-70s will carry only 10 crew, two less than the 60s. And as Cayard points out in a report from shaking down the *Pearl*, "She's capable of leaping tall buildings, but if you're not careful, the landings are a bit brutal. She's not a ballerina, more of a bellyflopper. Inside, it feels like you're being dragged down a cobblestone street in a 55-gallon drum. It's not going to be a comfortable ride around the world. The 60s were less violent than this baby. Awesome machine, though."

(Doubtless many race fans are most looking forward to Cayard's entertaining dispatches, which were a highlight of the *EF* campaign in the '97-98 race.)

And 'awesome' is a good concept with which to end this preview. Tune in to the Volvo website, *Lectronic Latitude* and these *Sightings* pages in the following months to see how it all plays out.



SIGHTINGS



Although it pales in comparison to the human pain and suffering caused by Hurricanes Katrina and Rita, the boating industry on the Gulf Coast has taken a devastating hit in the past couple of months. In this scene alone (in New Orleans on August 30), we count more than 100 vessels scattered about like pick-up sticks. At presstime, no dollar amount had yet been put on maritime losses due to the two hurricanes, though early estimates for the total bill were in the range of \$200 billion.

the invasion of monterey

Heads in Monterey Bay are still being scratched over a mass boarding of boats by the Coast Guard over the Labor Day weekend. While boardings for safety inspections are nothing new, two aspects set these particular boardings apart: 1) Many were done on docked boats, and 2) At least one group of boardings took place late at night.

Several boats in the three marinas involved — Santa Cruz, Moss Landing and Monterey — received 'fix-it' tickets for safety infractions. One person was reportedly arrested for possession of marijuana and an illegal weapon.

Before we go any farther, we should remind everyone that the Coast Guard is the primary maritime law enforcement agency of the United States, as well as the lead federal agency for maritime Homeland Security. Under Section 89, Title 14 of the United States Code, the Coast Guard is authorized to board any U.S.-flagged vessel *anywhere in the world* — and any foreign-flagged vessel in U.S. waters — for inspections, inquiries, searches and arrests. (They don't need 'probable cause' like landbound agencies.) To further refresh your memory, Coast Guard boarding parties are armed when they board your boat. And they can cite you, or even terminate your voyage if you do not meet the minimum safety requirements set down by law (fire extinguishers, lifejackets, etc.)

In the days following the boardings, reports flew into our offices and those of the harbor masters in the three marinas. There were a few indignant boaters citing the usual Nazi SS comparisons. (And make no mistake, we would be pretty ticked off, too, if armed men boarded our boat at 11 p.m. at night.) But overall, from all that we heard from harbor representatives of all three Monterey Bay harbors, most boaters took it in stride and a few were even pleased to see that the Coasties were 'on the job'.

To find out exactly what was going on, we went straight to the source, Lt. Marc Warren, Commanding Officer of Station Monterey. Here's what he had to say:

What was the purpose of the mass boardings?

During Labor Day weekend, Coast Guard Station Monterey conducted a joint operation with other agencies in the Monterey Bay area. The boardings conducted were only a portion of the overall operation that was intended to ensure safety and security as well as deter criminal activity on a holiday weekend when such activity tends to be more common.

Did representatives of those agencies participate in the boarding exercises?

Several federal, state and local agencies were involved in the planning and participated in the operation, however, the boardings were conducted by Coast Guard personnel. A key aspect of the operation was to test the command structure with other agencies in a what-if scenario for a catastrophic event.

In one article about the boardings, someone mentioned the Patriot act. Did the boardings have anything to do with that?

No. The Patriot Act, as I understand it, does not provide for any additional authority or jurisdiction to the Coast Guard.

Is it true that you targeted liveaboard vessels?

All vessels boarded were chosen at random and no particular vessel was targeted.

Is it true that you boarded docked vessels? If so, how many?

Yes, of the more than 2,000 vessels moored in the Monterey Bay area, 20 docked vessels were boarded. Specific threats can be present on board moored vessels as well as vessels that are underway. We also boarded 28 of the estimated 200 vessels underway.

Did the Coast Guard really board boats in Moss Landing at 11 p.m. on Friday night?

The harbor security phase of the operation in Moss Landing was scheduled to occur Friday between 9 p.m. and 11 p.m. Officers were instructed not to wake boat owners to conduct boardings, however, at

continued on outside column of next sightings page



AP/WIDE WORLD PHOTOS

SIGHTINGS

invasion — cont'd

least one person has informed me that they were awakened. I personally apologized to the individual for waking him during the operation as that was not our intent. He did tell me that my officers may have thought that he was awake since his lights were on and he had been moving about before they knocked on his gunwale. I would be more than happy to speak with any other individuals who were inconvenienced during this operation and would appreciate their feedback.

Moss Landing has had a reputation as a port used for drug smuggling, as well as a place where methamphetamine is produced. Did the boardings have anything to do with that?

Moss Landing has a history of that type of activity. We do investigate that type of thing. In the bigger picture, we want to make our presence known on a non-regular basis as a deterrent to crime and planned criminal activity.

Can we expect more operations like this in the future?

This was a single operation. It's not a plan for ongoing activity.



nightmare in the south pacific

For almost two years, John Silverwood and his family lived the cruising dream. Starting in New York in September of 2003, the San Diego-based family of six — John, 53, wife Jean, 47 and kids Camille, Jack, Amelia and Ben (aged 3 to 13 when they started) — sailed their Lagoon 55 catamaran *Emerald Jane* down the Eastern seaboard, through the Caribbean, the Panama Canal, Ecuador, the Galapagos and on down to the fabled islands of the South Pacific.

On June 25, the dream turned into a nightmare when *Emerald Jane* slammed into a reef off tiny Manuae Atoll, about 190 miles west of Raiatea. The reef and 8-foot following seas started to destroy the boat immediately. Within 5 minutes, both hulls were flooded. Within 15 minutes, the interior was flooded and the boat began to break up. Jean had time for one *mayday* call on the SSB before the electronics went dead. The handheld VHF could not be found in the dark and the Iridium phone got dropped and would not work.

The elder Silverwood activated the EPIRB and set about saving his

family. He inflated the boat's Switlik liferaft on the bow net. About 40 minutes after the grounding, on a foray forward to lash the liferaft to the net, the boat's 79-ft mast fell. It landed on John, severing his left leg between the knee and ankle and pinning him to the foredeck.

Though in extreme pain — worsened by wave action moving the mast around — Silverwood assured his family that he was okay, though in his mind he doubted it. He was able to tie a makeshift tourniquet around his leg to slow the bleeding, but no amount of effort could dislodge him from under the mast. Every 10th wave or so, work to free him had to stop while everyone held their breath as another wave crashed through and over the boat.

Shivering, shocky and in agony, and feeling he might pass out at any time, Silverwood told his oldest son Ben, then 16, "You're in charge." Ben got the family situated in the relative safety of the 'high' starboard side, then he and Jean tried again to free John. After one or two hours — no one remembers the exact time — with sheer muscle power and the help of a particularly big wave which helped shift the mast, they were finally successful. The first thing Ben, an advanced-level Boy Scout, did was tie a proper tourniquet around his father's leg.

The family was eventually rescued by the French Navy. At this writing, they are back home in San Diego. They feel stronger than ever as a family, but it will be a long time before things are 'normal' again.

John Silverwood's account of what happened that night is one of the most emotionally-charged interviews we've ever conducted at *Latitude*. And, we think, one of the most important. The story of what happened to *Emerald Jane* should be required reading for anyone planning to sail offshore: as a warning, a wake-up call, and an inspiration. We will tell it as it should be told — in its entirety — in our November issue.



Spread, 'Emerald Jane' at anchor in an emerald South Seas isle. Aboard (l to r) are Amelia, Jack, Camille and Ben. Above, John and Jean Silverwood.



SIGHTINGS

heavy metal thunder

There is a proposal currently before the California State Water Resources Control Board that, if adopted, would gradually phase out the use of copper in anti-fouling bottom paint. The decision would immediately impact boaters in San Diego's Shelter Island Basin — where the anti-copper movement has been gathering steam for several years — but would eventually be adopted statewide. Marine market analyses predict similar severe restriction of copper in antifouling paint across the country in the next five years.

In mid-September, the lobbying group Recreational Boaters of California (RBOC) issued an urgent alert for boaters to fax a form opposing the SWRCB proposal to Governor Schwarznegger. In the alert, they noted that, without copper-based bottom paint, "the cost to maintain your boat's bottom is estimated to increase by 75%." The form letter that accompanied the alert went on to request that the decision to phase out copper be delayed until adequate studies had been done to determine: a) the extent to which passive leaching from boat hulls contributes to the presence of copper in the San Diego basin; b) the extent to which other sources contribute copper; and c) whether there is an effective, affordable and available alternative to copper-based anti-fouling paints.

In the other environmentalist's corner, Leigh Taylor Johnson, an advisor with UC San Diego's Sea Grant Extension Program, notes that "Some of the animals that

continued on outside column of next sightings page

learning

The migration begins soon. In the next few months, hundreds of cruising boats will haul up anchors, cast off docklines, and head south. Many will be loaded to the gunwhales with every nautical bell and whistle known to man. Bookshelves will be filled with cruising guides, GPSs will record every millimeter of progress, and iceboxes will overflow with culinary



the lingo

delights as the cruising class of 2005-2006 heads to Mexico.

And we'll bet almost none of them bothered to learn Spanish.

It's understandable. Plenty of travelers enjoy Mexico without *habla-ing* a word of Spanish. Most Mexicans whose livelihood depends on *touristas* knows at least a little English, and many are quite fluent. Add to that the generally warm, welcoming nature of *los Mexicanos*, and most visitors will get along just fine with a smile and a good attitude.

But knowing the language of the country you are visiting adds so much more to the experience. While it's a little late to start before the Baja Ha-Ha, there are plenty of opportunities to learn Spanish after you arrive, or improve upon whatever skills you already have. You never know how and when it might come in handy.

This writer was inspired to learn Spanish by a parrot. Not the Polly-wanna-cracker type of parrot, but a beautiful

continued middle of next sightings page

heavy metal — cont'd

have lived in (San Diego) bay for centuries are becoming mutated and are dying because of the copper. If nothing is done in the future, copper will continue to build up. Then we will see major problems in the food chain."

In this case, both parties are right: yes, it's bad to have a lot of copper in the water — and yes, the alternatives will likely cost boaters more money.

No one's disputing that copper is toxic to marine life. That's the whole point of putting it in bottom paint in the first place. Toxic 'biocides' have been the active agent in bottom paints for decades. Before someone got the idea of mixing it with paint, shipwrights would nail copper plates on the bottoms of ships for the same reason — barnacles and other speed-robbing critters would avoid them. Remember tributyltin? TBT was even better than copper for keeping boat bottoms clean. But when it leached out of the paint and into the sediment, it didn't go away. And it kept on killing stuff. That's why it was banned in bottom paint in the the U.S. in the early '90s (and some European countries as far back as the '70s). Environmentalists want copper gone for the same reason.

We think it's safe to say most boaters — especially sailors — are all for cleaner, healthier waters. The problem they and RBOC have with eliminating copper (or, let's face it, any other biocide that

continued on outside column of next sightings page



'Kialoa III' sails into Two Harbors, Catalina. Between chartering and sail-training, the boat has a full schedule. Above, one of the most recognizable stern graphics in the world. Above left, the crew



SIGHTINGS

heavy metal — cont'd

comes down the pipeline) is that the alternatives don't look that great, at least at this point in the technology.

The current 'next generation' of bottom paints depend much less on chemistry than mechanics. In this case, slipperiness. Rather than discourage growth, the non-toxic paints simply make early-stage growth easier to remove. The two main types of nontoxic anti-fouling paints out now are hard, epoxy-based concoctions, or softer silicone-based blends. (There are also 'combo' paints which feature both slipperiness and a lower concentration of biocide.) Here are some more pros and cons for non-toxic bottom paint:

Pros — One coating lasts up to 10 years (current biocide paints must be renewed every two to three years, depending on location); reduced environmental costs for boatyards and harbor authorities could be passed on to boaters.

Cons — Current nontoxic bottom paint strategies require regular and more frequent cleaning than their copper-based cousins — a diving service would have to wipe down your bottom about every three weeks. Nontoxics cost more, and cost more to apply — at least the first time since all traces of old bottom paint have to be removed.

Whether copper gets a reprieve this time around or not, the writing is on the wall for biocide-based bottom paint. It's on the way out. Let's just hope whatever takes its place eventually works as well and isn't too painful in the wallet.

The California Sea Grant Extension Program has an excellent brochure on *Nontoxic Antifouling Strategies*. It's available online at www-csgc.ucsd.edu/PUBLICATIONS/announce049.html.

boys' night out

Michael Law has been moving up in Oakland YC's Sweet Sixteen series over the last few years. When he started racing his Ranger 23 *Pearl* in 2002, he was always last. The second year, almost never last. In 2004, he took second in fleet in this popular summer Wednesday-evening series. This year, three straight bullets in August elevated *Pearl* to first place for a while, but a fourth in the last race landed her another second in the eight-boat, non-spinny fleet. Next year for sure.

While Law's rise in proficiency is pretty typical of a sailboat racer who pays attention, what's most remarkable is how good his crew has become in three short years. These days, sons David and Tyler raise sails, grind and tail jibs and drive the boat to and from the race course — quite an improvement from the 'old days' when they did little more than play and were sometimes asleep by the first windward mark. Then again, you have to expect such increased proficiency from seasoned veterans aged 8 and 6, respectively.

"When we first started, David was 5 and Tyler was 3," says Michael, who describes sailing the boat back then "singlehanded minus" — not only did he have to solo sail, he also had to keep a constant eye on the two rambunctious boys.

"Now they've really come together as a team," says Dad. David is an effective grinder and Tyler an expert tailer. The boys raise the sails them-

continued on outside column of next sightings page

lingo

hand-painted parrot adorning the seat of a Mexican boy's bicycle in Cozumel. When the owner, who was about 11, returned to his bike, we asked where we could purchase a similar seat cover. But of course, the boy didn't understand a word. After making the usual stupid tourist mistake of repeating our questions at higher volume, we finally realized that Mick Jagger was right: you can't always get what you want. It was right then and there that I vowed that the next time I visited Mexico, it would be with a good dose of Spanish under my belt.

A decade and countless Spanish language classes later, I returned to Cozumel. The experience was so vastly different that I felt like Dorothy landing in Oz after being in colorless Kansas all her life. The Mexican people were no longer 'behind the scenes' of this tropical paradise, they were now front and center. I received such



— cont'd

a positive response from my ability to converse with everyone that I felt like this was truly my first real visit to Mexico.

Ten years before, all I recall hearing was "Lady, you want to buy something? This a very good price." This time around, by responding in Spanish, I was received much differently. "Oh, you speak Spanish!" they would say, smiles broadening. "Where did you study? Where are you from? Why are you here?" I was treated to stories of what it was like to live and work in the area, tips on the best places to eat, the 'inside scoop' on good dive spots — I even got a few free drinks in appreciation of my willingness to speak Spanish in the restaurants. I was no longer treated like a walking U.S. dollar, ripe for the picking, but like a fellow human being with a mutual appreciation for beautiful Mexico.

There are many options for learning

continued middle of next sightings page

boys' night out — cont'd

selves and David drives the boat out to the Estuary race course from her berth at Alameda Marina's 'Santana row'. Tyler steers on the way home. Papa Law is happy to see that David is really getting enthused about racing — and winning. Tyler, however, still gets easily distracted. "When he starts not paying attention, we send him up on the foredeck to skirt the genoa," says Dad.

In an age-old tradition, the skipper of *Pearl* buys rounds at the club after the race — rounds of Shirley Temples, in this case. But the biggest incentive to do well these days is that each time *Pearl* wins, the crew gets a fish and chips dinner at Quinns. The boys have also earned about a dozen ballcaps for participation in the series. (On that count, Michael gives a particular nod of appreciation to Ted and Diane Keech who run the race committee. "Their encouragement, attention to the boys and enthusiasm for young members of the fleet is spectacular," he says.)

Where does Mom, Mary, figure into the sailing picture? Aside from being proud of all her men, big and small, "She's the founder, and only member, of the WCSC — the Wine and Cheese Sailing Club — whose rules are no beating, no fog and no heeling," says Michael. "Which pretty much means she goes out twice a year, in May and October." Okay, not really. Mary loves to entertain on the boat and can blast across the Slot with the best of them.

Earning Shirleys — Michael Law (right) and the mighty 'Pearl' crew, Tyler (on bow) and David.



SIGHTINGS

steven swenson — good man gone

On September 11, Steven Swenson of the Seattle-based Hallberg-Rassy 46 *Trinity* died in a tragic diving accident off Northern Costa Rica. Steven and his family — wife Roma and sons Leif, 9, and Gage, 7 — were popular participants in last year's Baja Ha-Ha Rally, earning the event's most prestigious 'Spirit of the Ha-Ha' award for sailing the entire course, no matter how strong or light the winds, and for demonstrating excellent seamanship as a cruising family.

Swenson, a former computer guru, learned to sail on San Francisco Bay 12 years ago and said he'd been waiting for 10 years to do the Ha-Ha. The family's plan was to continue on to the South Pacific.

While in Costa Rica last summer, the very athletic Steven, 37, developed a passion for diving. He did much of his diving off Playa Panama near Playas del Coco in the Gulf of Papagayo. When Roma

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lingo — cont'd

Spanish. Many of the best ones are in Mexico. There are literally hundreds of Spanish courses offered all over the country. During my visit to Playa, I attended a language school in the mornings, and had plenty of time for beachfront *siestas* later in the day. Even grammar courses can be fun when they're held under open-air

continued

Room at the mark! No doubt feeling a bit like the Seventh Cavalry at the Little Big Horn, the 35-ft 'Current Obsession' gets passed by the 90-ft 'Genuine Risk' at the weather mark during last month's Big Boat Series.





LESUE RICHTER

SIGHTINGS

swenson — cont'd

and the kids returned to the States for five weeks, Steven dove almost every day. And when they returned to the boat, he continued to dive frequently.

What happened to Steven comes to us via Eric and Melissa Lockard of the Seattle-based Hallberg-Rassy 53 *Sula* — who with their kids had been almost constant buddy-boaters with the Swenson family since meeting during the Ha-Ha. On the afternoon of Sunday, September 11, Steven and another cruiser were diving at a place called King Kong Rock, while a third man waited in the dinghy. The visibility in the water was poor, and Steven and the other diver got separated underwater. When a boat passed overhead, Steven's dive partner said he stayed down longer than usual to avoid the possibility of getting hit by the boat. When he surfaced, the man in the dinghy told him he'd seen Steven surface, then immediately submerge again. This would be consistent with what's known as 'shallow water blackout.'



Steven Swenson and family receive the Spirit of the Ha-Ha Award at last year's Baja Ha-Ha Cruisers' Rally.

Although nobody knows for sure, the speculation is that Steven might also have stayed down longer than usual to let the boat go by, shot to the surface, blacked out, sank and drowned. The search for Steven went on until dark, but it wasn't until the following day that his body was recovered from 65 feet down. There was no sign he'd been hit by a boat.

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Steven was anything but reckless. Friends recalled one time when a harbor pilot in El Salvador assured him that it was safe to cross a bar and sail into the lagoon. Although other boats went in, Steven decided it was too great a risk, and continued on down the coast. In addition, he was known for holding man overboard drills nearly once a week.

"Steve was a close, dear friend," say the Lockards. "He had an adventurous spirit and great passion for life and all this world has to offer. We will miss him terribly. Our hearts and thoughts go out to Steve's family, and particularly to his wife Roma and their two boys."

It was our understanding that Eric Lockard was going to take charge of shipping the Swenson's boat back to the States.

A fund has been set up for Steven's sons. If you wish to contribute, send checks to Swenson Children's Fund, 4580 Klahanie Drive SE, Suite 154, Issaquah, WA 98029. Lauren Spindler, the president of the Baja Ha-Ha, has announced the Ha-Ha has contributed \$2,000 to the fund in the names of all those who sailed with the Swenson's in last year's event. (Photos of Steve and information on sending personal condolences can be found at the Lockard's website, www.sulaadventures.com.)

SIGHTINGS

last call for ha-ha 12

Just think, in a little over a month it will be cold and gray in California, but down in Cabo San Lucas, some 500 sailors will be sitting on the tropical beach, sipping *cervezas* with several hundred of their new best sailing friends. They'll be laughing over the good times they had sailing down the coast of Baja and stopping at Turtle Bay and Bahia Santa Maria. At least we hope that's what happens, and we hope that you were part of it all.

The deadline and extended deadline for the Ha-Ha have passed, and according to Ha-Ha Honcho Lauren Spindler, there are 142 paid entries. "Given the normal attrition, I would expect the actual number of starters this year will be about 125, which would make it the second largest Ha-Ha ever. I want to encourage everyone to have a great time, but remember that safety is first, because you can't Ha-Ha if you're hurt or worse."

For those who haven't got a berth, or for skippers still looking for crew, we have two suggestions. First, check out this month's Mexico Only Crew List. Second, don't miss the Mexico Only Crew List and Ha-Ha Kick-Off Party at the Encinal YC in Alameda on October 5 from 6

continued on outside column of next sightings page

lingo

palapas in a beautiful tropical garden. In the afternoons, wandering through the streets and along the beaches, my head spinning with subjunctives and past participles, I was able to make sense of my lessons in immediate real-life applications.

A quick search on the internet will bring up endless lists of Mexican Spanish language schools. The format can vary quite a bit. Some are serious, all-day programs, while others offer a couple hours of instruction per day along with spa packages to help you relax after a heavy brain-cell workout. You can usually attend for as little as a week, or stretch your study time out to multiple weeks or even months — whatever suits your



— cont'd

schedule.

If you don't have time to attend a school, try an online course. The Multilingual Center (www.multilingualcenter.com) offers Spanish instruction on the Net — or on the phone! Visual Link Spanish (www.learnspanishtoday.com) offers online lessons as well as a complete set of instructional CDs, which you can take along on the Ha-Ha to 'learn as you go.'

Whatever method you choose, it will enhance your travel experiences in Mexico. And I can guarantee you that the Mexican people will encourage and appreciate your willingness to speak in their language. Who knows, you may even get a free beer out of it!

— kay fealock

LAST HA-HA ENTRIES

<i>Flying Free</i>	Amel 53	Steve & Lisa Anderson	Westminister
<i>Cassiopea</i>	Swan 65	R. Waxlax & A. Blunden	San Diego
<i>Panta Rei</i>	Gecco 39	Ken Henderson	Bellingham
<i>Ryden</i>	Valiant 32	George Ogihara	Gold River, CA
<i>Soulmates</i>	Beneteau 473	Dan & Karen Walker	Brown's Pt, WA
<i>Kira</i>	Passport 470	Herb Potter	Lake Tahoe
<i>Sisiutl</i>	Gulfstar 44	Bob Bechler	Portland
<i>Ciao Bella</i>	Cavalier 39	Jim Florence	Ventura
<i>Southern Lady</i>	N/A	David Thomas	Irvine
<i>Patricia Belle</i>	Custom 65 sch	Patrick & Jeann Hughes	Seattle
<i>Palapa</i>	Catalina 30	Roger & Tobe Hayward	Long Beach
<i>La Lynn</i>	Aries 32	Kenneth Wood	San Francisco
<i>Tenacious</i>	La Fitte 44	D. Dodds & M. Sullivan	Alameda
<i>Interlude</i>	Morgan 382	Don & Peggy Cox	Marina del Rey
<i>Increscent Moon</i>	Tayana 42	Barbara & Cori Frum	Alameda
<i>Sea Ya</i>	Seawind 1000	Joe Weathers	San Diego
<i>Timsel</i>	Pearson 300	Roland & Debbie Smith	Richmond
<i>Nellie Juan</i>	Sabre 42	Ken Pendleton	Seward, AK
<i>Meralee</i>	Atkins 32	E. Eric Lee	St. David, AZ
<i>Centurion</i>	Mariner 31	Charles Phillips	Chula Vista
<i>Checkmate</i>	Freya 39	Bernie Kreten	Sausalito
<i>Brujo</i>	Greenpeace 33	P.I. McRee & D. Baron	Juneau, AK
<i>Perfect Excuse</i>	Hunter 410	The Reemeyer Family	Vancouver, BC
<i>Sand Dollar</i>	Crealock 34	Don Pratten	Seattle
<i>Aquarius</i>	Olympic 47	Mark & Heidi Ribkoff	Hood River, OR
<i>Britannia</i>	CS 36	Larry & Marjorie Zedaker	Emeryville
<i>New Paige</i>	Nordhavn 40	Roger & Joan Allard	Sidney, BC
<i>King's Quest</i>	Tayana 48	Lynn & Stella King	San Francisco
<i>Second Wind</i>	C&C 48	W. Heumann & J. Menz	Juneau, AK
<i>Sandpiper</i>	CT 42	Roger & Margaret Brindle	Sausalito
<i>Dream On</i>	Fast Passage 39	Bruce & Laurie Garretson	Seattle
<i>Wind Rush</i>	Downeast 41	Steve Armanino	Newport Beach
<i>Ramble on Rose</i>	Caliber 40	M. McNamer & C. Hart	San Francisco
<i>Crosswave</i>	J/120	Wayne Zittel	San Francisco
<i>Lady Joanne</i>	Morgan O/I 41	Vince Fornias	Key West, FL
<i>Elizabeth</i>	N/A	Ernesto Zavala	San Diego
<i>Dreamweaver</i>	Savega 41 twlr	Ken & Dottie Saville	Big Bear Lake
<i>Impulse</i>	Dragonfly 1200 tri	George Cathey	San Francisco
<i>Destarté</i>	BCC 28	Jerry & Dan Murphy	San Diego
<i>Living Water</i>	Island Packet 38	Terry & Regina Heil	San Francisco
<i>Calpurnia</i>	Beneteau 461	Mark Lee & Amy Read	Houston, TX
<i>Hoofbeats</i>	Beneteau 41	Tony & Sharon Matthews	Dana Point
<i>Talofa</i>	Custom 97-ft Sch	Cactus & Betsy Bryan	La Paz, MX
<i>Morning Light</i>	Explorer 45	Scott & Keyyi Thomas	San Diego
<i>Sooner Magic</i>	Beneteau 477	Garland Bell	Oklahoma City
<i>Both-and World</i>	Catalina 42	Kevin Collins	San Diego
<i>Gitane</i>	Catalina 36	L. Orion & I. Waher	Berkeley
<i>God Speed</i>	Pearson 44	L. Wahlquist & B. Smith	San Pedro
<i>Nasiya</i>	Allaire 34	David & Jason Cowley	San Diego
<i>Carpe Vita</i>	Advantage 44	Mike & Mary McCluskey	Eugene, OR
<i>NanSeaMay</i>	Beneteau 510	Bill & Nancy Hardesty	Benicia
<i>Bold Endeavour</i>	Endeavour 42	Johannes Figel	Ventura
<i>Moontide</i>	Lagoon 470	Bill Lilly & Linda Laffey	Long Beach
<i>Raireva</i>	Dreadnought 32	M. Nowicki & H. Chien	San Pedro
<i>Capricorn</i>	Formosa 46	Michael & Hans Geilhufe	Palo Alto
<i>Rhapsody</i>	Marquesas 53	Sam & Karen Edwards	Santa Barbara
<i>Bad Kitty</i>	Nauticat 40	Larry & Mary Clark	San Diego
<i>Rocket</i>	SC 50	The Fuller Family	Newport Beach
<i>Ocean Eyes</i>	Buchanan 55	Greg & Betsy Hiatt	Sun Valley, ID
<i>Profligate</i>	Surfin' 63 cat	Rally Committee	Tiburon
<i>Far Country</i>	Valiant 40	Gordon & Vlasta Hanson	Sausalito
<i>Mistress</i>	Swan 53	Tom & Monique Lafleur	San Diego
<i>Millennium Falcon</i>	Custom 60-ft Sch	M.I. Ganahl & L. Hardy	San Francisco
<i>Summer Wine</i>	Catalina 42	Walt Gonzales	Dana Point
<i>Marilee</i>	Beneteau 47	Mike Collins	San Diego

to 9 p.m. At the latter, you'll obviously get to meet folks face-to-face, which helps with making decisions. If you're serious about finding a boat or crew, we suggest you put together a little sheet with your photo and pertinent information, make copies, and pass them out.

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SIGHTINGS

ha-ha — cont'd

This year's fleet is shaping up to be a real beauty, with lots of variety. Sizes range from *Destarte*, a 28-ft Bristol Channel Cutter, to *Talofa*, an historic 97-ft schooner. There are 10 multihulls, and even 3 motoryachts have been entered. The average size of the fleet this year is 42 feet. The most recent entries are listed on the next page.

in the harbor, the quiet harbor the lions bark tonight . . .

No good deed goes unpunished. That's part of the lesson Newport Beach residents are learning these days as an armada of sea lions continues to invade their picturesque harbor. The initial novelty has long worn off as the animals, some of which can weigh as much as 800 pounds, bark all night and jump aboard recreational boats and docks

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new olympic class

The weekend of September 24-25 marked the worldwide debut regatta for the RS:X, a new Olympic one-design windsurfing class. The RS:X Windsurfing Pacific Coast Championship is being hosted and run by the St. Francis YC, an organization that has supported this atypical form of 'stand-up' sailing since the sport's earliest days.

Some 45 top competitors from all over the world took part in the event (which occurred after our deadline; see www.stfyc.com or www.neilpryde-rsx.com for results). For most, it will be their first time racing this brand new design. Among the better known 'boardheads' is Gal Fridman. Fridman not only won the

MICHAEL SCALISE



MICHAEL SCALISE



debuts on bay

Gold Medal in Windsurfing at the 2004 Games in Athens, his was the first ever gold medal in any sport won by the State of Israel.

The RS:X was designed and is being produced by Neil Pryde. It was chosen as the next Olympic class after a series of evaluations by top windsurfers who compared several types of design approaches from a variety of manufacturers. The RS:X is described as a hybrid of two popular types of racing boards: the traditional 'longboard' with a retractable centerboard, and the smaller, wider 'formula' style which uses a single fin.

Windsurfing was first raced as an Olympic class at the 1984 Games in Los



Left above, tailgate party on a Newport-based catamaran. Left below, the boat sunk by lions. Above, is nothing sacred? — one of a group of sea lions that defiled 'Profligate'.

DEVON MULLINS

sea lions — cont'd

— there to puke and poop and generally make street gangs seem like a good thing. Last month, so many sea lions crowded aboard a 32-ft sailboat that it sank. If city fathers hadn't done something quickly, Newport could have become a veritable Monterey!

So the Newport Harbor Commission did do something: it voted to suspend the mooring permit for the bass barge, and to consider ordinances that would prevent discarding items like fish remains into the harbor. The bass barge is moored off the Pavilion. It's used by the Pacific Fisheries Enhancement Foundation to raise juvenile white sea bass which will later be released into the wild. Until the sea lions broke in last month and enjoyed a sea bass smorgasbord. The barge has since been repaired and 'seal-proofed', but the city wants it gone, anyway.

No one's quite sure if the bass barge is the reason sea lions have come to this normally lion-less harbor. In fact, no one really has any idea why they're coming, and staying, in such numbers. And here's where those good deeds come in. One reason may be that all California harbors have become so clean over the past 20 years that fish are returning — and with them, the seals and sea lions. Environmentalists suggest another reason may be that there are just lots more sea lions out there — their populations have been growing by leaps and bounds since Congress passed the Marine Mammal Protection Act in 1972, which made it illegal to kill, injure or — ahem — harass seals and sea lions.

Now 'the boys are back in town' and the harassment has just begun — on both sides. A bill has been drafted in Congress (the U.S. Congress) to allow cities to use nonlethal methods to repel sea lion incursions.

The experts on sea lion 'pest control' have to be the battle-hardened veterans of Monterey Harbor, where the sea lions have been around so long that some residents can't sleep if they *don't* hear them barking. In a particularly large invasion a few years ago, 1,500 sea lions swarmed the waterfront, sinking or damaging 40 boats and raising a holy stink — both figurative and literal. The city responded with 24-hour armed patrols. Their weapon of choice: giant squirt guns. Making this whole tale all the weirder, one marine biologist says the squirt guns worked so well because, "These animals hate to get wet."

The difference in Newport is, the sea lions are not gathering in a single area as in Monterey, but are spread out on boats and docks all over the harbor.

Short of a nationwide mukluk fad — unlikely — or releasing a few great white sharks into Newport Harbor — you want nature? We'll show you nature — Newport's only remaining option may be to adopt the approach taken by San Francisco's Pier 39. Back in the late '80s when the seals and sea lions first took up residence on boat docks around this popular Bay Area tourist attraction, all manner of firehoses, flailing arms and loud noises were tried to send the animals packing. Then the 1989 earthquake happened and people had more important things to worry about — like the loss of millions of dollars in tourist revenue. Lots of head-scratching ensued in the next few months over how to get visitors to come back to the City. Then one day, someone noticed that everybody going to Pier 39 was making a beeline to see the sea lions. Almost overnight, the big pinnipeds went from villains to 'our beloved sea lions.' Statues were erected, T-shirts were printed up and special heavy-duty docks were built just for the sea lions.

And the boats? They were all moved to new quarters to give the sea lions more room.

new marina underway in redwood city

Back before the *first* George Bush became president, Redwood City businessman Mark Sanders got the idea of turning an unused salt drying pond into a state-of-the-art new marina. It was a bold concept for any entrepreneur, but particularly brave in San Francisco — land of

continued on outside column of next sightings page

SIGHTINGS

new marina — cont'd

more agencies, regulations and environmental concerns than anywhere else in the solar system. Yet, over the years, Sanders doggedly stuck with the project, jumping through every hoop put in his path by city, county and federal agencies. Yes, he would protect endangered species on nearby Greco Island. Yes, he would do a geotechnical analysis. Yes, he would do a detailed survey of the channel from Redwood Creek to the marina entrance. Yes, yes, yes. . . .

This all started back in 1988, when Sanders was 45. He's now 62 and the light at the end of the tunnel reveals . . . well, right now it reveals one of the biggest holes in the ground you've ever seen as excavators continue to scoop mud out of the old Leslie salt drying pond. Westpoint Marina, destined to be the jewel of the South Bay, is finally underway and slip reservations are being taken.

The 50-acre site will feature a full-service marina, with a fuel dock, pumpout station, and slips for more than 400 boats, including about 100 covered slips. Ashore there will be space for several hundred more

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one hell of a

Al Woods and Bennie Paxton had one hell of a Friday night last month. On September 16, while trolling five or six miles offshore near the ship channel, their 32-ft fishing boat *Liberty* was swamped by a series of big waves. Paxton, the captain, managed to radio a quick *mayday* (received by the Coast Guard at 4:15 p.m.) and deploy a 'flotation platform'. The next thing they knew, *Liberty* was going down and the two were in 57-degree water.

Woods, 45, and Paxton, 57, spent the waning daylight hours trying unsuccessfully to attract the attention of other boats, and figuring out a way to act as human 'sails' to use westerlies to get them to shore. Waves repeatedly knocked them



Beer can racing, Newport style — Scenes from a Wednesday-night race (or was it Thursday?) in Newport Harbor, one of the mellowest, most pleasant places to sail in the world.



friday night

off the raft, but they crawled back up and persevered, despite the onset of fog and darkness.

About 10:30, they were in the surfline off Ocean Beach. At that point, the two lifejacketed fishermen abandoned the raft and swam for shore. Both made it, although Paxton was too weak and hypothermic to get past the beach. Woods, covered in sand and wobbly on “spaghetti legs”, managed to flag down a motorist on the Great Highway who let him use his cellphone. When Woods reached 911 emergency dispatch, they said, “We’ve been looking for you.” Woods repounded, “We’ve been looking for you, too.” Both men are expected to make full recover-

new marina — cont’d

boats in dry storage, as well as a full-service boatyard, a yacht club, several restaurants and a bunch of other marine-related businesses such as a canvasmaker, engine shop and sail loft. There will be public access throughout, a nature path — and even a small museum dedicated to preserving the legacy of the local salt industry. (Which is still going, by the way. Currently run by the Cargill company, about a million tons of salt per year still come from solar evaporation of seawater along the Bay in shallow drying ponds.) All this and the new marina will also *add* 13 acres of water to greater San Francisco Bay.

The final and most critical permits of all, from the Bay Conservation and Development Commission (BCDC) and US Army Corps of Engineers, were received in the fall of 2003. The first excavating equipment rolled onto the site that November and work has been progressing more or less regularly ever since (with the exception of rainy winter months). Presently, leeching and drying of 40 feet of salt-soaked mud from the pond is going on. Modern technology has reduced the time this takes

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ALL PHOTOS LATITUDE/RICHARD

SIGHTINGS

new marina — cont'd

from 30 years (if left to dry naturally) to only a few months. The secret is large, absorbent 'wicks'. Some 8,000 truckloads of clean dirt from an unrelated Redwood City project were piled and compacted atop the levees. This forced groundwater up the wicks and into draining areas, where it can be pumped and processed. Pretty slick, eh? The 'cleansed' mud of the basin — some 600,000 cubic feet of it — is now being removed and dried, and will be used for landfill under the land part of the marina. That's the reason for the giant hole. The site will not be opened to let Bay water flow in until everything is cleaned and ready.

Now that there is definitely going to be a Westpoint Marina, there is — inevitably — a waiting list for berths. Per-foot fees have not been figured out, but Sanders says the plan is to be competitive with other marinas in the South Bay. (If you want to get on the list, email sandersjohna@aol.com).

Sanders, obviously, is feeling pretty good about the whole thing these days. What made him stick with it til the end? "I guess it's because I'm a businessman and used to getting things done," he said in a newspaper article a few years ago. "I didn't accept 'no' for

continued on outside column



Equal time — more SoCal racing, this time off Santa Barbara. Everybody up and down the coast is enjoying the last warm days of summer.



SIGHTINGS

new marina — cont'd

an answer. But I also think it was because of bad luck and temporary insanity.”

For more on Westpoint Marina, log onto www.westpointmarina.com.

We will be following the development of the new marina and will bring you periodic updates on its progress.

short sightings

SAN FRANCISCO — Speaking of historical connections, construction crews discovered the bones of yet another gold rush sailing ship beneath the streets of San Francisco. This one was 20 feet under the tarmac of Folsom Street near Spear — the excavation being done for a 650-unit building already under construction. As with previous ‘finds’, the construction teams get an extra-long coffee break while experts from the Maritime Museum and archeologists from William Self Associates examine the remains. (San Francisco has strict guidelines for excavation and documentation of ships, and contractors must stop work while it takes place.)

Unlike the *General Harrison*, an almost intact ship dug up in 2001, the current ship appears to have been partially scrapped long ago. Her location jibes with that of a ‘ship breakers’ yard run by Charles Haer in the 1850s. She was about 125 long and construction details indicate she was probably built in the 1820s. She has not been identified at this writing.

A bit of historical perspective — hundreds of ships converged upon the Golden Gate following the discovery of gold in 1849. At the height of gold fever, many were abandoned by both passengers and crew upon arrival, and the anchorage off San Francisco was once choked with derelicts. As landfill slowly filled in around them, doors

were cut into the sides and many became shops, offices, bars — one even served as the city jail for a while. The locations of about 40 of these ships under the streets of the City are known. One expert thinks there may be as many as 75 more of them waiting to be discovered.

NEWPORT NEWS, VIRGINIA — Cat lover’s rejoice! Turns out the legend of the ‘cat in the cannon’ aboard the Union ironclad *USS Monitor* is just that, a legend. The story was started by a former crewman who claimed that right before the ‘cheesebox on a raft’ foundered off Cape Hatteras on New Year’s Eve, 1862, he stuffed the ship’s black cat down one of the cannon barrels. Conservators restoring the turret, which was raised in 2003, now say they have “90% confidence” that neither of the silt-filled cannon barrels aboard *Monitor* contain any organic material — no cloth, no leather, no bones. . . and no cat.



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2005 ROLEX BIG BOAT SERIES

The 41st Rolex Big Boat Series, hosted by St. Francis YC on September 15-18, was another smash hit, a 101-boat blockbuster that capped off a hectic summer of sailing on San Francisco Bay. It was the fourth biggest BBS in history, not too far off the all-time high of 115 boats in 2003, and, by general consensus, one of the best. With increased support from Rolex, which upped its involvement from "presenting" to "title" sponsorship this year, everything about the 2005 Series seemed a notch better.

Also contributing to this year's success was the 'second coming' of the IRC rule, which attracted 34 boats, including behemoths *Morning Glory* and *Genuine Risk*. That was up from 23 IRC pioneers last year and, though the jury is still out, almost everyone seemed happier with this rule than its predecessors (IMS, PHRF, and Americap). "I can't tell you how much positive feedback I've gotten about this year's Series," said regatta



Above, 'Pegasus' horsemen Ken Read, Philippe Kahn, and Jeff Madrigali. Spread, 'Genuine Risk', in foreground, and 'Morning Glory'.

developer Norman Davant. "The Series is in great shape, and seems to attract about 100 boats, many of them newcomers, each year no matter what rule or one design classes we push."

Given two different race courses (Cityfront and North Course) and a full gamut of wind and current conditions over the four days, the Series provided a good and fair test of sailing talent. The IRC-A boats even raced out to a weather mark near Point Bonita in two races, the first time the BBS has ventured outside the

Golden Gate in modern times. Saturday's memorable second race, when the wind jumped to almost 30 knots against the ebb, was classic BBS action — sails shredding, wild broaches, and white knuckles all around.

Minor complaints aside — the usual perceived rating inequities, the harbor-clogging J/105 raft-up, price gouging at the bar (\$6 for a beer?!), not enough Rolex watches for all the classes, and so on — this was also one of the smoothest-running Series ever. "The StFYC, with the added clout of Rolex, did a great job of evolving what looked like an off year into an excellent all-around event," claimed longtime BBS campaigner Chris Perkins. We couldn't agree more.

Here's a brief synopsis of what happened in each of the nine classes:

IRC A — Pegasus 52

Pegasus Racing has been popping up in the winners' circle all year — Melges



— FASTER HORSES



2005 ROLEX BIG BOAT SERIES



24s (Boat of the Week at Key West), 29er Worlds, 18 Skiffs and Etchells — and now at the BBS. Philippe Kahn's Farr-designed, Goetz-built TP-52 *Pegasus 52* debuted in July's TransPac (second overall to *Rosebud*) and clobbered the small Waikiki Offshore Series afterward. Then, it was on to this regatta, which *Pegasus* won handily with 3,1,1,1,4,1,1 scores.

Kahn, a serial hi-tech entrepreneur now building his fourth business empire, lost only two races — in each case, a morning (lighter air) race to the Gavin Brady-steered R/P 72 *Beecom*. But when *Pegasus 52* could plane downwind, which was most of the time, you could throw the rating rule — not just IRC, but any of them — out the window. Kahn's all-pro BBS crew consisted of Ken Read (tactician), Jeff Madrigali (navigator), Eric Arndt (boat captain/grind/float), Bob Wylie and Andy Estcourt (trim), Paul Allen (bow), Darren Jones (main), Marcus Ashley Jones (main caddy), Peter Phelan (floater), Eric Dorman (mast), Mario Golsh and Jeff Reynolds (pit), and Casey Smith (grind).

When the hoped-for TP-52 class at the BBS failed to materialize, *Pegasus 52*, *Flash* and the 'original' TP-52, *Pendragon 4*, were lumped into IRC-A along with a mixed bag of other big misfits — the two maxi sleds (which some felt should have been a two-boat exhibition class), two big blue 'regular' sleds (*Beecom* and the DenCho 70 *Peligroso*), and two displacement boats which didn't have a prayer, the new Swan 601 *Moneypenny* and the R/P 50 *Staghound*. It was apples and oranges, bananas, cantaloupes, and so on — it's hard to imagine a more diverse group of boats hitting the line together.

Headlining the class, and putting the 'big' back in the Rolex Big Boat Series this year, were Hasso Plattner's maxZ86 *Morning Glory*, with Russell Coutts and Morgan Larson in the afterguard, and Randall Pittman's Dubois 90 *Genuine Risk*, co-driven by Robbie Haines (one of ten *Pyewacket* alum aboard), with Ben Mitchell and Mark Rudiger contributing

Dueling deities — 'Zephyra', the goddess of the west wind, trumped 'Morpheus, the god of dreams, in IRC-B.

tactics. *MG*, which obliterated the TransPac course record two months ago, won the battle of the canting keelers, getting the best of *GR* in five of the seven races — but neither were remotely a threat on corrected time. The professionally-sailed maxis were, however, great fun to watch zipping around the Bay, often at speeds in the 20s. Happily, dire pre-race predictions of train wrecks and crew maimings didn't come to pass. The worst that happened was *GR* cutting away two kites at leeward marks, both retrieved by their tender — one intact, one in pieces.

Isao Mita's Japan-based *Beecom*, which was well-sailed and also seemed to rate well under IRC, was actually leading the class by two points over *Pegasus 52* with two races left. *Pegasus* then closed the Series with a pair of bullets, while *Beecom* stumbled with 7,6 finishes, still ending up with a solid second overall. Dick Watts drove the Andrews TP-52 *Flash* to a respectable third, about where they hoped to finish considering they were slower than *Pegasus*, yet owed them time.

Peligroso and *Moneypenny* didn't help their causes with DNFs, the former when they snagged the committee boat's anchor line at a start and the latter when they had to fire up their engine to keep off the seawall after broaching just before the finish. The aging *Pendragon 4* was simply off the pace, and *Staghound*, a well-sailed boat that wins a lot of PHRF races in Southern California, might as well not have shown up.

"IRC is a typesetting rule which doesn't fairly rate boats like *Staghound*, or, for that matter, most of the existing fleet down south, many of which are non-planing boats with overlapping headsails and running backstays like us," claimed tactician Dave Ullman. "We owed four or five minutes to the TP-52s, and routinely lost to them boat-for-boat by about that much. It was ugly, and not much fun.

We won't be back, and I think the IRC rule will eliminate a lot of other boats as people begin to figure it out."

IRC B — *Zephyra*

After finishing second last year to the visiting Kerr 55 *Aera*, arguably the world's best IRC boat, Robert Youngjohn's DK-46 *Zephyra*, also a purpose-built IRC boat, was clearly the pre-race favorite in this small 7-boat class. Youngjohns, a Brit who is the CEO of Callidus Software on the Peninsula, left no stone unturned — Quantum rep Jeff Thorpe drove the starts and upwind; designer Mark Mills, formerly of the Bay Area, was brought in from Ireland to call tactics; Carlos Baddell prepared the boat "immaculately"; and a well-oiled crew did the rest.

Zephyra won the Series with a 1,2,1,1,4,1,2 record. Their finest hour — also their scariest — came in the windy sixth race, which they won despite being over early at the start and sailing the last long beat with a leech-to-luff tear about 15 feet down from the top of their brand new mainsail. "We first noticed the split at the leeward mark,



ALL PHOTOS LATITUDE 38 UNLESS NOTED OTHERWISE

— FASTER HORSES



Elvis was in the building — Jeff Thorpe, left, and 'Zephyra' owner Robert Youngjohns.

and the decision to continue the race and destroy the main was a tough one at the time," said Youngjohns. "My instinct as someone who prefers racing offshore was to drop the main and make a repair, but this would have lost us the race and possibly the regatta."

Mid-bowman Greg 'Radar' Felton instead jury-rigged a solution employing unused halyards as 'lazy jacks' to steady the middle of the leechless main. "Radar gets the MVP award," said project manager Thorpe, who got something even better after the race — Youngjohns gave him the Rolex they received for winning class honors! Rounding out the victorious crew were John Oldham (main), Ian

Right horse for the course — IRC-A winner 'Pegasus 52' flies downwind outside the Gate.

Klitza and Ernie Rodriguez (trimmers), Ian Fraser and Baddell (pit), Paul Jarrett and Richard Mansbridge (floaters), Will Matievich (mast), and David Anthes (bow).

Zephyra beat Jim and Debbie Gregory's Schumacher 50 *Morpheus* by two points, the closest finish among the nine classes. "We knew we owned a beautiful cruising boat, one that is also capable of winning downwind races," said Gregory, a retired dotcommer. "But we were pleasantly surprised to find out that the boat also fares well around the buoys under IRC — we even won a few races near the end! It was a real pleasure to sail with my wife doing pit, my brother Bob at the mast, and my 17-year-old son Chris on the bow. The rest of the crew were old friends, Etchells buddies, and last minute pickups — somehow it all came together!"

Tom Akin's SC 52 *Lightning* came in third with an all-pro afterguard led by driver Pete Heck. The Seattle-based *Marda Gras* (ex-*Winnetou*), *City Lights*, *Swiftsure II*, and *Zamazaa*n rounded out the class. "The IRC rule basically hates

Swiftsure, but that didn't stop us from having a good time," said Steve Taft, who did the driving for 84-year-old owner Sy Kleinman. "And no one had more fun than Sy! He was grinning ear-to-ear all four days, especially when the wind piped up. I just hope I'm alive at that age, let alone sailing!"

IRC C — *Scorpio*

Unbelievable! Retired software executive John Siegel scored a three-peat with his 1991 Betts-built Wylie 42 *Scorpio*, bagging his third consecutive Rolex Submariner watch in the process. *Scorpio* won with a 2,1,2,1,2,1,1 record, topping Steve Chamberlin's Schumacher 46 *Surprise* by 6 points. The BBS crowned another banner year for Siegel, following an earlier win in the Stone Cup and deuces in the Spinnaker Cup and the Aldo Alessio. Crewing on *Scorpio* were Bren Meyer (tactics), G.W. Grigg (main), Marcy Fleming (pit), John Buchanan and Nancy Blum (trimmers), Larry Peterson and Sean McBurney (grinders), wife Joy Siegel (sewer), Toby Cooper (mast) and Malcolm Brown (bow).

"We've been sailing together for about five years and it shows," said Siegel, who also campaigns the Moore 24 *Moorigami*. "Our boathandling was excellent and Bren put us where we needed to be to take advantage of the current and windshifts. We always seem to do well when the wind blows, but were especially pleased with our light air performance this time. We've been working hard to improve this weakness, and our practice and sail development seem to be paying off."

Surprise and Norman Olson's Beneteau 42 *Just in Time* offered some resistance, but were ultimately overpowered by *Scorpio*. *Surprise*, which took two bullets, was steered by Melinda Erkelens, with a fully-coed crew including tactician Liz Baylis, Sally Lindsay Honey, Sarah Deeds, Sutter Schumacher, and Stella de la Vega. Chamberlin, a generous owner who is obviously very supportive of women sailing, did the mast.

The Beneteau 40.7 *White Dove* and Farr 40 *Astra* finished fourth and fifth, no doubt lamenting their former one-design status. *Inspired Environments*, another Benny 40.7, was sixth — but was immortalized for ejecting owner Timothy Ballard overboard in a massive round-down at the finish of the windy sixth race (while avoiding another broacher, the Swan 601 *Money Penny*). The moment was videotaped and naturally played back repeatedly in the Grill Room later that night.



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"It was a satisfying regatta for us, and we look forward to sailing it again next year after the Pacific Cup and Waikiki Offshore Series," said Siegel, who also topped a 16-boat IRC class last year that included two Sydney 38s, four 1D-35s, and three Beneteau 36.7s "We've heard grumblings about our 'killer IRC rating', so we were pleased upon rescoring the regatta using PHRF time-on-time to find out that we would have won under that rule, as well."

IRC D — *Current Obsession*

Gary Mozer's Long Beach-based J/109 *Current Obsession* beat the stuffing out of this 9-boat hodge-podge class, posting six bullets and a deuce. Their 16-point margin over runner-up *Tupelo Honey*, Gerard Sheridan's blue Elan 40, was the largest of any of the nine classes. Helping Mozer, the CEO of a Los Angeles commercial mortgage firm, make it look



'Scorpio's Bren Meyer, with Joy and John Siegel. You'd be smiling, too, if you just won your third straight Rolex!

ternate helm).

Mozer has owned *Current Obsession*, his first racing boat, for 18 months, and has dominated the SoCal J/109 circuit. "This was my first Big Boat Series, but definitely not my last," enthused Mozer. "It was great to sail in the big breeze! Between Stan's boat preparation, Norman's local knowledge, and a fantastic crew, we had the whole package. We didn't make mistakes or crash, and everyone kept cool in tough situations, such as encounters with large ships when it's blowing 30 knots."

Current Obsession was optimized for 'Surprise!' Steve Chamberlin turned his *Schumacher 46* over to Min Erkelens, Liz Baylis and other women, who came in second in IRC-C.

easy were tactician Norman Davant, Whit Bachelor (main), Grant Wooten (jib), John Busch (spinnaker), Stan Gibbs (boat captain / halyards), Michael Bradley (bow), and Bob Little (mast/al-

ternate helm). IRC with smaller jibs, and her SoCal crew practiced for three days prior to the regatta. Despite getting time from everyone in their class except J.Y. Lendormy's Jeanneau 45 *Acabar*, they routinely finished first or second boat-for-boat and corrected out by several minutes. "It was your basic gun to a knife fight," admitted Davant. *Tupelo Honey*, *Acabar*, and the one tonner *Bodacious* fought it out in *Current Obsession's* wake, finishing in that order. *Knots*, a sistership J/109, finished near the bottom of the class — indicating, perhaps, that *Current Obsession* didn't win solely because of a favorable rating, but rather that they outsailed everyone.

J/120 — *Mr. Magoo*

Steve Madeira, a software company owner from Menlo Park, has campaigned *Mr. Magoo* since 1998, longer than any other Bay Area owner. This was his best year ever, with earlier wins in the J/120 North Americans (see *Racing Sheet*) and another local season championship, his fourth in five years. With *Magoo* firing on all cylinders, Madeira and longtime tactician Peter Cameron made mincemeat of the 10-boat J/120 class, putting



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Top SoCal boat — The J/109 'Current Obsession' absolutely punished IRC-D, finishing with six bullets and a deuce.

together a 3,1,3,1,1,4,1 series. They essentially wrapped the regatta a day early (they had to DNF the finale, while Dennis Jermaine and Don Payan's *Dayenu* had to win), but went out for Sunday's Bay Tour anyway, with the predictable result.

Crewing on *Magoo* were Mike Bacon, Dave Grandin, Matt Gorman, Ken Thompson, Greg Meagher, Tom Allard, Tom Glockner and Jeff Lawson. "The level of competition has grown in the last year, and we've had to find ways to keep up," said Madeira. "Our crew work

LESIE RICHTER

has improved dramatically, which makes both the skipper and tactician look good, and Peter called an absolutely brilliant series. The key moment in the Series occurred in race five: *Dayenu* had been sailing very fast, and we were just a few points up on them. Four of us came into the weather mark together, and Peter had us go two boatlengths past the starboard layline because of the strong flood. We got around unscathed, while everyone else had to tack twice to make the mark."

This was *Magoo*'s second consecutive BBS win — and, with it, Madeira's second Rolex. The much-improved *Dayenu*, which finished DFL in the '04 BBS, was a surprise second, finishing three points ahead of Barry Lewis' *Chance*.

J/105 — Donkey Jack

Scott Sellers and his partners on *Donkey Jack*, new faces in the J/105 playground, emerged at the top of this 32-boat class at the BBS. The *Donkey* started strongly with a bullet, and never trailed in the Series. "Other people kept making mistakes," claimed Sellers. "We had two slip-ups in races that our closest competitors really botched, so our lead actually increased in our worst races!"

Race four was the turning point, when the *Donkey* crew — boat partners Rolf Kaiser (main) and Eric Ryan (bow), Geoff McDonald (trim), Cam Geer (mast), and Ted Conrads (pit) — wrapped their kite on the last short leg from 'A' to the clubhouse finish. Fortunately for the *Donkey*, and painfully for race leader and perennial class champion Chris Perkins, the *Good Timin'* gang simultaneously shrimped their kite while hoisting. *Donkey* finished 9th, while *Good Timin'* went down the tubes in 19th.

Donkey finished with a 1,2,1,9,1,9,4 record, topping the 'A' fleet (*Aquavit*, *Good Timin'*, *Nantucket Sleighride*, and *Natural Blonde*) fairly comfortably. Kristen Lane's *Brick House* also had a noteworthy regatta, surviving a nasty crash with *Grace O'Malley* in race two which sent the *House* to Svendsen's for an all-night repair job. Lane received redress in that race and went on to take eighth overall, the best finish ever by a woman driver in this hardball fleet.

Sellers and his partners — all under 35 and all owners of their own companies — bought *Donkey Jack* (ex-*Luna Sea*, hull #26) last February, and upgraded



Obsessed guys — Norman Davant, Gary Mozer, and Stan Gibbs sailed a near-perfect regatta in IRC-D with 'Current Obsession'.

it throughout the summer, including a new North main and jib (they also bought used "ugly colored" Quantum and Ullman kites). The crew, all members of StFYC, have sailed together before on Seller's previous boat, the *Express 27 Swamp Donkey*, and four of them are products of the Stanford sailing team (Sellers was an All-American in '94, and McDonald has been trimming for him for 15 straight years!).

This was only Sellers' fourth regatta on the new *Donkey*, "the least sailing I've done in 15 years" (due to family and starting a private equity fund), but it all clicked perfectly at the BBS. "Our speed was equal to, if not better than, *Aquavit* and *Good Timin'*," he said. "We would have won the Series with or without a throwout, and, with three bullets, we were the only boat to win more than one race. I'd like to think our victory was due to more than just one shrimped kite."

The Perkins/Wilson syndicate on *Good Timin'*, which finished third behind Tim Russell's *Aquavit*, consoled themselves by wrapping up an unprecedented sixth season championship — an incredible achievement. "*Good Timin'* is still the best boat out there," noted Sellers. "Someone asked me before the BBS if we could beat them. I told them if we had a great regatta, and they made some mistakes, we could win — which is exactly what happened. We aren't better; we just had a better regatta. That's the beauty of sailboat racing. We may be more experienced and faster in the future, but never win another Rolex — but we'll keep trying!"

Meanwhile, the partners are trying to figure out how to split their shiny new Submariner three ways, a happy dilemma.

1D-35 — Wild Thing

To no one's surprise, Chris Busch and his mostly San Diego gang ran roughshod over the 8-boat One Design 35 fleet with his wheel-equipped *Wild Thing*. Busch, a former pro sailor and 1D-35



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DANIEL FORSTER/ROLEX

Mind if we play through? — 'Eclipse' leads a gaggle of Express 37s, while 'Morning Glory' comes bombing up from behind.

dealer turned private investor, had a tactical edge with Vince Brun whispering in his ear. He also had boatspeed to burn, especially downwind (Busch has surfed *Wild Thing* to Hawaii twice, once to Mexico, and survived the nuclear '04 Coastal Cup). His crew were no slouches, either — Brian Camet (main), Bill Bennett (spinnaker trim), Patrick Murray (jib trim), Jim 'Frenchie' MacLeod (bow), and Bay Area sailors Matt Frymier (pit/local knowledge) and young Morgan Gutenkunst (mast).

It also didn't hurt that Busch, Brun, Camet, and Bennett were all honed to a fine edge after just competing in the Etchells Worlds. "I can't say enough about sailing with Vince," commented Busch. "He did a great job of reading the current, and was constantly giving the trimmers and me input on which mode he wanted. I was lucky to have Vince aboard, as well as the rest of these guys. It pays to have great sailors as friends!"

Wild Thing mathematically won the regatta on Saturday afternoon, but cruised around Sunday's Bay Tour anyway, finishing third. A pair of well-sailed Seattle boats duked it out for the remaining rungs on the podium in a battle that could have gone either way until the last race. Stig Osterberg's *Midsummer*, with Brian Huse calling the shots, won the finale to claim second place over Michael Goldfarb's *Extreme*. Mario Yovkov finished fourth with *Zsa Zsa*, earning bragging rights as top local 1D-35, as well as top Grand Prix Sailing Academy effort.

The 1D-35s were docked as a group in the relative luxury of Golden Gate YC, but were nevertheless slighted, along

with the Sydney 38s and Express 37s, in the Rolex sweepstakes. "I don't really need a Rolex; I already have one," mentioned Busch. "But I think it's lame not to award a watch for every class. We spent a lot of money to come up here, and sailed as hard as anyone in the fleet — but it's like we're second class citizens."

The 1D-35s meet again in Seattle in the beginning of October, where 10 boats are expected to compete in the West Coast Championships. Meanwhile, another 1D-35 is expected to appear on the Bay next month, bringing the local class up to six boats — enough of a nucleus to ensure a BBS start for several more years to come. With the 1D-35 '06 Nationals on San Francisco Bay prior to the BBS, this fleet should be bigger and

win the BBS — sailed with wife Heather (sewer), J.V. Gilmour (bow), Simon Werner (mast), David 'Captain' Morgan (pit), Kent Massey (spinnaker trim), San Diego sailmaker and childhood friend Davey Chatham (jib trim), Texas sailmaker Terry Flynn (main), and Olympic medalist Jim Barton (tactics). Barton's 10-year-old son Jack rounded out the crew, adding his enthusiasm and 70 pounds to the rail. "Jack was just great," claimed Andy. "I can see his love for the sport. He stayed focused all four days,



Simply red — 'Donkey' jockeys, from left: Geoff McDonald, Eric Ryan, Rolf Kaiser, Scott and Hannah Sellers, Ted Conrads, and Cam Geer.

more competitive next year — and hopefully even Rolex-worthy.

Sydney 38 — Double Trouble

The Sydney 38 class made its debut at the BBS, with six boats — the bare minimum — showing up. Andy Costello's *Double Trouble* came out swinging, earning double bullets on Thursday and never relinquishing the lead. *Double Trouble* entered Sunday's finale five points up on Craig French and Matt Lezin's *Animal* and Peter Kreuger's *Howl*, and shadowed them around the course to take the Series. "We wanted to win, but we also wanted to have fun," said Costello, who was happy to accomplish both goals.

Costello — the sales manager at John Irish Jeep dealership in Marin and, at 32, one of the youngest skippers ever to



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hiked hard, and even helped out on the bow."

Most of Costello's crew has sailed with him for the last three years on his previous two boats, both Beneteau 36.7s. "Everyone gave 110%," said Costello, who grew up sailing International 110s and Dragons at the Manila YC in the Philippines. "Lots of practice, a well-prepared boat, and new Quantum sails helped, too — but in a fleet this close, it really all comes down to boathandling. Our crew work was flawless, which, combined with



Above, 'Magoo' owner Steve Madeira, left, and Peter Cameron did it again. Below, the J/105 'Good Timin' with the pedal down.

Jim's tactics, was the winning combination."

Runners-up *Animal* and *Howl* each took two bullets in the Series, and *Bustin' Loose* was also fast, but none were nearly as consistent as *Double Trouble*.

Express 37 — Eclipse

The Express 37 fleet made an unprecedented 15th appearance at the BBS, fielding 11 boats — up from 9 the last few years. As usual, the regatta doubled as their Nationals, with boats from Long Island Sound (the chartered *Il Falco*), Seattle (*Re-Quest*), and SoCal (*Blade Runner* and *Escapade*, also under charter) augmenting the usual suspects. Mark



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Family values — 'Double Trouble' owners Heather and Andy Costello, with 10-year-old

Dowdy, an IBM executive, returned to the fray with his "stellar" *Eclipse* crew (tactician Bill Melbostad, Craig Page, Tom Paulling, Ruth Suzuki, Jason Bright, Mike Brilliant, Sonny Lopez, Doug Fredebaugh, and Chris Morris) to win his fifth national title by a comfortable 6-point margin over newcomer *Stewball*.

"I have an incredible crew, and most of us have sailed together for many, many years," said Dowdy. "We were delighted to be able to crank up *Eclipse* again and still do well, especially after largely ignoring her this summer while campaigning 505s and Etchells. It was closer than the results indicate, with four different boats taking bullets. We were involved in three photo finishes, where we didn't know which boat beat the other until the results were posted!"

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Yacht	Owner/Tactician	Design	Yacht Club	1	2	3	4	5	6	7	Total
IRC CLASS - A											
1. <i>Pegasus 52</i>	Philippe Kahn/Ken Read	Farr TP 52	Waikiki	3	1	1	1	4	1	1	12
2. <i>Beecom</i>	Isao Mita/Gavin Brady	R/P 72	Tokyo Bay SC	1	2	2	2	1	7	6	21
3. <i>Flash</i>	Dick Watts/Will Paxton	Andrews TP 52	St. Francis	2	3	4	4	7	4	4	28
4. <i>Morning Glory</i>	Hasso Plattner/Russell Coutts	R/P max286	St. Francis	6	5	8	5	3	2	2	31
5. <i>Peligroso</i>	D. Williams & M. Campbell/K. Miller	DenCho 70	St. Francis	4	DNF	5	3	5	5	3	35
6. <i>Genuine Risk</i>	Randall Pittman/Robbie Haines	Dubois 90	San Diego	7	7	6	8	2	3	5	38
7. <i>Money Penny</i>	Jim Swartz/Dee Smith	Swan 601	St. Francis	5	4	3	6	6	DNF	7	41
8. <i>Pendragon 4</i>	John MacLaurin/Bill Herrschaft	Davidson 54	St. Francis	8	6	7	7	8	6	8	50
9. <i>Staghound</i>	Alec Oberschmidt/Dave Ullman	R/P 50	Southwestern	9	8	9	9	9	8	9	61
IRC CLASS - B											
1. <i>Zephyra</i>	Robert Youngjohns/Jeff Thorpe	DK 46	St. Francis	1	3	1	1	4	1	2	13
2. <i>Morpheus</i>	Jim & Debbie Gregory/Tim Parsons	Schumacher 50	Richmond	2	4	3	2	1	2	1	15
3. <i>Lightning</i>	Thomas Akin/Pete Heck	SC 52	San Francisco	4	2	2	4	3	3	3	21
4. <i>Marda Gras</i>	Marda Phelps	SC 52	Seattle	3	1	7	3	2	5	5	26
5. <i>City Lights</i>	Tom Sanborn/Chris Corlett	SC 52	St. Francis	6	5	4	5	5	4	4	33
6. <i>Swiftsure II</i>	Sy Kleinman/Steve Taft	Schumacher 54	St. Francis	5	6	5	6	6	6	6	40
7. <i>Zamazaan</i>	Chuck Weghorn	Farr 52	St. Francis	7	7	6	DNF	7	DNF	DNF	51
IRC CLASS - C											
1. <i>Scorpio</i>	John Siegel/Bren Meyer	Wylie 42	St. Francis	2	1	2	1	2	1	1	10
2. <i>Surprise</i>	Steve Chamberlin/Melinda Erkelens	Schumacher 46	Richmond	3	3	1	3	1	3	2	16
3. <i>Just In Time</i>	Norman Olson/Wayne Zittel	First 42.7	St. Francis	4	2	4	2	3	2	3	20
4. <i>White Dove</i>	Mike Garl	Beneteau 40.7	Sequoia	1	6	6	4	5	4	5	31
5. <i>Astra</i>	Mary Coleman/Sylvain Barrielle	Farr 40	San Francisco	5	7	3	8	6	5	6	40
6. <i>Inspired Environments</i>	Tim Ballard	Beneteau 40.7	Corinthian	7	5	8	5	4	DNF	4	43
7. <i>Phantom Mist</i>	Gary Massari	Beneteau 40.7	Encinal	6	4	5	6	7	8	7	43
8. <i>Jeannette</i>	Henry King/Paul Kamen	Frers One Tonner	Berkeley	8	8	7	7	8	7	8	53
9. <i>Infrared</i>	Ray & Bonnie Lopez	Davidson 44	Stockton SC	9	9	9	9	9	6	9	60
IRC CLASS - D											
1. <i>Current Obsession</i>	Gary Mozer/Norman Davant	J/109	Long Beach	1	2	1	1	1	1	1	8
2. <i>Tupelo Honey</i>	Gerard Sheridan	Elan 40	South Beach	4	4	3	6*	2	3	2	24
3. <i>Acabar</i>	JY Lendormy/J.B. Duler	Jeanneau 45	St. Francis	9	1	6	2	3	2	3	26
4. <i>Bodacious</i>	John Clauser	Farr One Tonner	Berkeley	2	3	4	4	5	4	4	26
5. <i>Mistral</i>	Ed Durbin	Beneteau 36.7	Richmond	3	6	2	6	7	7	5	36
6. <i>Josie</i>	Don Sellers	Dehler 39	South Beach	8	5	7	5	4	5	6	40
7. <i>Knots 2</i>	John Notman	J/109	Stockton SC	5	8	5	DNF	6	6	7	47
8. <i>Serendipity 2</i>	Thomas Bruce	Beneteau 36.7	Richmond	6	7	8	7	8	8	8	52
9. <i>El Jefe</i>	Richard Green	Beneteau 36.7	Berkeley	7	9	9	8	9	DNF	DNS	62
1D 35											
1. <i>Wild Thing</i>	Chris Busch/Vince Brun	1D-35	San Diego	2	1	1	1	2	1	3	11
2. <i>Midsummer</i>	Stig Osterberg/Brian Huse	1D-35	Port Townsend	1	2	3	4	3	6	1	20
3. <i>Extreme</i>	Michael Goldfarb/Jack Christiansen	1D-35	CYC of Seattle	5	6	2	2	1	2	4	22
4. <i>Zsa Zsa</i>	Mario Yovkov/Rossi Milev	1D-35	St. Francis	3	5	4	3	6	4	2	27
5. <i>Sweet Sensation</i>	Gary Fanger/Rodney Hagebols	1D-35	Golden Gate	4	3	7	7	4	3	5	33
6. <i>Yeofy</i>	Elie Redstone	1D-35	San Francisco	7	4	5	6	7	5	6	40
7. <i>Great Sensation</i>	Roberto Giramonit	1D-35	Golden Gate	6	7	6	5	5	7	7	43
8. <i>Jazzy</i>	Bob Turnbull	1D-35	South Beach	8	8	8	8	8	8	8	56
SYDNEY 38											
1. <i>Double Trouble</i>	Andy Costello/Jim Barton	Sydney 38	Corinthian	1	1	2	2	5	1	2	14
2. <i>Animal</i>	Craig French & Matt Lezin/Dave Hodges	Sydney 38	Santa Cruz	3	4	5	1	2	2	1	18
3. <i>Howl</i>	Peter Krueger/Roland Brun	Sydney 38	St. Francis	4	2	1	4	1	5	4	21
4. <i>Bustin Loose</i>	Jeffrey Pulford/Seadon Wijzen	Sydney 38	St. Francis	2	5	3	3	3	3	3	22
5. <i>Copernicus</i>	Michael Kennedy/Andrew Kerr	Sydney 38	Chicago	5	3	4	5	4	6	5	32
6. <i>Absolute 02</i>	Michael Stimson & Mark Langer	Sydney 38	Santa Cruz	6	6	6	6	6	4	6	40

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Invincible — Vince Brun, left, and Chris Busch topped the 1D-35 class with 'Wild Thing'.

Eclipse's win wasn't really unexpected, but the talk of the class was all about Caleb Everett's *Stewball* (ex-*Einstein*, ex-*Espresso*), which stunned everyone by finishing a solid second in their first BBS outing. After taking sailing lessons at OCSC, Everett bought his boat about a year ago, staffed it with family and friends, and, with lots of support from the other Express 37 owners, began climbing up the learning curve starting with the Corinthian Midwinters. With



Taking the fifth — Bill Melbostad, left, and Mark Dowdy 'Elipsed' the Express 37 class again.

BOAT SERIES RESULTS

Yacht	Owner/Tactician	Design	Yacht Club	1	2	3	4	5	6	7	Total
J/120											
1. <i>Mr. Magoo</i>	Steve Madeira/Peter Cameron	J/120	St. Francis	3	1	3	1	1	4	1	14
2. <i>Dayenu</i>	D. Payan & D. Jermaine/J. Rhodes	J/120	St. Francis	2	4	1	5	4	6	5	27
3. <i>Chance</i>	Barry Lewis/Doug Nugent	J/120	St. Francis	7	2	8	2	6	2	3	30
4. <i>El Ocaso</i>	Rick Wesslund/Adam Sadeg	J/120	San Francisco	9	8	6	4	2	3	2	34
5. <i>Desdemona</i>	John Wimer	J/120	San Francisco	6	5	7	3	10	1	6	38
6. <i>Oui B5</i>	John Sylvia	J/120	St. Francis	4	3	2	7	8	7	7	38
7. <i>Twist</i>	Timo Bruck/Holt Condon	J/120	SSS	10	6	5	6	3	10	4	44
8. <i>Jolly Mon</i>	Mark Bowman/Charlie Griffith	J/120	St. Francis	1	10	4	DNF	7	5	9	47
9. <i>Grace Dances</i>	Dick Swanson/Roy Haslup	J/120	Island	8	7	9	8	5	8	10	55
10. <i>Hot Tamale</i>	Joel Truher	J/120	Unknown	5	9	10	DNF	9	9	8	61
EXPRESS 37											
1. <i>Eclipse</i>	Mark Dowdy/Bill Melbostad	Express 37	San Francisco	1	5	4	1	2	2	3	18
2. <i>Stewball</i>	Caleb Everett/Don Teakell	Express 37	St. Francis	2	6	2	2	10	1	1	24
3. <i>Expeditious</i>	Bartz Schneider/Fritz Glasser	Express 37	San Francisco	8	1	1	6	6	8	2	32
4. <i>Bullet</i>	Brendan Busch	Express 37	St. Francis	6	4	5	3	3	6	5	32
5. <i>Blade Runner</i>	Mick Shlens	Express 37	Cabrillo Beach	3	2	3	7	5	7	6	33
6. <i>Elan</i>	Bill Riess/John Kernot	Express 37	Richmond	7	3	6	11	1	5	4	37
7. <i>Golden Moon</i>	Kame Richards	Express 37	Encinal	4	7	9	5	4	3	7	39
8. <i>Il Falco</i>	Matt Baldwin	Express 37	St. Francis	9	10	7	4	7	9	10	56
9. <i>Spindrift V</i>	Lynn & Larry Wright	Express 37	Richmond	10	9	10	9	8	4	11	61
10. <i>Re-Quest</i>	Gerry Henson	Express 37	Seattle	5	8	11	10	9	DNF	9	64
11. <i>Escapade</i>	Steve Brown	Express 37	Unknown	11	DNF	8	8	11	RDS	8	67.7
J/105											
1. <i>Donkey Jack</i>	Sellers/Ryan/Kaiser	J/105	St. Francis	1	2	1	9	1	9	4	27
2. <i>Aquavit</i>	Tim Russell	J/105	San Francisco	9	5	8	2	4	4	1	33
3. <i>Good Timin'</i>	Perkins/Wilson	J/105	St. Francis	2	1	5	19	6	3	2	38
4. <i>Nantucket Sleighride</i>	Peter Wagner	J/105	St. Francis	3	3	6	1	9	18	5	45
5. <i>Wind Dance</i>	Jeff Littfin/Steve Pugh	J/105	St. Francis	12	9	4	5	5	11	3	49
6. <i>Natural Blonde</i>	Cooper/Deisinger/Thom	J/105	St. Francis	13	4	14	3	2	22	6	64
7. <i>Short Skirt</i>	Peter Lufkin	J/105	Santa Barbara	5	13	7	14	3	5	20	67
8. <i>Brick House</i>	Kristen Lane	J/105	Tiburon	8	(10.5)	2	17	8	10	18	72
9. <i>Advantage 3</i>	Pat Benedict	J/105	Diablo SC	14	7	15	12	12	1	14	75
10. <i>Zuni Bear</i>	Rich Bergmann/Shawn Bennett	J/105	St. Francis	6	8	18	13	11	23	8	87
11. <i>Chile Pepper</i>	John Downing	J/105	San Diego	20	6	10	4	28	15	10	93
12. <i>Irrational Again</i>	Jaren Leet	J/105	St. Francis	15	11	16	10	23	7	12	94
13. <i>Orion</i>	Gary Kneeland	J/105	Sausalito	17	18	3	7	15	20	15	95
14. <i>Tiburon</i>	Steve Stroub	J/105	San Francisco	11	12	17	6	16	17	27	106
15. <i>Grace O'Malley</i>	Alice Leahey	J/105	California	4	DNF	9	11	18	24	7	107
16. <i>Risk</i>	Woodley/Titchener/Whitney	J/105	Seattle	7	17	25	20	7	14	17	107
17. <i>Akula</i>	Doug Bailey	J/105	Cal Sailing	19	14	13	DNF	17	2	9	108
18. <i>Larrikin</i>	Stuart Taylor	J/105	St. Francis	26	19	12	8	14	19	11	109
19. <i>Arbitrage</i>	Bruce Stone	J/105	St. Francis	10	10	19	25	10	12	28	114
20. <i>Jabberwocky</i>	Brent Vaughan	J/105	St. Francis	16	20	22	DNF	24	6	13	135
21. <i>Hazardous Waste</i>	Chuck Cihak et. al.	J/105	St. Francis	28	24	23	18	19	8	21	141
22. <i>Wonder</i>	Tom Kennelly/Paul Dines	J/105	St. Francis	23	15	21	22	25	13	23	142
23. <i>Blackhawk</i>	Scooter Simmons	J/105	San Francisco	21	16	11	15	26	28	29	146
24. <i>Cuchulainn</i>	Brian & Kevin Mullen	J/105	St. Francis	31	23	20	16	22	16	26	154
25. <i>LuLu</i>	Don Wieneke	J/105	Sausalito	18	21	24	24	21	21	32	161
26. <i>Breeze</i>	Franci Fridell	J/105	Tiburon	22	30	27	23	13	29	19	163
27. <i>Wallopig Swede</i>	Allen/Kasberg	J/105	South Beach	25	28	31	29	20	25	16	174
28. <i>Spartan</i>	Pat Doyle	J/105	Encinal	24	29	29	21	27	27	22	179
29. <i>Alchemy</i>	Walter Sanford	J/105	San Francisco	27	25	28	28	29	31	24	192
30. <i>Peregrine</i>	Eric Stang/Tim Sullivan	J/105	St. Francis	32	22	30	27	31	30	25	197
31. <i>Whisper</i>	Eden Kim	J/105	St. Francis	30	27	26	26	32	26	31	198
32. <i>Jupiter</i>	Paul Farr	J/105	South Beach	29	26	32	DNF	30	32	30	213

2005 ROLEX BIG BOAT SERIES



LESUE RICHTER

Wild horses — No BBS article would be complete without a broaching shot. The Express 37 'Blade Runner' is this year's victim. Sorry, Mick!

the addition of three new Pineapple sails and sailmaker Don Teakell aboard as tactician, *Stewball* peaked at the BBS. "They had tremendous boatspeed, gutsy tactics, and nearly won the regatta," mar-

veled Dowdy. "But old age and treachery prevailed, and we managed to eke out the win — and with it, the coveted Express 37 Timex Perpetual Trophy."

Bartz Schneider's *Expeditious*, the '05 ODCA season champion and one of this fleet's 'old guard', was third, winning on a tiebreaker with *Bullet*, which was

sailing in its last regatta under Brendan Busch's ownership (it was shipped to Seattle immediately following the Series). Despite the loss of *Bullet*, the Express 37 class continues not only to survive, but prosper. "This is a great design, a great fleet, and a great bunch of skippers and crew," claimed Dowdy. "The only thing missing is a Rolex!"

Excellent competition, great race management, fun parties, lots of wind — who could ask for more? Kudos to Rolex, St. Francis YC Commodore Doug Holm, regatta co-chairmen Tony Chargin and Bill Kreysler, regatta developer Norm Davant, race manager John Craig and his 'A Team' (Amy, Alexis, and Anika), and the scores of volunteers who toiled behind the scenes (see page 190).

Check out www.sfyyc.com for more information about the 41st Rolex Big Boat Series. Like the rest of the 1,000+ sailors in this year's Series, we're already looking forward to the next one, scheduled for September 14-17, 2006.

— **latitude / rkm**

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2005 ROLEX BIG BOAT SERIES



Family values — 'Double Trouble' owners Heather and Andy Costello, with 10-year-old Jack Barton and his dad, tactician Jim Barton.

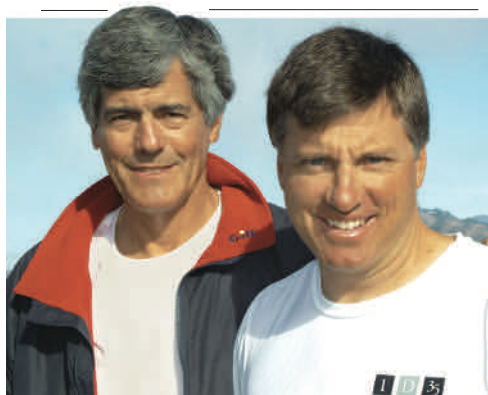
Dowdy, an IBM executive, returned to the fray with his "stellar" *Eclipse* crew (tactician Bill Melbostad, Craig Page, Tom Paulling, Ruth Suzuki, Jason Bright, Mike Brilliant, Sonny Lopez, Doug Fredebaugh, and Chris Morris) to win his fifth national title by a comfortable 6-point margin over newcomer *Stewball*.

"I have an incredible crew, and most of us have sailed together for many, many years," said Dowdy. "We were delighted to be able to crank up *Eclipse* again and still do well, especially after largely ignoring her this summer while campaigning 505s and Etchells. It was closer than the results indicate, with four different boats taking bullets. We were involved in three photo finishes, where we didn't know which boat beat the other until the results were posted!"

2005 ROLEX BIG

Yacht	Owner/Tactician	Design	Yacht Club	1	2	3	4	5	6	7	Total
IRC CLASS - A											
1. <i>Pegasus 52</i>	Philippe Kahn/Ken Read	Farr TP 52	Waikiki	3	1	1	1	4	1	1	12
2. <i>Beecom</i>	Isao Mita/Gavin Brady	R/P 72	Tokyo Bay SC	1	2	2	2	1	7	6	21
3. <i>Flash</i>	Dick Watts/Will Paxton	Andrews TP 52	St. Francis	2	3	4	4	7	4	4	28
4. <i>Morning Glory</i>	Hasso Plattner/Russell Coutts	R/P max286	St. Francis	6	5	8	5	3	2	2	31
5. <i>Peligroso</i>	D. Williams & M. Campbell/K. Miller	DenCho 70	St. Francis	4	DNF	5	3	5	5	3	35
6. <i>Genuine Risk</i>	Randall Pittman/Robbie Haines	Dubois 90	San Diego	7	7	6	8	2	3	5	38
7. <i>Money Penny</i>	Jim Swartz/Dee Smith	Swan 601	St. Francis	5	4	3	6	6	DNF	7	41
8. <i>Pendragon 4</i>	John MacLaurin/Bill Herrschaft	Davidson 54	St. Francis	8	6	7	7	8	6	8	50
9. <i>Staghound</i>	Alec Oberschmidt/Dave Ullman	R/P 50	Southwestern	9	8	9	9	9	8	9	61
IRC CLASS - B											
1. <i>Zephyra</i>	Robert Youngjohns/Jeff Thorpe	DK 46	St. Francis	1	3	1	1	4	1	2	13
2. <i>Morpheus</i>	Jim & Debbie Gregory/Tim Parsons	Schumacher 50	Richmond	2	4	3	2	1	2	1	15
3. <i>Lightning</i>	Thomas Akin/Pete Heck	SC 52	San Francisco	4	2	2	4	3	3	3	21
4. <i>Marda Gras</i>	Marda Phelps	SC 52	Seattle	3	1	7	3	2	5	5	26
5. <i>City Lights</i>	Tom Sanborn/Chris Corlett	SC 52	St. Francis	6	5	4	5	5	4	4	33
6. <i>Swiftsure II</i>	Sy Kleinman/Steve Taft	Schumacher 54	St. Francis	5	6	5	6	6	6	6	40
7. <i>Zamazaan</i>	Chuck Weghorn	Farr 52	St. Francis	7	7	6	DNF	7	DNF	DNF	51
IRC CLASS - C											
1. <i>Scorpio</i>	John Siegel/Bren Meyer	Wylie 42	St. Francis	2	1	2	1	2	1	1	10
2. <i>Surprise</i>	Steve Chamberlin/Melinda Erkelens	Schumacher 46	Richmond	3	3	1	3	1	3	2	16
3. <i>Just In Time</i>	Norman Olson/Wayne Zittel	First 42.7	St. Francis	4	2	4	2	3	2	3	20
4. <i>White Dove</i>	Mike Garl	Beneteau 40.7	Sequoia	1	6	6	4	5	4	5	31
5. <i>Astra</i>	Mary Coleman/Sylvain Barrielle	Farr 40	San Francisco	5	7	3	8	6	5	6	40
6. <i>Inspired Environments</i>	Tim Ballard	Beneteau 40.7	Corinthian	7	5	8	5	4	DNF	4	43
7. <i>Phantom Mist</i>	Gary Massari	Beneteau 40.7	Encinal	6	4	5	6	7	8	7	43
8. <i>Jeannette</i>	Henry King/Paul Kamen	Frers One Tonner	Berkeley	8	8	7	7	8	7	8	53
9. <i>Infrared</i>	Ray & Bonnie Lopez	Davidson 44	Stockton SC	9	9	9	9	9	6	9	60
IRC CLASS - D											
1. <i>Current Obsession</i>	Gary Mozer/Norman Davant	J/109	Long Beach	1	2	1	1	1	1	1	8
2. <i>Tupelo Honey</i>	Gerard Sheridan	Elan 40	South Beach	4	4	3	6*	2	3	2	24
3. <i>Acabar</i>	JY Lendormy/J.B. Duler	Jeanneau 45	St. Francis	9	1	6	2	3	2	3	26
4. <i>Bodacious</i>	John Clauser	Farr One Tonner	Berkeley	2	3	4	4	5	4	4	26
5. <i>Mistral</i>	Ed Durbin	Beneteau 36.7	Richmond	3	6	2	6	7	7	5	36
6. <i>Josie</i>	Don Sellers	Dehler 39	South Beach	8	5	7	5	4	5	6	40
7. <i>Knots 2</i>	John Notman	J/109	Stockton SC	5	8	5	DNF	6	6	7	47
8. <i>Serendipity 2</i>	Thomas Bruce	Beneteau 36.7	Richmond	6	7	8	7	8	8	8	52
9. <i>El Jefe</i>	Richard Green	Beneteau 36.7	Berkeley	7	9	9	8	9	DNF	DNS	62
1D 35											
1. <i>Wild Thing</i>	Chris Busch/Vince Brun	1D-35	San Diego	2	1	1	1	2	1	3	11
2. <i>Midsummer</i>	Stig Osterberg/Brian Huse	1D-35	Port Townsend	1	2	3	4	3	6	1	20
3. <i>Extreme</i>	Michael Goldfarb/Jack Christiansen	1D-35	CYC of Seattle	5	6	2	2	1	2	4	22
4. <i>Zsa Zsa</i>	Mario Yovkov/Rossi Milev	1D-35	St. Francis	3	5	4	3	6	4	2	27
5. <i>Sweet Sensation</i>	Gary Fanger/Rodney Hagebols	1D-35	Golden Gate	4	3	7	7	4	3	5	33
6. <i>Yeofy</i>	Elie Redstone	1D-35	San Francisco	7	4	5	6	7	5	6	40
7. <i>Great Sensation</i>	Roberto Giramonit	1D-35	Golden Gate	6	7	6	5	5	7	7	43
8. <i>Jazzy</i>	Bob Turnbull	1D-35	South Beach	8	8	8	8	8	8	8	56
SYDNEY 38											
1. <i>Double Trouble</i>	Andy Costello/Jim Barton	Sydney 38	Corinthian	1	1	2	2	5	1	2	14
2. <i>Animal</i>	Craig French & Matt Lezin/Dave Hodges	Sydney 38	Santa Cruz	3	4	5	1	2	2	1	18
3. <i>Howl</i>	Peter Krueger/Roland Brun	Sydney 38	St. Francis	4	2	1	4	1	5	4	21
4. <i>Bustin Loose</i>	Jeffrey Pulford/Seadon Wijzen	Sydney 38	St. Francis	2	5	3	3	3	3	3	22
5. <i>Copernicus</i>	Michael Kennedy/Andrew Kerr	Sydney 38	Chicago	5	3	4	5	4	6	5	32
6. <i>Absolute 02</i>	Michael Stimson & Mark Langer	Sydney 38	Santa Cruz	6	6	6	6	6	4	6	40

— FASTER HORSES



Invincible — Vince Brun, left, and Chris Busch topped the 1D-35 class with 'Wild Thing'.

Eclipse's win wasn't really unexpected, but the talk of the class was all about Caleb Everett's *Stewball* (ex-*Einstein*, ex-*Espresso*), which stunned everyone by finishing a solid second in their first BBS outing. After taking sailing lessons at OCSC, Everett bought his boat about a year ago, staffed it with family and friends, and, with lots of support from the other Express 37 owners, began climbing up the learning curve starting with the Corinthian Midwinters. With



Taking the fifth — Bill Melbostad, left, and Mark Dowdy 'Elipsed' the Express 37 class again.

BOAT SERIES RESULTS

Yacht	Owner/Tactician	Design	Yacht Club	1	2	3	4	5	6	7	Total
J/120											
1. <i>Mr. Magoo</i>	Steve Madeira/Peter Cameron	J/120	St. Francis	3	1	3	1	1	4	1	14
2. <i>Dayenu</i>	D. Payan & D. Jermaine/J. Rhodes	J/120	St. Francis	2	4	1	5	4	6	5	27
3. <i>Chance</i>	Barry Lewis/Doug Nugent	J/120	St. Francis	7	2	8	2	6	2	3	30
4. <i>El Ocaso</i>	Rick Wesslund/Adam Sadeg	J/120	San Francisco	9	8	6	4	2	3	2	34
5. <i>Desdemona</i>	John Wimer	J/120	San Francisco	6	5	7	3	10	1	6	38
6. <i>Oui B5</i>	John Sylvia	J/120	St. Francis	4	3	2	7	8	7	7	38
7. <i>Twist</i>	Timo Bruck/Holt Condon	J/120	SSS	10	6	5	6	3	10	4	44
8. <i>Jolly Mon</i>	Mark Bowman/Charlie Griffith	J/120	St. Francis	1	10	4	DNF	7	5	9	47
9. <i>Grace Dances</i>	Dick Swanson/Roy Haslup	J/120	Island	8	7	9	8	5	8	10	55
10. <i>Hot Tamale</i>	Joel Truher	J/120	Unknown	5	9	10	DNF	9	9	8	61
EXPRESS 37											
1. <i>Eclipse</i>	Mark Dowdy/Bill Melbostad	Express 37	San Francisco	1	5	4	1	2	2	3	18
2. <i>Stewball</i>	Caleb Everett/Don Teakell	Express 37	St. Francis	2	6	2	2	10	1	1	24
3. <i>Expeditious</i>	Bartz Schneider/Fritz Glasser	Express 37	San Francisco	8	1	1	6	6	8	2	32
4. <i>Bullet</i>	Brendan Busch	Express 37	St. Francis	6	4	5	3	3	6	5	32
5. <i>Blade Runner</i>	Mick Shlens	Express 37	Cabrillo Beach	3	2	3	7	5	7	6	33
6. <i>Elan</i>	Bill Riess/John Kernot	Express 37	Richmond	7	3	6	11	1	5	4	37
7. <i>Golden Moon</i>	Kame Richards	Express 37	Encinal	4	7	9	5	4	3	7	39
8. <i>Il Falco</i>	Matt Baldwin	Express 37	St. Francis	9	10	7	4	7	9	10	56
9. <i>Spindrift V</i>	Lynn & Larry Wright	Express 37	Richmond	10	9	10	9	8	4	11	61
10. <i>Re-Quest</i>	Gerry Henson	Express 37	Seattle	5	8	11	10	9	DNF	9	64
11. <i>Escapade</i>	Steve Brown	Express 37	Unknown	11	DNF	8	8	11	RDS	8	67.7
J/105											
1. <i>Donkey Jack</i>	Sellers/Ryan/Kaiser	J/105	St. Francis	1	2	1	9	1	9	4	27
2. <i>Aquavit</i>	Tim Russell	J/105	San Francisco	9	5	8	2	4	4	1	33
3. <i>Good Timin'</i>	Perkins/Wilson	J/105	St. Francis	2	1	5	19	6	3	2	38
4. <i>Nantucket Sleighride</i>	Peter Wagner	J/105	St. Francis	3	3	6	1	9	18	5	45
5. <i>Wind Dance</i>	Jeff Littfin/Steve Pugh	J/105	St. Francis	12	9	4	5	5	11	3	49
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8. <i>Brick House</i>	Kristen Lane	J/105	Tiburon	8	(10.5)	2	17	8	10	18	72
9. <i>Advantage 3</i>	Pat Benedict	J/105	Diablo SC	14	7	15	12	12	1	14	75
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12. <i>Irrational Again</i>	Jaren Leet	J/105	St. Francis	15	11	16	10	23	7	12	94
13. <i>Orion</i>	Gary Kneeland	J/105	Sausalito	17	18	3	7	15	20	15	95
14. <i>Tiburon</i>	Steve Stroub	J/105	San Francisco	11	12	17	6	16	17	27	106
15. <i>Grace O'Malley</i>	Alice Leahey	J/105	California	4	DNF	9	11	18	24	7	107
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25. <i>LuLu</i>	Don Wieneke	J/105	Sausalito	18	21	24	24	21	21	32	161
26. <i>Breeze</i>	Franci Fridell	J/105	Tiburon	22	30	27	23	13	29	19	163
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30. <i>Peregrine</i>	Eric Stang/Tim Sullivan	J/105	St. Francis	32	22	30	27	31	30	25	197
31. <i>Whisper</i>	Eden Kim	J/105	St. Francis	30	27	26	26	32	26	31	198
32. <i>Jupiter</i>	Paul Farr	J/105	South Beach	29	26	32	DNF	30	32	30	213

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TWO HARBORS

For those who don't have the time or money to spend on a season in Mexico or the South Pacific, but would still like to get a taste of the relaxed cruising life, Two Harbors, not far from Catalina's west end, would be our number one recommendation. August and September,



When visitors scream for ice cream, Liam and Jennifer respond.

rather than spring or early summer, are the best months because the weather is better and the water is the warmest. We're not the only Northern Californians who love Two Harbors. While having lunch on the deck one day, we bumped into Bruce and Lina Nesbit of the Mill Valley-based Ericson 34 *Razzberries*. The couple spend every other summer in the Southland, much of it around Two Harbors. John and Sharon Warren of the Alameda-based Passport 47 *Warren Peace* had also been there. "We've been coming down here after Labor Day for the last 10 or 12 years, and love it." Also saying hello was Thomas Charron of the Alameda-based Catalina 42 *Mi Vida*, and skippers of several other Northern California boats.

There are many wonderful places to cruise in Southern California, from the isolation of Cojo to the urbanity of San Diego. Nonetheless, we think Two Harbors offers the ideal mix of allowing you to really get away from it all — while still maintaining a thin connection with civilization. Plus, it's a centrally located base for heading either to the greater isolation of the Channel



Micha followed a relative to a job at Two Harbors from Illinois, and hasn't looked back. She enjoys the active social life.

Harbor Reefs. Assuming, that is, you know where the one really shallow spot is. The fact that it's nearly a half-mile from shore and away from all the other

Islands or the mass of humanity on the mainland.

Two Harbors — which consists of Cat Harbor on the backside of the island and Isthmus Cove on the face of the island — is in some ways similar to villages you might anchor off of while cruising in Mexico or the Caribbean. Ashore you'll find the basics, but not much else. Two Harbors Enterprises runs all the businesses, which are limited to a snack bar, restaurant, indoor and outdoor bars, a modest general store, a dive/kayak/bike shop, fuel dock, and coin-operated showers. That's it. Most of these places haven't changed a lick in decades — which is fine with everyone. There's one slow internet connection, and often, but not always, you can pick up an L.A. Times.

In addition to the businesses, there is also a nice beach area, a modest common area with BBQs and picnic tables, a volleyball court, and a bonfire pit. In addition, there are plenty of wide open spaces and trails for hiking, coves for exploring by dink, and diving sites.

The beauty of the trailhead-like Two Harbors, as opposed to touristy Avalon, is that there is a nice balance of tranquility and social activity. Even during August, it's quiet and sleepy from Sunday afternoon until Thursday afternoon. The activity picks up on Thursday night, rocks during the day and night on Friday and Saturday, then settles right down again by Sunday at noon. Avalon, on the other hand, is packed with people all the time, be they day-trippers, from cruise ships, or off private boats. They're both great places in their own way, they are just as different as night from day.

There's no marina at Two Harbors, so you either take a first-come, first-served mooring — they're about .75 cents/ft per night — or anchor out. On busy summer and holiday weekends, it's likely all the moorings will be taken. Most anchoring in Isthmus Cove is in 100 feet of water, which is a lot. The exception is a little area of about 40 feet near the east moorings, but that area gets crowded early. If you have a cat, or have a monohull that draws less than six feet and you don't mind rolling a bit, you can anchor over Harbor Reefs. Assuming, that is, you know where the one really shallow spot is. The fact that it's nearly a half-mile from shore and away from all the other



boats makes it very attractive to us. There's always plenty of room to anchor at Cat Harbor, the all-weather anchorage on the less popular backside of the island.

Any cruiser will tell you that it's the people that make cruising places great, and we met some great folks at Two Harbors during our late August and early September visit:

If wasn't hard to meet David and

IS NUMERO UNO



Susan Bowes of the Mission Bay-based Hudson Force 50 *Lady Lexi*, because our cat almost drifted into their boat one night. They'd been there first, so it was up to us to reanchor. Although it was after midnight, one of the Harbor Patrol boats showed up to see if they could lend a hand. They're eager to help, no matter if you paid for a mooring or not.

The Bowes, particularly David, a retired doctor, are deep into scuba diving. He was going down to 100 feet at nearby Ship Rock to dive on the wreck of the *Dio*

Dosa Del Mar, a 90-ft schooner that had been built in 1898, and 90 years later was driven onto some outlying rocks by a group of firemen. While filming the wreck and collecting bits of her plumbing, Bowes also managed to snag four California rock scallops, which he gave to us as a gift. "You can take 10 a day for personal consumption," he explained. "There is no size limit and there is no season." You can imagine how they tasted with a little garlic and butter.

It was hard for us to miss Frank Grote of the Alamitos Bay-based Pacific Seacraft Orion 27 *Fresh Aire II*, because

Photos, clockwise from left; Isthmus Cove was chock-a-block with boats on Labor Day Weekend. Bay Area residents Mark and Anne Thomas of Gardnerville, Nevada, head out Cat Head aboard their N/M 39 'Raven'. A J/Boat lopes across the Catalina Channel toward Two Harbors. Greg and Maria of 'Libeccio'. No, the Two Harbors area isn't this green — except for small patches.

he was wearing one of the distinctive orange 'Some Like It Hot' T-shirts given out to Ha-Ha skippers each year. The surprising thing was that we'd given him the shirt nine years before and he was still wearing it. And the next day he showed up with his vintage Ha-Ha tote bag. A more recent addition to his life is Shirley, whom he met five years ago, and married two years later. Apparently, she frequently gets to hear Frank rave about the fun he had on the Ha-Ha.

Two folks who had some really interesting stories were Greg Durschlag and Maria Felzer of the Marina del Rey-based Newport 30 *Libeccio*. Felzer grew up in Germany, fell in love with a Sardinian shepherd, and lived with him in the mountains for 19 years! She's spent the last five years battling to get an Italian divorce. After her breakup, she travelled to Grenada, Nicaragua to help the poor. If you think the flood victims in New Orleans are poor, you should ask Maria about the countless abandoned five-year-olds in Nicaragua. They beg for a few cents so they can buy glue to sniff

Pump in hand, Mike Lancon and his dog Juno signal that diesel at Two Harbors has gone over \$4/gallon — which has caused a lot of powerboaters to throttle back. A seasonal worker, he spent last winter in Mexico aboard the 42-ft Petersen schooner 'Lifee P. Baker'.



TWO HARBORS



Photos, clockwise from below: The serpentine-like inner part of Cat Harbor. Former currency trader CiCi Sayer now drives a shoreboat during the summer. The veggie section of the general store. BBQ is king in the picnic area. Aga and Mirek, part of the imported galley staff. 'Raven', Mark and Anne Thomas' N/M 39 races another boat back to the mainland under spinnaker. Jerry McNeill has spent the summer at Two Harbors relaxing and preparing his boat for next year's Ha-Ha. After nine years of working at Two Harbors with his brother Jeff, Jaime Foster is going to sit back and then try something else. Tim and Linda Leathers left San Francisco aboard their Ericson 36 'Rooster Cogburn', then took marina jobs in Cabo, and now manage Cabrillo Isle Marina in San Diego. They were in Cat Harbor with a big contingent from their marina. Kim works in the dive shop. The Eastern European galley crew. Jim drives a shoreboat, but hopes to crew in this year's Ha-Ha.



in order to fend off hunger pangs. Five-year-olds! In any event, one Valentine's Day Maria met Greg, a guitarist who moonlights as a postman in Beverly Hills, at the grand opening of the Circuit Breaker bar and tattoo parlor in Grenada. They've been together ever since. In less than five years, when his pension kicks in, they plan to do the Ha-Ha and then continue on to Nicaragua which, despite the poverty, they love.

There's also a whole contingent of people with boats who come to Catalina and stay for most or all of the summer. We were told about a couple, both of whom are teachers, who come to Catalina on their boat every summer the day after school lets out, and don't return to the mainland until just before classes resume in the fall.

Ron Bohannon and Cindy Rivera of the Redondo Beach-based Freedom 33 *Nuage* had been at Two Harbors for most

of the summer, largely because Jennifer, Ron's daughter, was working in the gift shop before starting college in the winter. Like all good dads, he wanted to spend as much time with his daughter before he and Cindy take off on the Ha-Ha next year.

We asked them if they got bored with tiny Two Harbors. "No," they replied. "The weekdays are nice and peaceful, it livens up on the weekends for a nice change of pace, and then it quiets down again until the next weekend. We like it."

Jerry McNeill of the red-hulled Redondo Beach-based Contessa 43 *Rocketeer* is another who has spent more than half of the summer at Two Harbors. "I came over on July 15 to watch the Class A TransPac boats pass by the west end, and have been here ever since. Avalon used to be romantic, but now there are too many tourists and lots of people with boats aren't really yachtsmen like in the old days. That's why a lot of us here at Two Harbors refer to it as 'Babylon'."

(Avalon and Two Harbors are about as different as San Francisco and Marin, but we at *Latitude* both think they are both terrific. It all depends on what kind of experience you're looking for.)

McNeill also plans on doing the Ha-Ha next year, but he's got a lot of cruising to do to catch up with his brother — who is still out there after 22 years. "When my brother was 12, he said he was going to retire at age 39 and sail around the world. Well, he worked his way up to the head of jet engines at the late, lamented, PSA, and did quit at age 39. He then spent 10 years building a 46-footer he named *Arjamand* after the Taj Mahal. In 22 years of cruising, he's been to over 100 countries, and travelled extensively in most of them."

Of course, if the locals aren't friendly, they can ruin a place. Fortunately, the locals at Two Harbors — meaning the 285 employees of Two



IS NUMERO UNO



Harbors Enterprises, which runs everything from the food service to the moorings — are just terrific. We're not blowing smoke when we say that we've rarely seen such a friendly, good-natured, unofficial group of folks in the service industry. The vibe is perfect — have a great time, just don't do anything stupid or be a complete ass. Fortunately, 99%

of the people who come to Two Harbors are great folks looking to have fun and relax. The result is that Two Harbors has the atmosphere of a small town in the '50s, where parents can let their children run free, the teens can flirt like crazy, and nobody has to worry about being run down by cars or harassed by urine-drenched panhandlers.

There are some very interesting people who work for Two Harbors Enterprises — such as the 15 Bulgarians and Poles, most of whom work in the kitchen and snack bar. These young men and women get five-month visas that allow them to work on Catalina for four months. Some have come back for their second and third summers. Back home most

TWO HARBORS

of them are students. "I study banking," said Aga, short for Agnieszka, "my sister is studying chemistry, and my friend Mirek is taking journalism and cartography."

How does Two Harbors compare with Warsaw, Roudom, and their other hometowns? "It's a paradise here," said Aga, "and everybody is so nice." They work five days a week, but do get some time to travel. "Mirek, who does the snack bar during the day and is a bouncer at night, and some of the guys are going to take a trip to the Grand Canyon and Las Vegas to lose some money," she laughs.

But it's mostly Americans who work at Two Harbors. Some work the entire year. In such cases, guys who bartender during the busy summer, spend the very quiet winter diving to recheck the hundreds of moorings. Many others only work the summer. Mike, one of the more gregarious bartenders, is one of them. He bartends at Two Harbors until Buccaneer Days on October 1, takes a few



Life on the hook atop Harbor Reefs in August and September is sweet. You even get to alert the harbor patrol when another powerboat slams into the one really shallow spot.

weeks off, then starts his job bartending at the Crested Butte Ski Resort. "Sailors," he tells us, "tip better than skiers."

CiCi Sayer, who drives a shoreboat and lives aboard her Cal 29 in Cat Harbor, is another one who only works during the summer. In the winter, she's a paid captain on boats going to Mexico. Last year she skippered the Perry 43 cat *Tango*, and is already booked for this year, too. Sayer is the kind of person who quietly exudes competence.

Sayer learned to sail 20 years ago in

St. Lucia while on vacation from her high-stress job as a currency trader on the 96th floor of "the late, great World Trade Center." She quit that career in '89, and when she first came to Catalina,

stayed the entire summer and winter without going back to the mainland. When she finally did go back, the former Manhattanite was stunned by the pace. For such an itty-bitsy place and such a small community, few Two Harbors employees seem to suffer from 'rock fever'.

We wish we had a lot more pages to tell you about all the other cruisers and Two Harbors locals we met, and to run their photos, but we're out of space. So come next August or September, you're just going have to sail your boat there and meet them yourself. And when you do, be sure to swing by *Profligate* atop Harbor Reefs and sail hello.

— **latitude 38**



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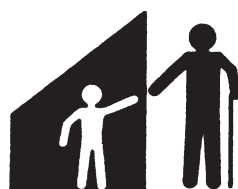
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At first it might seem ironic to ship one's cruising boat from one part of the North Pacific to another, but it can make sense. Take our case. We wanted to cruise both Mexico and the Pacific Northwest in the same year with our Hallberg-Rassy 46 *Ayu*. But because my sabbatical was limited, I didn't want to waste a month or two delivering her upwind, approximately 2,000 miles, from southern Mexico to lower Canada. So we shipped her from Lazaro Cardenas, Mexico, to Vancouver, Canada. Overall, we were pleased with the process, as it was immensely better than when we

a 'most likely' date about two months prior to the shipping date, and that was accurate to one or two days. Two weeks before shipping, we knew what day it would be.

For shipping from Mexico, the main variable is how long it will take the transport ship to make its way through the Canal on its way west from Florida. Once the ship is through the Canal, they can give a firm date.

One thing that I believe Dockwise has

As we pulled our boat onto the submerged ship, the Dockwise line-handlers were positioned on the neighboring boats ready to take our lines and secure 'Ayu'.

shipped *Ayu* across the country in 2001. We were also glad we chose Dockwise Yacht Transport.

The first thing everyone wants to know is how much it costs. The answer is that it depends. If you are going to do it and want to save money, book early! Dockwise currently gives 10% off for booking three months in advance, and 20% off for booking five months in advance.

Our price for shipping *Ayu* was \$16,000. It's a lot of money, but sometimes time is money. *Ayu* is 48' 6" LOA and has a beam of 14' 8". By the way, every inch matters. I originally rounded off our boat's measurements to 48' x 14', and got a quote of \$12,500. It was quite a shock to get the price change for being honest about those last few inches! I'm not sure I'd want to be so honest again. On the other hand, they pack the boats so tightly that if you fudge too much, your boat might not fit.

If you book and pay in advance, Dockwise allows you to delay your shipment to a later date at no cost — if you give sufficient notice. It's very easy to get routing and shipping date information off the Dockwise website (www.yacht-transport.com). Incidentally, they've been adding new service to stop all along the West Coast of North America: Golfito, Costa Rica; Lazaro Cardenas, La Paz and Ensenada Mexico; and Vancouver, Canada.

Dockwise was very accurate on our shipping dates. At the time of booking, they cited a two-week time window for loading and a similar two-week period for unloading. But they also provided

changed recently is the ride-along option. Their standard contract clearly specifies that no 'riders' are allowed on boats less than 80 feet in length.

The one thing Dockwise could do a better job of is communicating with their customers. Other than the date of loading and unloading, very little additional information was provided proactively by Dockwise or their agents in Vancouver, San Diego and Mexico. They did respond to questions that we emailed, but rather than waiting for their customers to figure out what they needed to know, it would have been much easier if Dockwise had provided a one or two-page list of details or suggestions for prepping one's boat and the steps involved in loading and unloading the boats.

We tried to get as much information as possible regarding how to prepare our boat from various agents, as well as by emailing others who had shipped their boats with Dockwise. In the end, this is how we prepared *Ayu*: We stripped all canvas off the exterior and stowed it below. Took the dinghy off the davits and stowed it on the bow — as we do for offshore passages. Polished the stainless and put on a top coat of caruba wax. Waxed all the fiberglass — we actually did this because the boat needed waxing, and you can get it done in Mexico for about 15-20% of what it costs in the U.S. Cleaned out and shutdown the refrigerator and freezer. Fully charged all batteries, and shut off the main electric supplies.

If you are interested in shipping your boat from Lazaro Cardenas, we would recommend waiting in Ixtapa/Zihua until the last minute, then motoring up for the loading. The cruising guides are correct about Lazaro Cardenas: it's a commercial port which has very little to offer cruisers. We had to arrive on Wednesday afternoon for a Friday loading. With the changes in clearing in Mexico, you can probably arrive the day before loading.

While at anchor at Lazaro Cardenas, we were boarded by the Mexican Navy. Six armed men and a dog arrived in a panga at 6 p.m. and asked to be allowed to board. They were very courteous, but I don't think they get much recreational boating traffic, and thus aren't really prepared for it. Despite our efforts to get a fender out, they still managed to continually bang the broken side of their fiberglass panga against our hull. Once aboard, they went through the boat with the dog. They had the dog sniff everywhere — including crawling up on all the bunks. We ended up with a few scrapes on the hull and scuff marks covering our newly-sanded teak decks. But that was better than the experience of Rick on *Dolfin*. The dog left blood stains on his deck. Since then, we've invested in some slip-on boot



— AYU HEADS NORTH



Utilizing every bit of space, the ship's cargo of both power and sailboats resembles a neatly completed jigsaw puzzle.

covers for future boarding parties.

The process of loading the boats on the *Dock Express 12* was very professional. It began at 6:30 a.m., with everyone being instructed to have their boat stationed next to the ship at 7:30 a.m. As there were no boats to unload and only five boats to load, we were not expecting a long day. With all five boats ready and waiting, the master called the boats one at a time, with instructions to enter the submerged aft end of the ship. He gave us our positions on the boat and directions on how to load.

The master's job is much like completing an oversized jigsaw puzzle, with every inch of space eventually being taken up by yachts. Two of the five boats were loaded stern first, the other three were loaded bow first. There was just enough room to wedge *Dolfin*, the last boat loaded, into the narrow space between *Ayu* and a large powerboat.

As we pulled our boat onto the submerged ship, the Dockwise line-handlers were positioned on the neighboring boats ready to take our lines and secure *Ayu*. Then we spent about 15 minutes getting fenders set up all around the boat, and on the bow or stern pulpits, to ensure *Ayu* wouldn't get dinged up during loading/unloading stops along the way. While we were setting fenders, the line-handlers were also running lines from the side of the ship to some of the loaded boats. We had one line on our port stern, but no others. Then they ran lines from both sides of the ship to each sailboat's mast to prevent any tipping.

While they continued attaching lines and the divers started to get the supports ready, we had plenty of time to shut everything down and close the boat up tight. They even provided large trash bins to dispose of any food that would go foul in a couple weeks at sea without power. We then climbed over our neighbor's boat and up a 12-ft ladder to a catwalk, with the crew using lines to hoist up all of our baggage. For those who wanted, there was a 'rider's lounge' with a shower — it was about 90° with 90% humidity the day we loaded. There was plenty of time to take care of putting the boat away, the master and crew were extremely helpful, and we never felt the slightest bit of time pressure.

The local agent had handled clearing us into Lazaro Cardenas the day before, so all we needed to do was go up to the bridge and handle the paperwork with Dockwise. This was a simple process of us leaving our original USCG documents,

AYU

LEAVE THE DRIVING TO US

keys, and a map of all flammable materials on the boat in case of fire. I wish it had taken longer, as they had the AC cranked up to keep things about 30° cooler than outside!

We were all done loading the boat and taking care of paperwork by about 10:30 a.m., — and could have been finished earlier if we hadn't taken time to watch the process and take pictures. The agent then had a van from his office come to take us out of the port — cabs aren't allowed — and into town. Once in town, we shared a cab with Rick to the Zihua airport (\$50 for the 90-minute ride). The bus would have been about \$30 for three people, and that only would have gotten us into the town of Zihua.

We then caught the afternoon flight up to San Francisco, and were probably home about the time the Dockwise ship was leaving Lazaro Cardenas. A few others mentioned that Dockwise had offered travel services for booking changeable airline tickets, but we never heard anything about it and had already booked our tickets. But it's something future customers might ask about.

When we left the ship, the crew estimated they would arrive in Vancouver on May 2. It wasn't a nonstop trip, as they stopped in Ensenada to off-load and load some more boats. They also explained that they would have to move the boats in the back — including *Ayu* — to off-load some boats they'd taken on earlier. Nonetheless, they arrived in Vancouver as predicted on May 2, and off-loaded the boats the next day. It was a nerve-wracking 10-days for us.

For us, it had been a load-only process in Mexico. Vancouver was to be an un-



Map: It's definitely a long, hard trip from Central Mexico to Vancouver. Below: The ship slowly submerges so its cargo can exit.

load-only process for all 28 boats. There was a big crowd at the Ballentyne Pier on the morning of unloading. We arrived at 7:30 a.m. as instructed, and watched the ship slowly submerge its deck. At about 8:30 a.m., we were allowed through the security gate and reversed the loading process.

We started by climbing up the three flights of stairs to the bridge to get all of our paperwork. Dockwise had agents take care of clearing us into Canada and obtaining a CANPASS for each boat. In Mexico, there is a paperwork process to convert a yacht into cargo, and the reverse is done in Canada. Canadian Customs had gone through all the boats the night before as well, so once we picked up the paperwork and signed a shipping receipt, we were able to board our boat and prep her to get underway. We were very relieved to see that the boat was quite clean. In fact, she looked better than she had after we left her in Ixtapa Marina for two weeks. So all the worrying had been for nothing. The Canadian Customs folks had left a lot of cabinets empty and a few things lying out, but nothing that about 10 minutes of cleanup wouldn't take care of.

We were the second boat scheduled to be unloaded. Once aboard, we had about 30 minutes before they were ready for us to start our engine and motor off. We were clear of the ship and underway by about 9:30 a.m., so it was a very efficient process. In fact, the entire process had been very smooth, so I wouldn't hesitate to use Dockwise again.

In our opinion, for a boat the size of ours, there is no question that shipping is a far better option than trucking. It was cheaper, faster, easier on the boat, and didn't require decommissioning. And if you want to get from Mexico to the Pacific Northwest, it lets you do it without spending a couple of months pretending to be a powerboat while motoring up the coast or sailing via Hawaii. Thanks to Dockwise, we were able to enjoy a full winter season in Mexico, and then get to British Columbia right at the start of their cruising season.

Unfortunately, this will be the end of the line for us and *Ayu*, as I have to return to work in a couple of weeks and *Ayu* is up for sale. We hope that her new owners will get as much enjoyment from her as we did. She has been an excellent traveling home for us from Boston to Antigua, and from Zihua to Vancouver. For now, it's back to racing on the Bay for the foreseeable future.

— michael moore



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2005 ETCHELLS WORLDS



Tito Gonzales, a 46-year-old Chilean pig farmer, OCS'ed the seventh and final race of the Richmond YC-hosted 2005 Etchells World Championship — yet won the regatta anyway with a 5,8,11,3,4,1,(73) record. Gonzales — sailing with Miami-based boat partner Bill Mauk, Jeff Linton, and 17-year-old son Diego Gonzales — was fourth on the water in the finale, ostensibly winning the Worlds with that fine finish against a star-studded 72-boat international fleet. At the dock, the crew got the bad news that they were one of seven boats OCS'ed in the final race. Then, amazingly, there was good news, at least for Gonzales — regatta leader and perennial runner-up Jud Smith was also OCS'ed, which handed Gonzales the title. "Yesterday, we were happy just to be in contention," he said. "To win is amazing!"

Even more unlikely is that Gonzales is a newcomer in this class, one of the toughest on the planet. Gonzales, a four-time Lightning world champion, teamed up in the Etchells with fellow Lightning vets Mauk and Linton (also a Lightning world champ), in January, debuting at



Lightning strikes — The 2005 Etchells World champs, from left: skipper Tito Gonzales, Bill Mauk, Jeff Linton, and Diego Gonzales.

Miami's Jaguar Cup. They were enough under the weight limit to take along young Diego as their bowman, bringing their crew up to four instead of the usual three. They sailed just three regattas previous to the Worlds, arriving in San Francisco two weeks before the regatta to train with Dennis Conner. Obviously, they learned something.

"When we first saw them on the starting line, with the kid calling the line from the bow, it looked all wrong. We had no idea who they were and thought, 'Whoa, what a bunch of farmers — let's stay away from that boat,'" laughed Dave Gruver, who sailed with Craig Healy. "As it turns out, Tito is a farmer, and we should have stayed as close as possible to his boat!"

The 2005 Etchells Worlds commenced on Monday, September 5, on the Berkeley Circle, the third time this prestigious regatta has been held here (previous editions were in '82 and '91). This year's fleet included a six-pack of past Worlds winners (two-timers Stuart Childerley and Dennis Conner, Peter McNeill, Vince Brun, Iain Murray, and Dirk Kneulman), as well as perennial threat Jud Smith, up-and-coming 16-year-old Shark Kahn, local heroes Craig Healy, Peter Vessella, and Russ Silvestri (sailing for the San Diego fleet), and a ton of other talented sailors. Before the first gun, Tito Gonzales was a darkhorse, a 100-to-1 shot, at best.

After four general recalls in the practice race, the Worlds got off to an improbably nice start in 15 knots of breeze — or so it seemed. Shark Kahn, sailing with tactician Jeff Madrigali, Adrian Finglas, and cousin Brian Lee, won the opener after a close battle with runner-ups Craig Healy and San Diegan Jeff Pape. Healy and Pape, however, were among 10 boats OCS'ed back at the dock — the beginning of a controversy that lingered over the

— PIG FARMER BRINGS HOME THE BACON



regatta the whole week. Also tossed were Conner, Brun, Silvestri, John Jansheske, Jeff Moseley, Jeff Wardlow, Jim Carrick, and Jim Gregory — all of whom were now essentially out of the seven-race, one-throwout series almost before it started. Benefitting from the massacre were Newport Beach sailor Bill Palmer and Marblehead sailmaker Jud Smith, who moved up to second and third places.

The chastised fleet was much more conservative on Tuesday, with no over-earlies. Pape won the start and hung on to finish third behind Canadian Hank Lammens and runner-up Smith. Lammens — a former NHL hockey player, Olympic Finn sailor at Barcelona, and former co-owner of the Farr 40 *Cavallino* — sailed with his older brother Mark and fellow Finn sailor Doug Sabin. At the end of two days, pre-race favorite Smith, who has been the bridesmaid at the Worlds four times, topped the leaderboard with 5 points, with Lammens just two points behind.

Two races were held on Wednesday, with past Worlds winner Stuart Childerley, from England, taking the first lighter-air race over San Diegan Brian Thomas and Smith, with Pape in fourth. Unfortunately for Pape and crew Chris Busch and Rodney Hagebols, their boom

Total hardball — The first beat of race four. Karen Thomas, USA 429, was the only woman skipper in the regatta. Photo by Leslie Richter.

broke before the start of the second race, sending them back to the dock with a DNS and effectively ending their series. The team's bad luck continued on land when both Pape's and Busch's cars were broken into one night in downtown Point Richmond.

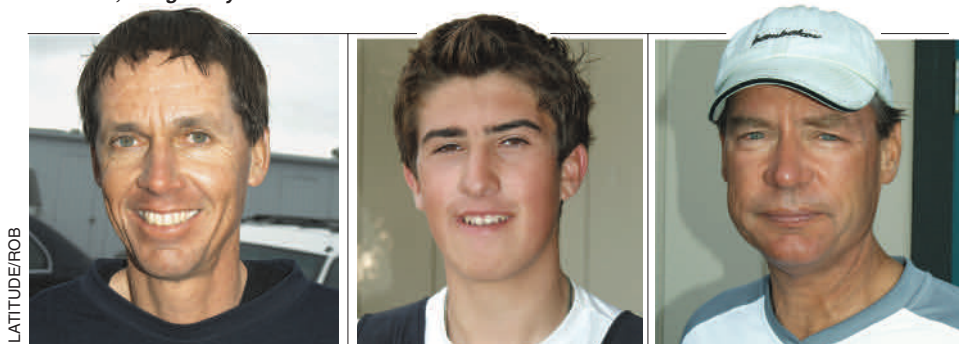
The second race, held in 20+ knots, went to Shark, followed by Brun and Gonzales, who appeared on the radar screen for the first time. At the end of the day, Smith was still on top of the fleet with 13 points, followed by Shark

Top guns, from left — Overall winner Tito Gonzales; Shark Kahn was the only skipper to win two races; Craig Healy won race five.

with 16 and — seemingly out of nowhere — Gonzales with 27.

Thursday's single race belonged to Tiburon dentist Craig Healy, who dominated the day with crew Dave Gruver and Keith Stahnke. Past Worlds winners Iain Murray and Dennis Conner rounded out the podium, while Gonzales, quietly moving up in the standings every day, came in fourth. With many of the favorites stumbling in the fifth race, including Shark with a 17th, and the throwout now factored in, the leaderboard showed Smith ahead with 13 points, followed by young Kahn (16), Gonzales (20), Murray (23), and Childerley (28).

Gonzales won Friday's chilly and gray sixth race, and with it the regatta, though no one knew that at the time.



2005 ETCHELLS WORLDS



Foreign legion, from left — Race winners Hank Lammens (race two), Stuart Childerley (three), and Rob Brown (seven).

Gonzales led wire-to-wire, followed by Shark, Pape, Thomas, and Healy — all of whom unexpectedly moved up a rung when Shark was OCS'ed on the yacht club bulletin board after the race. Smith, with a lowly 29th, was almost as disappointed as Shark, but he still held on to the regatta lead, barely, with 19 points to Gonzales' 21 and Shark's 33. Would this finally be Smith's year?

After a mostly overcast week, Saturday's seventh and deciding race of the Worlds was sailed in Chamber of Commerce conditions, finally. Australian Rob Brown won the finale, followed by Shark and Hong Kong sailor Mark Thornburrow — but the day belonged to Gonzales and his crew. In a deja-vu scenario, the regatta ended the way it started, with seven OCSs weighing heavily on the outcome.

The 'what-ifs' will probably haunt Jud Smith and Shark Kahn for a long time, not to mention Craig Healy (2 OCSs and a 25th when they incorrectly thought they were over and went back), Jeff Pape, and several others. "But that's sailboat racing," figured Gruver. "Tito sailed a really consistent regatta — clean and fast all the time, unlike the rest of us. He deserved to win."

All in all, it was an excellent regatta,

one of the best the Bay has seen in a long time. Richmond YC's all-volunteer staff, led by regatta chair Kers Clausen, PRO Eric Arens, and race manager Jim Taylor, did a great job of providing excellent, fair racing, as well as great entertainment every night.

Everyone went home smiling — especially Tito Gonzales — and many of the Etchells elite are already focusing on the next Worlds, which will be held in high winds off Fremantle, Western Australia, on November 14-25, 2006.

— latitude / rkm

2005 ETCHELLS WORLDS — 1) Tito Gonzales, USA, 32 points; 2) Shark Kahn, USA, 35; 3) Iain Murray, AUS, 39; 4) Hank Lammens, CAN, 44; 5) Jud Smith, USA, 48; 6) Brian Thomas, 51; 7) Stuart Childerley, GBR, 55; 8) Vince Brun, USA, 60; 9) Mark Thornburrow, HKG, 67; 10) Bill Palmer, USA, 72; 11) Russ Silvestri, USA, 74; 12) Rob Brown, AUS, 76; 13) Peter Vessella, USA, 82; 14) Jeff Pape, USA, 103; 15) Peter McNeill, AUS, 104; 16) Ante Razmilovic, GBR, 105; 17) Ed Warwick, GBR, 107; 18) Philippe Kahn, USA, 110; 19) Dennis Conner, USA, 113; 20) Steve Girling, USA, 114; 21) Craig Healy, USA, 115; 22) Marvin Beckmann, USA, 115; 23) Peter Duncan, USA, 137; 24) Rob Bird, AUS, 144; 25) Dirk Kneulman, CAN, 144. (72 boats; 7 races; 1 throwout)

FLEET 12 (S.F. Bay) — 13) Peter Vessella/Scott Gordon/Matt Carter, 82 points; 21) Craig Healy/Dave Gruver/Keith Stanhke, 115 points; 38)

Winning ways — Tito Gonzales' boat 'Rhumb Line', bow number #68, was one of the oldest in the fleet (hull #928) and one of only four to sail with four crew. . . Andrew Whittome's 'white trash' waterfront trailer set-up was Party Central. "I'm living the American dream," joked the Aussie.

ETCHELLS WORLDS WINNERS

YEAR	SKIPPER	VENUE
2005	Tito Gonzales	San Francisco, CA
2004	Peter McNeill	Mooloolaba, AUS
2003	Ken Read	Greenwich, CT
2002	Stuart Childerley	Gulf Harbour, NZL
2001	Stuart Childerley	Lymington, ENG
2000	Vince Brun	San Diego, CA
1999	Cameron Miles	Pittwater, AUS
1998	Dirk Kneulman	Marblehead, MA
1997	Poul Richard Hoj-Jenson	Hong Kong
1996	Adam Gosling	Cowes, GBR
1995	Colin Beashel	Brighton, AUS
1994	Dennis Conner	Balboa, CA
1993	Colin Beashel	Brisbane, AUS
1992	David Curtis	Larchmont, NY
1991	Dennis Conner	San Francisco, CA
1990	Chris Law	Freemantle, AUS
1989	Larry Klein	San Diego, CA
1988	John Savage	Newport, AUS
1987	Bruce Burton	Marblehead, MA
1986	Bruce Burton	Toronto, CAN
1985	David Curtis	Balboa, CA
1984	Iain Murray	Sydney, AUS
1983	David Curtis	Rye, NY
1982	David Curtis	San Francisco, CA
1981	David Curtis	Marblehead, MA
1980	Peter O'Donnell	Brighton, AUS
1979	John Savage	Toronto, CAN
1978	David Curtis	Balboa, CA
1977	Frank Tolhurst	Newport, AUS
1976	D. Curtis & B. Danforth	Newport, RI
1975	Randy Bartholomew	Marblehead, MA

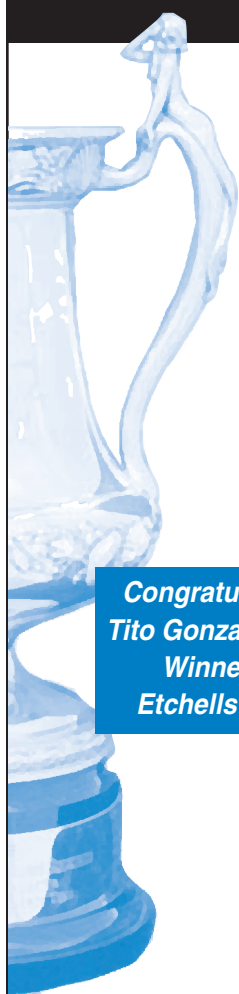
Andrew Whittome/Kevin Burrell/Lawrence Bekins, 216; 39) Jim Gregory/Tracy Usher/Mike Ruff, 216; 40) Jeff Moseley/Mike Vare/Jon Perkins, 217; 41) John Satak/Skip McCormack/Randy Smith, 217; 48) Wayne Clough/Doug Waird/Steve Pickel, 237; 49) Jeff Wayne/Laurence Pulgram/Steve Fentress, 246; 50) Michael LaPort/Dale Scoggin/D. Rumbaugh, 251; 52) Ben Wells/J. Hardesty/Bill Erkens, 254; 53) Bill Melbostad/Bryan Moore/Mark Dowdy, 259; 55) Dale Hoffman/R. Ferro/Spencer Fullwieller, 267; 62) Vern Neff/Myron Erickson/John Mellen, 318; 65) Jim Carrick/Ted Carrick/Pat Vincens, 332; 66) Tom Oller/G. Papilion/T. Austin, 334; 67) John Gilmour/Andy Minkwitz/T. Huntly, 364. (16 boats)

Full results — www.sfetchells.org



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FIRE

When a boat catches fire, it might seem as though it would be easy to put it out. After all, a boat is surrounded by water. But in fact, fires on boats



Despite the smoke pouring out the back, at first a lot of people right next to 'Fin Chaser' didn't realize she was on fire.

— particularly fiberglass boats — are extremely difficult to extinguish. If anybody at Catalina's Isthmus Cove didn't believe that on the morning of September 9th, they certainly did by late that afternoon.

Phil and Jacqueline Luten of Huntington Beach started the morning of the 9th aboard their Albin 28 power cruiser *Fin Chaser*, which was tied to the mooring nearest the dinghy dock at Isthmus Cove. Since it was a weekend, there were moored boats very close to starboard, and they were only a beer can's toss from the crowded dinghy dock. Jacqueline was sitting in the cockpit while Phil was down below cooking on a Kenyon Express stove fueled by a small screw-on butane canister.

"I'd been cooking for about five minutes and everything was fine," Luten told *Latitude*, "when all of the sudden there was fire everywhere!" With parts of his body, hair, and clothing in flames, he rushed out on deck and jumped overboard. Jacqueline was quickly taken off by another boat.

Presumably in shock, the dazed Luten climbed back aboard his boat and sat in the cockpit, ignoring the flames and smoke coming out of the companionway. There were plenty of people around, and they all had the same advice: "Jump! Jump! Jump!" After what seemed like a terribly long time under the circumstances, Luten finally got off onto another boat and was taken to the nearby pier. From the pier, Luten and everyone else had a perfect view of the boat burning.

As sirens wailed in the distance, L.A. County Lifeguards, volunteer firemen,

and others thundered down the pier to the Baywatch boat that's equipped with the firefighting equipment. As luck would have it, her mooring at the pier was not 100 feet from *Fin Chaser's* mooring. But in the few minutes it took the men to get the Baywatch boat started, untied, and some of their protective gear on, the fire on the little power cruiser had intensified dramatically. Big flames such as you see in the accompanying photograph roared out of the salon and engulfed the house. Thick black smoke billowed into the air.

The Baywatch boat pulled up next to the blazing boat and fired a high-powered torrent — certainly enough to knock a man over — at the base of the flames. Watching from just a short distance away, it seemed to us that the fire would be extinguished in a matter of seconds. But once fiberglass starts to burn, it's extremely difficult to put out because the fire 'hides' in the petroleum-based laminations and cores. Three or four times the firefighters, who were usually less than 10 feet from the

flames, seemed to have put the fire out. But time after time, large flames would erupt again just seconds later. This was not like pissing on a match.

Eventually, the firefighters had



poured so much water into the power cruiser that she was getting lower in the water and losing stability. So not only did they have to fight the fire, they had

Above; No question, Jacqueline would need a new purse. Below; 'Fin Chaser' in full flame. It's lucky she didn't catch fire halfway to L.A.



AFLOAT

PHOTOS BY LATITUDE/RICHARD & LATITUDE/DONA

to pump water out to keep her afloat. This was not easy work, as the men had to be outfitted in their protective gear, masks, and oxygen tanks. We didn't time it, but estimate that 20 minutes passed between the time Luten first jumped overboard and when the flames were put out for good.

Paramedics on the dock took good care of Phil and Jacqueline. They didn't seem too badly hurt, although both had hundreds of bits of singed hair on their shoulders. The thing about burns is that it's hard to say how bad they are until time passes. A day later Phil was in the hospital with first and second degree burns to his face and arms, but is now recovering.

When it was all over, *Fin Chaser* had been reduced to a burned-out hulk. All the couple's personal effects were destroyed. Jacqueline's purse was eventually recovered, but she'd be needing a new one, as it looked like soggy burnt toast.

How did the fire start? Chuck Fort



of Boat/U.S., who has spoken with Luten, thinks he knows. The Kenyon Express stove has a grate that is supposed to be flopped over above the burner so pots and pans sit atop the grate as opposed to directly on the burner. But this was the first time Luten had used the stove, and he doesn't remember flipping the grate out.

So as he cooked, it's likely that the flames were 'squished' out toward the cannister housing and butane cannister itself. As the cannister housing and cannister heated, the pressure inside the cannister would have increased. Kenyon Express stoves are supposed to have a valve that shuts off the butane from the stove when the pressure gets too high — as seemed to be the case on *Fin Chaser*. Alas, Kenyon had issued a voluntary recall of the Express I model stoves because of problems with that valve.

Butane cannisters are designed with slits around the rim to vent the liquid and gas butane if the internal pressure becomes too great. The idea is that it's preferable for the butane to vent in flames rather than explode. Such a venting would have been consistent with the 'squished' flames heating the cannister and the stove valve not working. It would also be consistent with Luten's description of flames suddenly spewing out after he'd been cooking without a problem for five minutes.

Kenyon has replaced the Express I model of the stove with the Express II, presumably with cutoff valves that work.

Not long after the weary firemen got their gear put away and the Baywatch boat cleaned up, they had to respond to another fire. A raven had straddled two hot wires — which isn't that uncommon — killing itself and starting a small fire on a nearby hill. The fire was quickly extinguished.

Two boat fires in one day in a radius of about 100 yards would be highly unusual. So when Cindy Rivera and her boyfriend Ron Bohannon were dinghying back to his Redondo Beach-based Freedom 33 *Nuage*



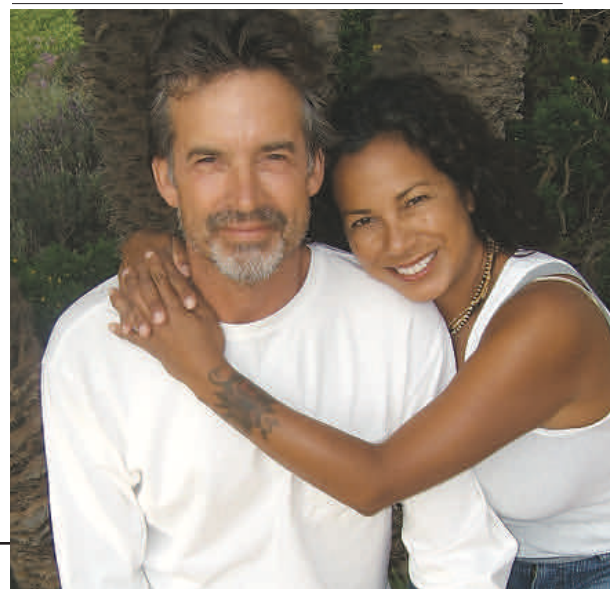
The Bayliner 40, with gas engines, was the second boat to catch fire on the west side. Here she gets a final hose-down from the firefighters.

on a mooring in Isthmus Cove, and Cindy thought she smelled something else burning, she dismissed it. When they climbed onto *Nuage*, Ron went below while Cindy stayed on deck. Looking two rows of moorings directly ahead, she saw smoke pouring out of Ted and Marilyn Geringer's unnamed Bayliner 40.

Cindy called Ron, who immediately jumped back into the dinghy and rushed over to help. Harbor Patrolman John 'Nhoj' Eccles was already there, pounding on the hull to see if anyone was aboard. As it turned out, Marilyn Geringer was aboard with three cats, while Ted was back on the mainland.

By the time Ron got to the boat, flames and smoke were pouring out of both sides of the aft cabin and out of the companionway. Not pausing to consider any risks, Ron scrambled onto the boat to help Marilyn get off. But she was, in his words, "combative". For one thing, she didn't want to leave her cats. In addition,

Ron Bohannon, who pulled Marilyn off the burning Bayliner, is hugged by Cindy Rivera, his girlfriend, who first smelled the second fire.



FIRE

she'd been drinking, and possibly wasn't fully aware of the danger she was in. But Ron realized it was quickly becoming a life-and-death situation.

Cindy was in tears watching the flames lick at her boyfriend's back. "Jump baby, jump!" Ron later said he'd been seconds away from doing just that, but stayed long enough to grab Marilyn around the waist and pull her to the side of the boat. There John grabbed her ankles and together they pulled her into the shoreboat, tearing a rail off the Bayliner in the process. They immediately cleared the area as the fire sirens blared once again, and Two Harbor's firefighters rushed in to battle their third fire in less than six hours.

Later they learned that the Bayliner had gas engines. For those keeping score, a cup of gas has the potential explosive power of 10 sticks of dynamite.

With the fire on the Bayliner having gotten a big head start, her interior and house were engulfed in large flames before the firefighters arrived in the Baywatch boat. There was no saving her, and she became the second power cruiser of the afternoon on the west side of Isthmus

Harbor to end up a burned-out hulk.

The most important thing, of course, is that Marilyn was unhurt. Tragically, her three cats all perished. One cat had been taken out of the boat and was given attention — oxygen and such — by the paramedics on the dock. But it died the following day.

We've yet to learn what caused the fire. Cindy, a former cosmetologist, thinks one of the cats might have had something to do with it, as she initially smelled burning hair. But it may have also been an electrical problem with the generator, as Marilyn said they'd had some problems with it.

"Two big boat fires in one day is really hard to believe," said Two Harbors Harbor master Doug Ouden, who has been on the island for 28 years. "We hadn't had one in 10 years in the whole area, and today we had two of them on just the west side of the Isthmus."

Since fire is such a dangerous thing

on boats, we asked Chuck Fort if BOAT/ U.S. had some statistics about boat fires, and specifically, what are the most common causes. He listed six categories:

1) Electrical fires, including AC and DC, cause 55% of all boat fires. Surprisingly enough, more fires are caused by DC than AC. Most of the fires are caused by wires being chafed where they run through bulkheads and such.

In the case of electrical fires, it's important to immediately cut off whatever electricity is causing the fire. That's why there are main electric switches for both AC and DC power, and why every member of the crew needs to know where they are.

2) Engine room fires, 24%. This figure is a little deceptive, because it also includes smoke without flames — such as when an engine overheats because the cooling system has run dry. Adequate engine room fire extinguishers are critical. It's also important not to open the engine room hatch if there is a fire, as fires need oxygen to continue to burn, and opening the hatch can bring a dying fire to life.



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3) Fuel leaks, 8%. Fort says in many cases these are the result of dumb actions. For example, a guy took his fishing boat offshore to fish, and needed to top off his tanks from a jerry jug. Alas, he mistakenly poured the fuel into a rod holder, allowing it to pour into the bilge. Not smelling the gas in the bilge, he switched on the ignition and — kaboom! Other foolish mistakes include cleaning metal parts with gasoline while smoking or having some other open flame around.

4) Miscellaneous. This means things like flares, fireworks, and yes, the bane of Spinal Tap drummers, spontaneous combustion. "It doesn't happen often," says Fort, "but it does happen."

5) Unknown. These are cases where investigators never were able to determine the cause of the fire.

6) Stove fires, surprisingly enough, are the smallest category. Most of these fires happen with — another surprise — alcohol stoves, of which there are many still around. Fort says that propane explosions are more rare, and in those cases the boat deck is often blown




After the second big boat fire of the day, Scott Panzer, one of the volunteer firemen, was bushed. It's harder work than it might seem.

several inches up from the hull. When there is a propane explosion in a boat, people aboard usually aren't burned, but offer suffer concussions and broken bones. This is exactly what happened

to the owner of a Cascade 42 in Clipper Yacht Harbor about 15 years ago — the deck separated from the hull, but the skipper, who had been inside, was not burned.

No matter if you were at Two Harbors or not on September 9th, we hope you learn the lessons from the two fires. First, once boat fires get going, they are extremely hard to put out. Some experts say that if you can't put out a fiberglass boat fire in two minutes, it's not going to go out until it burns to the waterline. Losing a boat to fire is bad enough in the relative safety of Isthmus Cove, where there is plenty of help around. Imagine how much worse it would be if you were halfway between L.A. and Catalina. Or L.A. and Hawaii. The thought of you and your crew being burned, swimming in the ocean, and watching your boat sizzle to the waterline is, we hope, enough of a stimulus to get you to check your boat for fire hazards, your extinguishers for readiness, and you and your crew for firefighting smarts.

— latitude 38

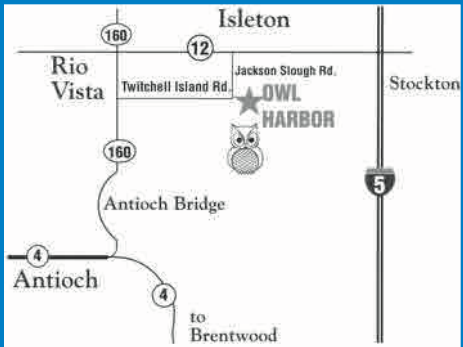


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BAJA HA-HA XII PROFILES, PT II

As you read this, entries for this year's Baja Ha-Ha cruisers' rally have finally stopped trickling in. The grand total: 142.

Ever since the inaugural event in 1994, Ha-Ha fleets have always encompassed a broad range of boats, crewed by folks from many disparate walks of life. This year is no exception. As you'll read in this second installment of participant profiles, the 2005 fleet includes resurrected 'plastic classics', brand new glamour yachts, late-model multihulls and even powerboats.

Their owners and crews come from equally varied backgrounds — from techno geeks to truck drivers. But, as always, the common denominators are a love of sailing, a thirst for adventure and an aching need to get away from the rat race, at least for a short while. This event should fill the bill for them, just as it has for the thousands of sailors who've gone before them.

In our intro last month we quoted the late John Lennon. Here, we'll draw from the wisdom of another '60s icon, Nikita Khrushchev, a colorful character who never had the pleasure of doing the Ha-Ha, yet spoke to one of its unwritten themes: "Life is short; live it up!"

With that, we'll continue our introductions of the Baja Ha-Ha Class of 2005. (Entrants are presented here in the order in which they signed up. Look for a final installment in November.)

Ti Amo — Oyster 485

Carl Mischka, Newport Beach, CA

"My 1997 and 2003 cruises to Mexico were trial runs," says Carl, who recently retired. "This time I hope to get into cruising mode 100%." The latter trip was one helluva shakedown. Carl logged 8,000 miles on that trip, from Newport Beach south to the Canal, all over the Caribbean and up to Key West on this same boat.

This year, *Ti Amo* will continue south after the Rally, and will eventually retrace her tracks into the Caribbean. Carl

It's been 18 years since Ann and Michael of 'Night Flight' last called themselves cruisers.



expects to cruise from 6 to 36 months.

Joining him on the Cabo run will be Linda Emmons, Bob Emmett and Kris Kasselman.

Orion — Pacific Seacraft 37

Jay Hall, Punta Gorda, FL

According to Jay, "It is those things left undone in life that one generally regrets" — words which he considers to be his guiding principle in life. So it's no surprise that he's taking off for the sunny latitudes of Mexico and beyond.

He learned to sail on lakes as a kid,

Jay of 'Orion' hopes to avoid regrets later on.



but after moving to the Bay Area, his first daysail showed him that he was way beyond his depth, so to speak. He immediately signed up for sailing lessons at OCSC, an act he now thinks of as "the best move I ever made" because, in addition to receiving excellent instruction,

he met many experienced cruisers who were happy to share their "passion for the lifestyle."

Joining Jay on the trip south will be Ron and Fran Sevier.

Starlet — Catalina 47

**Rick & Marlene Bartlett
Phoenix, AZ**

Rick and Marlene already know the way to Cabo, as they made the trip together last November. But that experience must have been downright lonely compared to what they can expect this year on the Ha-Ha. After all, for most participants, one of the event's greatest benefits is making lots of new friends.

Starlet is their first boat, and one thing they learned while breaking her in last year is that she "sails better in 80° water — really!" Cruising with an open-ended itinerary, the Bartletts are undecided where they'll go after they've had their fill of Mexico, "through the Canal, South America, Hawaii?"

Night Flight — Hylas 46

**Ann & Michael McDougall
San Francisco, CA**

Ann and Michael aren't new to cruising, but it's been a while. Eighteen years ago they spent a year cruising the East-

LATITUDE ARCHIVES



ern Seaboard, the Bahamas and Florida aboard a Passport 40.

An 85-lb German shepherd was along on that trip. This time their ship's mutt is a giant schnauzer named Boris. At the risk of being lovingly licked to death, three-time Ha-Ha vet David Foy will be along as crew.

"We look forward to experiencing Mexico and its wonderful people and culture," says Ann. "We can't wait for secluded anchorages, warm water, beautiful sunsets and the green flash!"

Intuition — C&C 39 XL

Ron & Connie Holbrook, Tacoma, WA

Ron and Connie met in California during their college years many moons ago. They'd intended to return to the Golden State after Ron did a four-year stint in the Air Force, but four years turned into a career, and Tacoma was the closest they came to living in California again. Perhaps that's why now, having retired, they're poised to spend at least two sea-

— RUNNING FROM THE RAT RACE



The 60-ft 'Millennium Falcon' was the first three-master to do the Ha-Ha. We're happy to say, she'll be back again this year.

sons in sunny Mexico.

They've lived overseas extensively, so we have little doubt that they'll have an easy transition to the cruising life. Over the years they've owned seven boats, and

Connie and Ron of 'Intuition' have lived overseas before, but never on a boat.



Intuition is their third C&C. Joining them on the trip south will be Jim and Connie Merritt as well as Marvin Fritts.

Bronco — Morgan O/I 41 Nels Torberson, Alameda, CA

If the Ha-Ha Rally Committee hasn't discussed making Nels the Ha-Ha's poster boy, they sure ought to. This will be his sixth consecutive Ha-Ha — yes, that's a record — and for the second year in a row he'll be bringing her north from her newly adopted homeport, Mazatlan, to San Diego just to do the Rally. Not only that, but Nels gets more speed out of this vintage, production-built cruiser than his competition can believe. "How the heck did he get here so fast?" is a familiar refrain heard from the go-fast boats at each stopover.

A retired airline pilot, Nels will be joined this year by a boatload of Ha-Ha vets, all of whom sailed aboard *Bronco* last year: Bob Soleway (a 7-time Ha-Ha vet), Mike Chambreau (he's done 4 al-

ready), Marianne Russin (she's done 3), Ron Fudala and Lynne Smith.

By the way, Nels would probably shoot us if we failed to mention that he also holds the record for the most first-in-class finishes.

Wind Chaser — Beneteau 42 Harry Hazzard & Judy McKean San Diego, CA

Don't be alarmed if you see a sheet of bubble wrap trailing behind *Wind Chaser*, as she's just been unwrapped. In fact, Harry and Judy hadn't even taken possession of her when they sent in their entry application.

Their story should give hope to some of you lonely hearts out there: When Judy met Harry via match.com, she was ready to buy a used boat and take off cruising. On their second date they went to San Diego so she could check out some used boats there. "Instead," she explains, "we decided to buy new and go together!" With any luck they'll keep going and going and going, as their plans are wide open.

Aquila — Hylas 49 Michael & Linda Dawkins Ventura, CA

"This is our official launch into the wild blue yonder!" say Michael and Linda, who

both retired earlier this year. The Ha-Ha will serve as the first leg of a much longer adventure, as it has for countless cruisers during past events. By the way, she worked as a training manager and he was a "special agent." (We're afraid to ask for details.)

Cruising aboard this beautiful S&S-designed yacht is certainly traveling in style. Many readers may actually recall having inspected her last year at the Strictly Sail Pacific show in Oakland, where she was one of the more elegant boats in the lineup.

After a year in Mexico and Central America, *Aquila* will transit the Canal and be off to explore the Caribbean.



Meet Michael and Linda of 'Aquila'.

BAJA HA-HA XII PROFILES, PT II

Natazak — SC 52

Steve Williams, Santa Cruz, CA

"We've raced *Natazak* for four years," says Steve. "It's time to bring the barbecue!" If his experience is anything like



After a long stint of racing 'Natazak', Steve and Loretta want to sample the cruising life.

that of previous SC52 owners who've used the Ha-Ha to sample the cruising life, he may never race again.

Post-rally plans are a bit vague, but the varied backgrounds of the crew should make things interesting wherever they go. Steve explains, "We'll have a venture capitalist (himself), a dentist, a marine biologist and a pro sailor on board." We expect that they'll each arrive at Cabo with a renewed appreciation for maintaining a balanced portfolio, proper oral hygiene, sustainable fisheries and proper sail trim. On the crew roster are Mark Golsh, Loretta Komarczyk and Kristen Honey.

Champagne — Beneteau 42

**Clark Hamm & Marga Bakker
Los Angeles, CA**

Although Clark and Marga are now beginning what will probably be the biggest adventure of their lives, they've already had a wealth of interesting experiences. Clark, a banker by trade, met Marga, an accountant, on the island of Curacao, where she was born and raised.

Thanks to Marga and Clark's new plan, 'Champagne' won't be bashing north this year.



They've both been sailing for decades and have thousands of sea miles under their belts.

If we have our facts right, this Frers-designed sloop has done the Ha-Ha four times already, once with Clark aboard as crew and once as owner/skipper. This time, however, he and Marga will not be bashing back home. After a season in Mexico, they expect to Puddle Jump out to French Polynesia.

Windancer — Catalina 38

**Ed & Linda Pedigo
Redwood City, CA**

Ed, Linda and their friend Pat Richardson all started sailing together about 11 years ago. Soon after, they started making plans to do the 'Millennium Ha-Ha' in '99. Ed and Linda did make that trip, but Pat, unfortunately, had to



Pat (left), Linda and Captain Ed have a lot in common — including being Parrotheads! bail.

This year they're all determined to reach the famous Cape together. Afterwards they'll time their travels to spend Thanksgiving in Mazatlan and Christmas in Zihua. Ed is in no rush to return north, as he has retired from his career as a general contractor and Linda is happy to be taking a three-month leave of absence from her work as a personal trainer — "Thanks, boss!" — so she can go "sailing with the dolphins and slug back margaritas."

Dos Amantes — Island Packet 40

Joe & Lori Lacey, Reno, NV

The name says it all — if you speak Spanish, that is. *Dos Amantes* translates as Two Lovers. "We sold everything, bought a bigger boat and we're shoving off for 'parts unknown'," say Joe and Lori. Although they are both much younger than typical retirement age,



If we're not mistaken, Lori and Joe of 'Dos Amantes' kinda like each other.

they've apparently had enough of desert living for awhile. Their game plan: "Go to Panama, take a right turn and learn to open coconuts."

We don't know a heck of a lot more about them, other than that he worked as a land surveyor and she as a sales manager. On the trip south they'll be sharing watches — and, we presume, tapping the wisdom of — Lori's dad, Ron Shacter, who is 75 years young.

360° — Passport 41

**Joel & Mary Thornton
Seattle, WA**

We were stumped by the meaning of this entry until we read a comment on Joel and Mary's app.: "Our name is our dream." Ah-ha! Now we get it. They hope to circumnavigate!

Both are longtime sailors who've done thousands of miles of South Pacific cruising in addition to a Pacific Cup round trip. Having owned eight boats over the years, they upgraded to this sturdy cruiser less than a year ago. Although their entire world cruise is not yet mapped out, they plan to carry on southward after the Rally, transit the Canal and arrive in Europe in time for the America's Cup. No wonder they say, "We can hardly wait!"

Shilling of Hamble — Oyster 435

**Dennis & Janet Knight
Southampton, UK**

Neophyte cruisers could learn a thing or two from Dennis and Janet. These adventurous Brits have already been 'out there' for six years, logging over 25,000 sea miles.

Although they both grew up around boats — she vividly remembers her dad building the family's first dinghy on the dining room floor when she was two — they didn't get their first cruising boat until 1989. After a decade of cruising in England, Holland and France, they took off cruising, first across the pond with the ARC Rally. Since then, they've explored much of the Eastern Seaboard as well as the Pacific Northwest, includ-

— RUNNING FROM THE RAT RACE



Dennis strikes a pose in Alaska. He and Janet have cruised six years on 'Shilling of Hamble'.

ing Alaska. After a stint in Mexico, they'll probably set their sights on the South Pacific.

Allegro — Catalina 42

Jim & Mary Brye, Ventura, CA

Some of you may already have met Jim. Having recently retired from a career in the business world, he's been working this summer as a shoreboat driver at Catalina's Two Harbors anchorage. Although Mary, who is a school teacher, will be along on the Ha-Ha, she remains in the still-working-but-wish-I-was-retired category.

Since learning to sail back in the '70s, they've owned 10 boats, upgrading to this sweet Catalina seven years ago. From the looks of her gear list, she's been fitted



What's the deal here? Mary of 'Allegro' is still working, but Jim got permission to retire.

out for long-term cruising, although the Bryes intend to bash back north again in the spring. In the meantime, they plan to enjoy their time in Mexican waters. On the Ha-Ha, Joe and Sandy Vanni will be along as crew.

Dawn Treader — Contest 48cs Hal Craft, Dana Pt., CA

Having retired early from a career

in engineering, Hal is making big plans: "We're doing the Ha-Ha to prepare us for a passage to Tahiti next spring," he explains.

Undoubtedly unique to the fleet, *Dawn Treader* was designed and built in The Netherlands for blue water sailing. With her sleek flush-deck design and substantial 18-ton displacement, she appears to be ready for anything from North Sea torrents to placid tropical waters.

Vic Herring will crew to Cabo, as will one or two others who have yet to be announced.

Island Mistress — Wellington 47 Jeff & Judy Wahl, Yankton, SD

Here's another boat type that you don't often see. *Island Mistress* was built in the late '70s to a John Alden design. One of her distinctive features is her "dry" pilothouse — an item that many cruisers sorely wish they had once they get out in rough weather.

Then again, Jeff and Judy — who've earned their cruising money by running a motel — seem to relish a bit of rough going once in a while. Their motto is:



If the going gets rough, Judy and Jeff will be safe and dry in 'Island Mistress' pilothouse.

"If there isn't an ordeal, then it's not an adventure." With an attitude like that, the cruise to the Cape should be a piece of cake. Their game plan is to stay in Mexico through the summer. They'll then go "south to the 'ditch', then decide to take a left or right."

Koho — Cal 48

The Owens Family, Jackson, WY

If boats could talk, this vintage Bill Lapworth-designed yawl would probably say that she's *really* glad to be heading out with the Owens clan on an open-ended cruise. Marinas and dry land haven't always been so good for her.



Karlene (left), Hugh and Heidi should be proud to have resurrected 'Koho' from an ill fate.

Eight years ago Hugh and Karlene (aka Dad and Mom) rescued her from a sedentary life as a cockroach-infested "floating gin palace." But after enduring a near-total refit, she was rudely dropped by a crane operator while being loaded on a truck for the West Coast!

Now, however, she's poised for happier times, as Hugh, Karlene and their 16-year-old daughter Heidi set off for Mexico, eventually expecting to cross to New Zealand.

Daydreams — Pearson 385

Joe & Melinda Day, Nevada City, CA

Joe has an interesting fantasy. He can't wait to toss his cell phone overboard as soon as he reaches Mexican waters and say, "Can you hear me now?"

Nineteen years ago, aboard a Windjammer Cruise in the Caribbean, he and Melinda met and fell in love with both sailing and each other. They were married aboard the *Polynesia* while anchored off Saba.

This is their second attempt at open-ended cruising with their kids Joseph, 14, and Jacquelyn 10 — and we wish them *much* better luck this time. In September, 2003, their dream was abruptly ended when Hurricane Marty totaled their previous boat, a Pearson 38.

Out of Africa — Wildcat 350 cat

Richard & Kathy Cavanagh Isleton, CA

"Kathy and I had to retire," explains

Richard and Kathy of 'Out of Africa' have a sickness we can relate to.



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Richard. "Work was interfering with our time spent playing with boats." As they currently own 13 boats, they admit to having "a sickness for restoring boats," and this cat has been one of their most ambitious projects.

Built in South Africa, she was accidentally driven up on a beach when nearly new by a sleepy delivery crew, while en route to the Strictly Sail Pacific boat show. The Cavanaghs bought her as salvage and eventually resurrected her.

Having sailed in Mexican waters by one means or another over the past three seasons, they're heading back for more. "Our future plans are written in sand at low tide."

Jakyrh — Island Packet 35

Tom & Chris Wakes, San Diego, CA

"There are no guarantees in life," says Tom, "so living one's dreams is both exciting and fulfilling. Nike has it right: 'Just do it.'"

Ah, yes. Words to live by. After decades of teaching, counseling and coaching middle school and high school kids,



Can you believe Tom and Chris of 'Jakyrh' would rather go sailing than teach school?

Tom and Chris both figure they are lucky to still have their sanity.

Over the years they've kept in balance by doing all sorts of outdoor sports, including bike trips in Canada, Ireland and Europe. In '98 they took a sabbatical to backpack in such disparate countries as Kenya, Thailand and Fiji. So now it's on to new adventures in the waters of Mexico. Tom's dad, Norm Waters, will crew on the Ha-Ha.

Lonesome Dove — Elite 29

Britta Fjelstrom, San Francisco

Since she's uncomfortable boasting about her finest accomplishments, Britta let us in on some of the more obscure aspects of her resume: she can juggle, she has an "unhealthy obsession with Cheez-Its," she coached a badminton team for seven years, and on board her little sloop she carries a banjo, mandolin and guitar. Sounds like our kind of gal. Oh, and her bunk-mate, Gen Gen, is a white pit bull. After over four years together, she's "proud to admit that this is my longest committed relationship."

At 32, Britta, who is a teacher by profession, is one of the youngest skippers this year. She went on sabbatical a year ago and found that she liked her new, relatively carefree life of teaching sailing and running day charters so much that she may stay in limbo indefinitely: "My plan is to have no plan!"

Britta's good buddies Evan Polley and Dave Cranston will crew at least as far as the Cape.



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Dream Ketch'r — Endeavour 43 **Don & Jeff Watkins, San Diego, CA**

Five years ago, Don hung up his spurs as a CHP officer and entered the wonderful world of retirement. About that same time he joined friends on a bareboat sailing vacation and was badly bitten by the sailing bug. He dove into classes as soon as he returned home and, well, here he is about to set off on an open-ended cruise aboard his fully-fitted out adventure wagon.

In addition to longtime friends Dave Kissinger, Jay Jackson and Dick Holmes, Don's son Jeff will be part of *Dream Ketch'r's* Ha-Ha crew. Jeff, a CHP pilot, will serve as navigator, making sure the boys don't end up at the wrong cantina. One interesting footnote about this entry: Jackson is reported to be a "great flamenco guitarist."

Sonrisa — Valiant 40 **John & Sylvia Parr** **Corpus Christi, TX**

Since retiring from careers at Lockheed Martin almost a decade ago — both were network programmers — John and



Britta of 'Lonesome Dove' is another teacher who's flown the coop.

Sylvia have cruised extensively. And apparently they haven't tired of it yet.

After successfully island hopping to New Zealand, Sylvia learned that she needed back surgery. As a result, they shipped *Sonrisa* back to the U.S. on the first ship heading east. As its destination was Florida, the Parrs cruised the Inter-coastal Waterway after Sylvia recovered, then eventually shipped the boat back to San Diego. Now they're looking forward

to sailing Mexico again, where "the weather is good, the sailing is easy, the water is deep, the natives are friendly and the doctors are close."

Topaz — Caliber LRC 40 **Mark & Karen Isaacson** **Alameda, CA**

Both Mark and Karen are happily trading the world of academia for the school of life. He is a retired university professor, and she is former school teacher.

They've both been sailing for many years, and owned three other boats prior to buying this sloop brand new in 2001. So what's their plan? "Our time after this season in Mexico is wide open to possibilities. We'll be deciding 'What's next?' when the day is right in front of us." During the Rally, Patrick Savage will crew in the role of "naturalist."

Catch the Wind — Cal 39 **Sam Crabtree & Suzie Wilson** **Richmond, CA**

In addition to his career as a civil engineer, Sam used to teach navigation at

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College of Alameda. After 'suffering' for years, as he watched his former students take off cruising, now it's finally his turn. Although he's owned seven boats over the years, he's had this vintage Cal since 1978.

By simple deduction, we're guessing that Suzie, a retired bookkeeper, has come into Sam's life only recently, as their entry application says she learned to sail only four years ago. But the true neophyte within this group is Hunter Isaacs, age 4, who has been nicknamed The Admiral for the cruise to Cabo. Also on the crew roster is Gloria Vander-mate.

After the Rally, the Parrs will 'catch the wind' down to P.V.

The Boat — Island Packet 35

Ron & Tam Preston, Stockton, CA

"It all started with my first issue of *Latitude*," recalls Ron. The first letter requested info on the Ha-Ha, and "that started the wheels turning." Shortly afterwards, he and Tam flew to Punta Gorda, FL, to take sailing lessons, then started looking for a cruising boat as



Four-year-old Hunter is going to 'Catch the Wind' with his grandma and grandpa.

soon as they returned home.

Four years ago, they made their first long shakedown cruise to the Channel Islands. Later, Ron and his son repeated that adventure. Now both retired, Ron, a former truck driver, and Tam, a former

installer (of what, we don't know), plan to winter in Mexico, then return to California and continue cruising in northern latitudes.

La Vie — Beneteau 405

David Kane, Seattle, WA

A construction project manager by trade, David, 33, is one of the youngest Ha-Ha skippers this year. "Having self-performed every aspect of the refit of *La Vie*," he says, "I am willing to help out other cruisers with mechanical, electrical or rigging issues — as long as it doesn't cause me to miss a Baja Ha-Ha party!"

Although he'll singlehand much of the way down the coast to San Diego, he'll have crew aboard during the Rally, who have yet to be announced. Afterwards he's allotted five years to cruising Mexico, the South Pacific. . . perhaps even circumnavigating.

Serenity — Catalina 42 MKII

David Albert, Oceanside, CA

After years of making loops out to Catalina and back, David says, "Day Sailing David is ready to break this 100-

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mile circle syndrome." Although *Serenity* will return north shortly after the Rally, David sees this year's event as the precursor to a possible open-ended cruise next season.

A real estate broker who has grown tired of that gig, he says, "I'm not getting any luckier at shanghaiing a young, nubile, hard-bodied sea wench for first mate pleasures, so I guess it's just me and three more old guys." They are John Clark, Larry Duval and Phil Hall.

Jenny — Jeanneau 43 Doug & Jo Leavitt San Francisco, CA

"Although I'm usually very modest," says Doug, "I can heal a broken heart, mend the crack of dawn and bring temporary relief to nymphomaniacs." You guessed it, he's also a self-described "bullshit artist" with a "moderate streak of wise-ass."

Although raised in California, Doug's long career with Lockheed Missiles and Space led him to spend over 20 years working in England. There, among other things, he learned to sail and met his



Jo and Doug of 'Jenny' met while he was making trouble in England.

wife Joan. The couple moved to Alameda in 2001 to escape the U.K.'s dreary weather. They soon bought a boat, moved aboard and began developing their cruising plans. They're not sure where their travels will lead them, but they insist that they're "not coming back, unless forced at gunpoint."

Heidi Finberg and Michael Fanfa will crew to the Cape.

Murray Grey — Ericson 38 Jim Sicard, Portland, OR

On his Ha-Ha application, Jim kept his answers short and sweet, but we do

know that he considers himself to be a "wanderer" and that he is retired from a career in heating and air conditioning.

Perhaps the most curious thing about Jim's entry is that he learned to sail just three years ago, apparently in pursuit of the cruising dream. His plan is to spend a year in Mexico, then continue on to Panama and beyond.

Joining him on the Ha-Ha will be Clyde Roberts and Bill Bell.

De La Sol — Alberg 35 Jerry & Slater McArdle Oceanside, CA

De la Sol's entry is a father and son act. Jerry and his 12-year-old son, Slater, are setting off on the kind of adventure that many fathers wish — only too late — that they had taken the time to do: "We will be sailing the Pacific coast of Mexico and Costa Rica, then through the South Pacific, surfing, diving, living life and enjoying the tropical islands." Sounds pretty sweet to us.

Back in '91, when Slater was but a glimmer in Jerry's eye, and Jerry himself was only 32, he made a previous cruise

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to Mexico that was too short-lived for his liking. This trip, though, is expected to last at least two years: "This has been a longtime dream of mine, and to share it with my son is even better."

Salacia — Catalina 42
Mark & Deanna Roozendaal
Victoria, BC

Salacia has already done extensive South Pacific cruising with her previous owners. Perhaps she's been putting out vibes that she's ready to go again, as Mark and Deanna say they'll winter in Mexico, then 'jump the puddle' to the Marquesas.

Although they both have been sailing since they were youngsters, neither had extensive offshore experience, so they shook down the boat — and their own offshore abilities — on the trip from Victoria to San Diego, staying mostly well offshore. Mark is a retired high tech entrepreneur — at an age so young we don't have the heart to tell you — and Deanna is a college dean, presumably on sabbatical. They'll be joined on the Rally by James Dronchuk, aka Seal Boy.



Mark and Deanna are considering 'jumping the puddle' aboard 'Salacia'.

Flyer — Tartan 3400
Klaus Kutz & Jennifer Rader
Alameda, CA

"I'm getting older," says Klaus "so the time is right — and my sweetheart Jennifer says 'Let's go now!'" *Flyer* will undoubtedly be the newest boat in the fleet, as she was due to be launched shortly before we went to press. She'll also be one of the more high tech entries, with her epoxy construction and carbon fiber mast and boom. Apparently Klaus fell in love with a sistership last year at the Annapolis Boat Show and committed

to an order right on the spot.

He's been sailing since he was a teenager, and has had an even dozen boats since then. Among his offshore trips are a TransPac, a Pacific Cup and a trip from Italy to Croatia. After the Ha-Ha, he and Jennifer will cruise the Sea of Cortez, eventually ending up at San Carlos. *Flyer* will return home the easy way — on a truck.

Tiki iti — Downeast 38
Sean & Adrian Guches
San Rafael, CA

Having begun his sailing career at the tender age of two, Sean has already had plenty of adventures on the water. By age four he was soloing in an El Toro, and at age 14 he took off with his dad aboard the Fantasia 35 *Avaiki* on a Pacific circuit via French Polynesia and Hawaii.

Since buying *Tiki iti* in '97 — the name means little god — in rundown condition, Sean has completely refurbished her from stem to stern. Two years ago he voluntarily gave up his long singlehanded career when Adrian "drifted into his arms." She was a neophyte sailor then,

Two... now one

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but has rapidly risen to the rank of First Mate. (Yeah, we know, that's easy to do when there's only two aboard.)

Sean and Adrian will continue cruising after reaching the Cape.

Allegra — C&C 37 Alan Paul & Valerie Craft Oxnard, CA

Just so there's no confusion, Paul wants to make it perfectly clear that his boat name has nothing to do with an allergy medicine!

An architect by profession, Alan is about to retire, he tells us, so the timing for this tropical cruise is ideal. He and "Co-captain" Valerie plan to leave *Allegra* in Baja after the Rally so they can come back and sail her during the winter. They'll probably bring her home in the spring.

Sumatra — Trintella 53 Jerry Morgan, San Francisco, CA

Jerry didn't tell us much about himself and his crew, but since he's a physician, we should probably be thankful that we can at least read his handwriting!



Alan and Valerie plan to 'commuter cruise aboard 'Allegra' this winter.

Just kidding. We do sense that he's really looking forward to the "hop, skip and a jump to Cabo." He and *Sumatra* both know the way, as they did the Rally in 2002.

Having also done the 2000 Pacific Cup (and back) aboard this sweet 53-footer, Jerry can't say enough good things about her. Among her attributes are "luxury, safety, strength, sea kindness, comfort — and she's enormous fun!" Rounding out the crew will be Libby Edwards, Carol Anderson and Harold Robinson. After the Rally, *Sumatra* will first head to La Paz, then south to Panama.

Sun Baby — Lagoon 410 cat The Kerns Family, Seattle, WA

Apparently there was a little debate between Dan and Cynthia prior to committing to the Ha-Ha. "You have to promise me the water will get warm!" she insisted. Evidently he did.

So now the plan is to "take nine months and see where we get to," with the measure of success being that they reach places "where you can actually swim in the sea." No worries, by the time they reach Cabo, the water temp should be an enticing 80° or higher. And soaking in it will be all the more satisfying knowing that folks back home are cranking up their thermostats to ward off the winter chill.

The cruising bug apparently bit this couple only recently, as they say they only learned to sail a few years ago. Helping to pull strings on the trip south will be Dan's brother Roger, along with a full complement of 'swabs': daughter Esther, 7, and sons Noah, 9, and Abraham, 2. The family's post-Rally cruising plan is open-ended.



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Captain George Thomas — C&C 30

Capt. Bill Thomas, Vallejo

Capt. Bill himself holds a Coast Guard captain's license, but his boat is named after three generations of salty sea captains who preceded him. And although this little sloop isn't exactly a clipper ship, Bill has plenty of ocean sailing miles under his belt, including three previous Ha-Has, four Baja Bashes and a Pac Cup.

Joining him this year are Bill's long-time Bay racing buddy Dale Anderson (also a multiple-Ha-Ha vet), as well as Bob and Valerie McGowan. All four of them are certified sailing instructors who share their skills in the Vallejo YC's Learn to Sail Program.

Bill's wife will join him after the Rally for as stint of extended cruising in Mexican waters.

Ten Ten — Catalina 42
CC & Gary Cantwell, Chico, CA
"Our plans are to go out the Golden



Captain Bill (left) of 'Capt. George Thomas' will have plenty of qualified help.

Gate, turn left, and think about returning in 20 years," say CC and Gary. And we think they're serious!

They tell a funny story about how they got together. Sometime after Gary's divorce in 2000, CC queried him about his future plans. He said he was looking for a woman who enjoyed the "three 'S's." That is, sailing, scuba diving and sex. CC was just that woman, having been certified as a Junior Sailing Instructor at age 14, and later becoming a rescue diver. (We have no info on how she qualified for the third criteria.) Gary, a retired Chico

cop, has hung up his holster to pursue the good life, but CC says he still carries around 30 pounds of tools and accessories on his belt. *Ten Ten*, by the way is police talk for "I'm at home."

Rock Hopper — Tartan 4400 Mark Partridge, Alameda

Tartan Yachts will be making an impressive showing within this year's Ha-Ha fleet. This 44-footer was launched just last February, and her little sister, *Flyer*, a Tartan 3400, was launched shortly before the Rally. *Rock Hopper* is truly a techno marvel with all sorts of creature comforts and sailing innovations including a bow thruster, boom furling main, three A/C units and a washer/dryer. Yeah, they undoubtedly have a Cuisinart or two also.

You might say that Mark, a yacht salesman — who apparently believes in his own products — and Mary Jane, a technical writer/artist, are a bit cautious about setting their future plans in stone: "After Cabo, we may head south, west,

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Bill and Laura Ross will crew during the Rally.

New Horizon IV — Kelly Peterson Wolfgang Boehle, San Diego, CA

As we often say, the Ha-Ha attracts all sorts of people. Wolfgang, for example, was born and raised in Germany and spent most of his life working for construction companies in Africa and the Far East. Since moving to the States 16 years ago with his American wife and three kids, he's worked in the travel and electronics fields.

Now that the kids are grown, the plan is to Ha-Ha down to Cabo, then on to P.V. with his buddies, Roald Aandahl, Richard Anderson and Jessie Quinsat. His wife, Carol, will join him there for a year of exploring Mexico. After that, they'll be off to the South Pacific.

Freestyle — Crowther 40 cat Jerry Wetzler, Dana Pt., CA

You won't find many older Lock Crowther designs on the West Coast, but they are common all over the South



Jerry finished building 'Freestyle' 30 years ago, and has been making tracks ever since.

Pacific, and the company Lock founded now designs the popular Catana cats. In any case, Jerry's boat is unique in this fleet. He started building her in '73 and, unlike so many 'backyard' builders, launched her only three years later. Today, he can look back on three decades of sailing adventures aboard *Freestyle*, including a TransPac followed by a stint of Hawaiian Island cruising and a previous trip to Mexico.

This time, this retired Pomona Fire Dept. Captain plans to explore the Sea

of Cortez after reaching the Cape.

John Simpkins will be along as Ha-Ha crew.

Ulysses — Cascade 29

Tom Baldwin, Kalama, WA

"You're not going to sea in *that* teacup?" exclaimed Tom's mother-in-law, Vivian. "It's either going to be an exciting adventure, or you're just crazy!" We'd bet she's right on both counts. But in our book being a little crazy is a good thing.

Tom, a school teacher, learned to sail back in 1969 — ah, yes, the 'summer of love'. He's had six boats since then, but he obviously considers *Ulysses* to be a keeper, and he's been keeping her up with TLC for 25 years. Interestingly enough, her crew for the Ha-Ha spans four decades: Alberto Castro, John Trujillo and Don Ferrell.

After the Rally, Tom plans to "continue cruising until it's no longer fun!"

Rocinante — Islander 36

Dan Martone, Pt. Richmond, CA

When given the chance to share a

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BAJA HA-HA XII PROFILES, PT II

'quotable quote', Dan offered these sage words: "The Baja Ha-Ha is an adventure best enjoyed while still alive." We couldn't agree more.

Dan reminds us that Rocinante was the name given to Don Quixote's trusty steed. "Now, another *Rocinante* is about to carry another old fool to adventures!" he jokes. As with Don Quixote, Dan's plans are vague. Basically, he'll go wherever fate takes him along the Mexican Coast and up into the Sea of Cortez.

Ron Barrett will crew to the Cape.

Chaitanya — Tayana 37

Ian & Heidi Jarman, Alameda, CA

We see a lot of boats whose names are in Spanish, French, Hawaiian and even Tahitian. But the name Chaitanya is a first — it's Sanskrit, and, loosely translated, means higher consciousness. Hopefully, the trip to the Cape will help this young couple achieve that status.

Ian, now a chiropractor, and Heidi, a nurse, both found their sea legs during service in the Navy. In fact, counting



Ian and Heidi are shipping out again. This time aboard 'Chaitanya' instead of on a Navy ship.

all of his Naval deployments, Ian has technically circumnavigated. Tall tales of South Pacific cruising, relayed years ago by Ha-Ha crewman Mike Brandford, are said to have been the inspiration for the couple's sailing dreams. They'll ship *Chaitanya* home this year, but they hope to do an extensive South Pacific cruise in 10 years, when their young children are old enough to enjoy it.

Heidi's brother Hans Grossauer

and Sonny Hogue will also crew to Cabo.

Panta Rei — Gecco 39

Ken Henderson, Bellingham, WA

Let us guess: This boat's name is Tahitian for 'panty raid', right? Ahh. . . well, probably not. Guess we'll have to pose that question to Ken on a beach somewhere. It shouldn't be a problem to get a long-winded answer, as he claims that, "My crew and I are all talkers, and we're looking to entertain." In fact, the crew says they're looking forward to meeting as many cruisers as possible.

They are Craig Convery, "navigator;" Kelland Davis, "cowboy philosopher;" and Jim Gibson, "lay-about." Their unique plan is to do a Pacific circuit in 3- to 4-month stints each year — or possibly a full circumnavigation.

Flying Free — Amel 53

**Steve & Lisa Anderson
Westminster, CA**

"As the skipper," says Steve, "I'm excit-

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— RUNNING FROM THE RAT RACE

edly trepidatious, as this will be a huge lifestyle change." A career electrician who has retired early, Steve has been sailing since the late '70s, but has yet to sample the cruising lifestyle. Lisa, on the other hand, cruised the Caribbean extensively during the '80s. "I'm looking forward to an equally great time in Mexico," she says.

Their game plan now is to spend at least two years in Mexico, then continue on longterm until the fun meter goes flat. This beautiful ketch-rigged 53-footer should be a safe and sturdy ride, as she's already proven herself during one and a half circumnavigations.

Marcus Monson, who has done a couple of Ensenada Races with Steve and Lisa, will crew for them to the Cape.

Ryden — Valiant 32 **George Ogihara, Gold River, CA**

There's something unique about this vintage fiberglass sloop: her propulsion system is electric, powered by a dozen 12-volt AGM batteries. "When cruising, the motor/generator charges the batteries," explains George. We assume



Aboard 'Flying Free', Lisa is the veteran cruiser, while Steve is the neophyte.

he's talking about the sort of generator 'trolled' behind the boat. In any case, we'd be very interested in having a look.

A CPA by profession, George is also a highly-experienced singlehander. "In April I singlehanded south (from the Bay Area) as far as Ensenada, then returned to San Diego," he explains. Pretty impressive for a 74-year-old. But then, he could probably have done it blindfolded too, as he's been sailing since the '60s. He will

have crew on the Ha-Ha, however, as solo sailing is a no-no. Robert Hilliker, also a septuagenarian.

After the Rally, George will continue south, then out to the Galapagos, over to Easter Island, then north to Hawaii. Nothin' to it!

Soulmates — Beneteau 473 **Dan & Karen Walker, Brown's Pt, WA**

We're not sure how many berths this Beneteau sloop has, but we have a feeling that at least a few of them are going to be kept warm permanently, as *Soulmates* crew roster lists a total crew of eight: Tom and Barbra Saul, Steve and Eve Hosch, Denny and Becky Flannigan, as well as Dan and Karen.

That makes this the biggest crew in the Rally, other than the Committee Boat. Having logged thousands of miles of serious ocean racing, Don and Karen apparently learned that the bigger the crew, the more sleep you're likely to get. During the Ha-Ha, while the double-handed crews are snoring through the layovers, we expect that the *Soulmates* gang will be dancin' in the moonlight.



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BAJA HA-HA XII PROFILES, PT II

Dan and Karen left Seattle about this time last year, and after a year in San Diego, they're "jazzed" to be heading south again. After the Rally a visit to La Paz is the only stop that's been pencilled in. From there, it's anybody's guess.

Kira — Passport 470 Herb Potter, Lake Tahoe, CA

"My goals for this winter are to have fun, work on my tan, drink a little *cerveza* and, hopefully, loose about 50 lbs.," says Herb. That last one might be tough, but the rest sound absolutely doable.

Herb's had a fascinating life, which has encompassed several successful careers. His sailing career has grown from humble beginnings at a YMCA camp, where he fixed a lateen rig to a canoe and taught himself to sail, to ownership of this deluxe Bob Perry-designed cruiser. "I had her built at the Passport yard in China while I was working for them," explains Herb, "then installed 'mucho' stuff here."

After Ha-Ha'ing with crewman Joe Simpkins, Herb intends to spend the winter in Mexico, then continue south,



Rennie and Anne of 'Cassiopea' know how to have fun. That's why they're Ha-Ha'ing again.

transit the Canal, explore the Western Caribbean and eventually arrive in New England.

Cassiopea — Swan 65 Rennie Waxlax & Anne Blunden San Diego, CA

Rennie and Anne's dress code while sailing gives new meaning to the expression, "Put some color in your cheeks." That's right, their approach to saving on

laundry bills is to sail in the buff whenever possible. In fact it's a *Cassiopea* tradition that the entire crew sails across the finish line of each leg au natural. Hopefully the sun will cooperate.

The entire crew are Ha-Ha vets. This will be Rennie and Anne's fourth and crewman Dave Watts' third. Greg and Trish Webster, who did the '99 event, will also be along for the ride. Their boat *Marilyn* was the *Latitude* covergirl in December of that year. *Cassiopea's* post-Rally plans have yet to be announced.

Even if you've got more stamina for reading, we'll have to take a break here, as our weary fingers are about to go out on strike.

Next month, however, we'll bring you yet another installment of Ha-Ha XII profiles — the last folks to sign up.

Since this year's event begins on Halloween, the starting line is likely to be even more festive than usual. So if you happen to be in San Diego, be sure to check it out.

— *latitude/aet*

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MAX EBB

The sign in the parking lot was very clear: "Permit holders only — Tow-away zone." But there was nowhere else to park, not even for a fee. "How the heck is someone supposed to have friends come sailing with them?" I fumed as I finally threw up my hands and pulled into one of the "permit only" spaces. It gave me a new appreciation for my marina on the other side of the Bay, where there's always plenty of free parking.

"Oh, that's just a bluff," my host reassured me when I finally made it through the dock gate and found the boat. . . after waiting for five minutes for a berth with a key to go through. "They never ticket or tow anybody. But it keeps the tourists out of our parking lot, you know."

The boat was owned by a rather important client of my employer, and she had simply assumed that as a sailor I would love nothing more than to spend a Saturday as a guest on her large yacht. Well, it could be worse: At least I wasn't being dragged out to play golf.

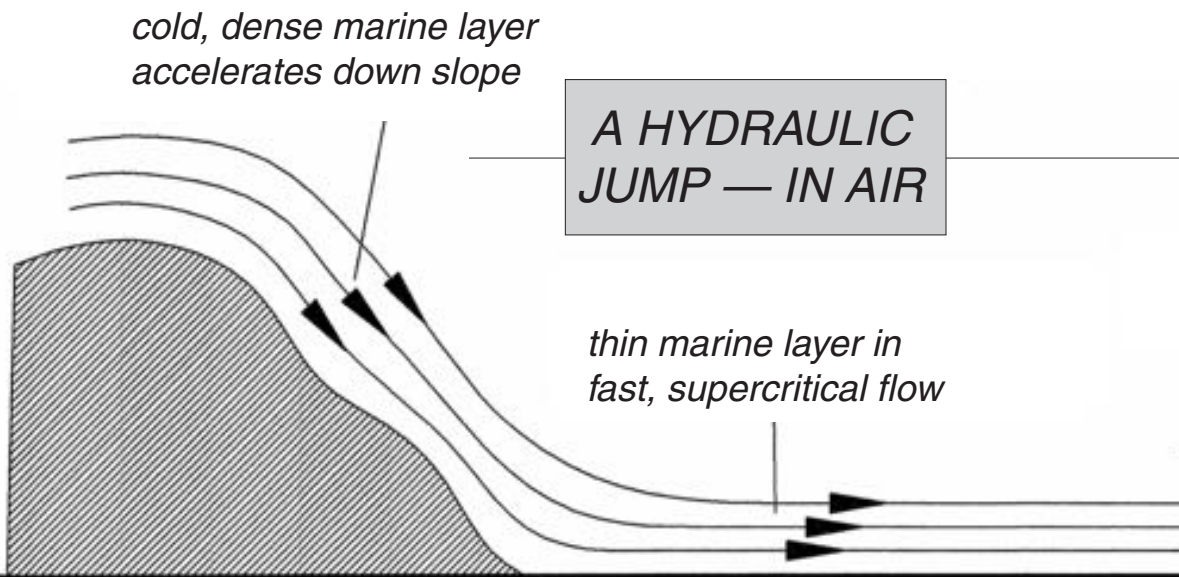
The boat, I discovered, was actually big enough to make this interesting, even though it was under-rigged with two roller furling jibs. But the big hard dodger made it so difficult to check jib trim that it probably didn't matter anyway. The main still went up and down on a halyard, and had battens, so maybe we would actually do some sailing if we were lucky enough to find a windspeed that matched the jibs. The good news was that lunch was catered — the delivery guy from a local restaurant was just leaving as I climbed aboard.

Trying to be helpful, I started to unfasten the mainsail cover. "Max, leave that for a non-sailor," said the skipper, who I surmised was someone from our client's office with a very broad job description. "That way they'll see how the cover fits, they'll know where it's stowed, and they'll be able to help put it back on at the end of the day. Non-sailors aren't much use for anything else when we put the boat away."

"I know what you mean," I agreed. "Even some of my racing crew don't know how to coil a line properly."

This could have been my first big *faux pas* of the day, because as I spoke I noticed that all the fancy low-stretch halyards and jibsheet were done up in circular coils instead of figure eights, the same mistake I had spent years trying to train my crew not to make.

Fortunately, four of my co-workers arrived and the subject changed.



"Are we really going out today?" one of them asked. "The radio said there's a 'small craft advisory' for strong winds."

"Small craft advisory," explained our host, "means that the wind is up and everyone will be out sailing, so big ships are advised to watch out for small craft."

They liked this answer, and two of them were assigned the mainsail cover while the rest helped pass the food down to the galley.

Minutes later we were casting off. I raised the main, the jibs were unrolled, and we struck out into the Bay where a major race was in progress. The boat was big, comfortable and dry under that huge dodger. But I couldn't help comment about how much trouble it was to tack the outer jib around the inner forestay. "Sure sails nice, though," I said, hoping some compliments would neutralize some of the criticism. "You could probably win races with it," I lied. "What does it rate?"

"I like to go fast," explained our host, "but I'm not interested in racing at all."

My response, before I could stop myself, was automatic: "Whenever two sailboats are within sight of each other and heading in roughly the same direction," I said, "they're racing."

The boat was, in fact, reasonably fast, the weather was perfect, and by moving around a little, it was even possible to see the jib trim around the dodger roof. Our first scheduled stop was supposed to be under the lee of some steep bluffs — the intent being to find a calm spot to drift around in while we had lunch. But when we got there, the wind was howling down from the hills.

"This won't work," the skipper finally

concluded, and we headed off for the lee of Angel Island, a much more reliable wind hole when the sea breeze is strong everywhere else.

"Now this is more like it," I noted as we coasted to a stop, mainsail gently slatting. I rolled up the jibs, but before I was done there was a sharp bump alongside the hull, as if we had drifted into an old mooring buoy.

It was a kayak. No, two kayaks. And the first one was paddled by Lee Helm, of all people. Fortunately, her boat appeared to be made of soft plastic, and the bump was nothing that would even leave a mark on the big yacht's topsides.

"Lee!" I said with astonishment. "How come you're not over by the Cityfront in the big race?"

"Like, tell me about it," she said. "The IRC rule seems to think it's still 1955, and women shouldn't be seen racing sailboats."

"What on earth makes you say that?" I said as I took the very thin bow painter she passed up to me.

"Crew limits. I mean, every one design class you can think of — at least the ones designed since the second Punic war — has gone to a weight limit instead of a crew number limit. But IRC, I guess because it's just a 'club' rule, specifies a body count limit. Really dumb for a heavy-air venue like San Francisco Bay."

One of Lee's friends was in the other kayak. "Wait a minute, Lee, those crew limits only apply to events requiring endorsed certificates. For club racing with IRC, the crew number is just advisory."

"For sure, but that's an endorsed certificate event going on right now. I mean, according to the IRC FAQ, the race committee can make any changes

— GOING WITH THE FLOW

turbulent transition

*thicker and slower-moving
marine layer after transition*

it wants to the crew limit — especially to do something reasonable like replace it with a weight limit. Makes sense for a windy venue, you'd think, and it seems to be what IRC expects the race organizers to do. But nooooooooo. . . .

"I can see why they might want to stick with the default and not get into the rating business," I remarked, trying to see it from the yacht club's side.

"So like, instead they get back into the 'keep women out of sailing' business. They probably miss their men-only bar and dining room."

"Give 'em a little credit," I argued. "Maybe it's just cluelessness."

"Max, do you know these people?" asked our host, inviting them aboard for lunch before I could even answer.

Lee was about to politely decline so she could get on with her kayak trip, but stopped short when she got a glimpse of a tray of sushi being passed up from the cabin and eagerly accepted the offer.

She and her friend had been on their way to a campsite on Angel Island for an overnight stay at 'kayak camp,' where they were meeting a large group of paddlers. "But like, I break for hamachi," she explained.

"How is it that this crew limit keeps women out of sailing?" asked the owner of the boat.

"Simple," said Lee's friend. "Race boats rely on crew weight for righting moment, and in general, more crew weight makes a boat faster around the course.

Especially in the strong wind we can expect here. IRC — that's for 'International Rule, Club' is the rating formula they're using these days. And for a lot of boats, especially older ones built to a different rule, IRC sets the crew number on the low side. So you need a boatload of sumo wrestlers to be competitive. No room at all for us girls."

"But like, if the limit was based on weight instead of crew number," Lee explained, "it would mean you could take more small people and be just as competitive as with fewer big ones."

"And," added her friend, "lots of boats, when they add up their crew weight, have maybe an extra 110 pounds to use up. I could just walk down the dock on race day and take my pick."

"I'm sure there were other factors at work," suggested one of my co-workers as he admired the wetsuit containing those 110 pounds.

"Maybe," said Lee. "But the fact is that we can't get on boats now, and according to the IRC FAQ on the US Sailing website, the crew limit applies "unless the Notice of Race/Sailing Instructions specifically make other provisions." So like, it's pretty clear that the rulemakers want this to be modified when appropriate, which it is. All I can make out of this is that the yacht club is run by a bunch of troglodytes."

"But you might actually go faster with less weight," said the skipper. "Wasn't it Gary Mull who said that the only vehicle that benefits from more weight is a steam roller?"

"Think of it this way," said Lee. "The boat I was going to race on weighs 12,000 pounds, and they are limited to 10 crew. That's about 2,000 pounds of sailors, or one-sixth of the empty weight. Now think of an El Toro that weighs, like, 80 pounds. Would you want to race it with only 14 pounds of live ballast? 'Course not, you'd want at least 50, even in medium light air. Don't know where the optimum is for the big boat, but it's a pretty big percentage of total weight, even for ballasted keelboats. And like, on the Bay, when the wind is up, there's no question that more weight is faster than less."

*The only vehicle
that benefits from
more weight
is a steamroller.*

"Well, at least we can still go and watch the races," offered the owner. Maybe we can find a nice sheltered spot under the bluffs if we try to get in really close to the land."

I reminded her that we had tried that once, but the wind seemed to blow right out from the shore, despite the steep terrain.

"I just don't understand it," she said. "There's such a nice calm wind shadow in here, but even with high hills and steeper cliffs over by the headlands, there seemed to be no protection at all. I think there must have been stronger wind right near the cliffs than away from them."

"Classic downslope breeze," I said. "The cold air is pushed up over the tops of the hills, almost stops, then slides down on the lee side, gaining speed as it falls."

"Well sure, Max," said Lee through a mouthful of raw mackerel, "but how does that explain the diminishing wind as you move away from the windward shoreline?"

"As you move away from the downslope it loses power, I guess."

"But that layer of marine air has to go somewhere," Lee insisted. "How can strong wind blow right into an area of light wind?"

I should have known not to pretend to understand this stuff in Lee's presence. "Okay, where does the air go when there's strong wind blowing off the shoreline, but less wind some distance downwind of the shoreline?"

"It's a hydraulic jump," she said.

"There's hardly enough current for a hydraulic jump," interrupted the skipper.

"No, it's a hydraulic jump in the air," said Lee's friend, who understood what Lee was getting at instantly. "The marine layer is only a few hundred meters thick, and

it behaves just like a sheet of water. It slides down the slope in a thin supercritical layer, continues downwind along the surface, and then trips into a turbulent transition to subcritical flow, much thicker and slower-moving."

"But like she said," asked the owner, "what happens to the extra air when it slows down?"

"It goes up. The fast-moving layer is thin, then it becomes a slow-moving layer

MAX EBB

that's much thicker. That's why there's so much turbulence in the area at the edge of the downslope breeze. It's the turbulence in the hydraulic jump, where a lot of energy has to be dissipated when the fast-moving air slows down."

"We see hydraulic jumps in white-water rivers all the time," added Lee's friend. "Kayaks can surf on them. And we can make one right here."

There was an almost empty serving tray and a pitcher of water on the cockpit table. Lee took care of the last few bits of sushi while her friend poured an even stream into the middle of the tray. "This one is axi-symmetric instead of linear," she apologized. "But you get the idea."

We had to look close, but the effect was clear: A thin layer of fast-moving liquid flowed away from the spot where the stream of water hit the tray, then rolled up into a thicker layer moving more slowly.

"Actually, it's like, the same thing as a tidal bore, if you change to a moving coordinate system that's fixed relative to the disturbance. Or soupy waves on the beach after they break. Like, I can show you if you have a pencil. . ."

"No, I don't think that will be necessary, Lee."

"But why does the air behave like water in the first place?" asked our host.

"Because the marine layer is a stable temperature inversion," Lee answered.

It was clear from everyone's expression that this didn't help at all.

"Okay, I'll rewind a few chapters," sighed Lee, putting down the smoked eel. "As you go up, the air around you gets colder. And like, if you take one piece of air and raise it without letting any heat go in or out, then the air expands as the pressure drops, and it gets colder too. This rate at which air cools as it rises, with no heat in or out, is called the 'lapse rate.' Actually the 'adiabatic' lapse rate, 'adiabatic' meaning, you guessed it, no heat in or out."

"The important thing is to compare the adiabatic lapse rate to the actual temperature profile of the air," I said, trying to appear smart in these matters.

"Sort of," said Lee. "The humidity of the air has a lot to do with it also, because, like, if you take a piece of 100% humid air and lift it up, it won't cool nearly as much, because some of the water vapor has to condense out as the pressure drops, and that leaves the heat of vaporization in the air mass. So like, the 'wet' adiabatic lapse rate is a lot less steep, and that's what usually applies to air that's been blowing over the ocean for thousands of miles."



LESLIE RICHTER

In San Francisco, fog flowing over the Marin Headlands sometimes makes it possible to see a hydraulic jump in action.

"And that's what makes the air stable," I said with confidence.

"No, that's what makes the air unstable and causes squalls to form late in the day," Lee corrected me. "Think it through, Max. If the air doesn't cool as much because of the water vapor in it, then when it rises it finds itself warmer than the surrounding air, and starts to

go up even faster. Voila, vertical instability. Cumulonimbus."

"She's just messing with you," her friend came to my rescue. "Water can make the air unstable, but in the case of a marine layer blowing on to shore, the air above the marine layer is so much warmer that the moisture doesn't even begin to make the air unstable in the short rise over the headlands. That's why they call it an inversion — cold air down low, warmer above, the opposite of the usual temperature profile. It's very stable

— GOING WITH THE FLOW

with respect to vertical disturbances, therefore it takes a lot of force to move the air up and over things. Air in the marine layer would much rather go around, which is why we have so much wind in 'the slot.' But when there is enough suction in the thermal breeze..."

"She means the sea breeze . . .," noted Lee.

". . . Then if it goes up over a hill it will usually spill down the other side pretty fast, and we get strong downslope winds like in Hurricane Gulch near Sausalito. The interesting part is the area of turbulence downwind, where the flow transitions from thin and fast to slow and thick."

"It does explain why the wind goes goofy sometimes on the way to the Yellow Bluff buoy," I said. "Just before getting into the good breeze near shore."

"Okay, but what's 'critical' and 'sub-critical' flow?" asked the skipper.

"Like, that's just comparing the wind speed to the speed of a wave in the layer

of water or the dense layer of air," Lee answered. "The thin part of the flow has to be supercritical or else waves from the transition boundary would move up to the source."

The skipper noticed we were starting to drift back into the wind, so we jibed around and coasted back into the calm area. This caused the kayaks to bump some more, so Lee and her friend grabbed a few more bites of sea urchin and salmon eggs before hopping back in their boats.

Our lunch was over a few minutes later, and we sailed back into the windy Central Bay to watch the races from just clear of a leeward mark, a vantage point where we could get close but not interfere.

"She's right," said my host. "Look at all the big guys on those boats — and not a single woman on the ones that are winning."

I explained that it wasn't at all clear who was winning, thanks to the handicaps, but that yes, it looked like only male deck apes needed to apply for the crew spots in the IRC fleet.

We finished the day by accidentally sailing into a fluky spot with shifty wind, so we turned it into a scientific exploration of the inside of the hydraulic jump in the downslope marine layer. Then we were served more snacks, and motored back to the berth.

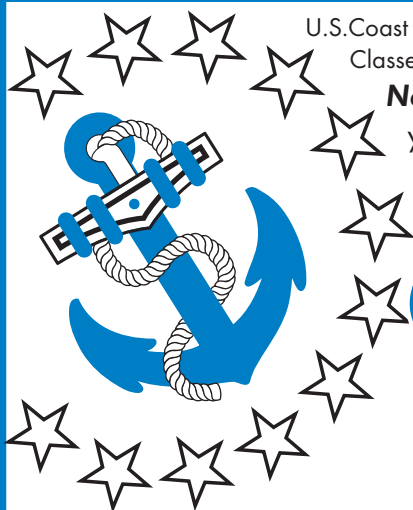
The two mainsail cover experts were put back to work. I tied the fenders to the perforated toerail with one of my favorite knots, threading the rope in and out of two adjacent holes to make a locking loop that ends up the equivalent of a cleat hitch.

"Now that is an elegant way to tie on the fenders," said our host. "From now on," she instructed her skipper, "that's how we'll do it on this boat."

Some people are just too easy to impress.

— max ebb

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2005 MEXICO-ONLY

1980 was a memorable year. Reagan ousted Carter in a landslide, Ted Turner launched CNN, Pink Floyd released *The Wall*, and this magazine — started aboard a boat only three years before — ran the very first crew list. It was kind of a crude, unstructured thing that appeared in a spring issue. We got a lot more response than we thought we would, so the next year,

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.

we nipped and tucked the information and for the first time, ran forms that boat owners or potential crew could fill out and send in. After a couple more years, we realized that the lists were becoming top-heavy with people heading to Mexico, so we started a separate list in the fall for just those folks. The Mexico-Only Crew List has been going strong every October since 1984.

The lists have waxed and waned over the years, both in overall numbers and in shifting categories. For example, the list on the following pages is about the same size as it's been the last couple of years — but the number of boat owners looking for crew is down slightly, while the number of people looking to crew is up.

Anyway, welcome to the 2005 Mexico-Only Crew List — 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 give and 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, simply 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 Do's 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 to the

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.

CREW LIST

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.

Now about the Crew Party. Our fall party — scheduled this year for Wednesday, October 5, 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 XII, 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 \$100 bill to our lovely Crew Listettes unless your insurance covers an extended hospital stay.

After 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 Balan, 45, (562) 810-5297 or flemishbaker@hotmail.com, Cross 46 Tri for 1,2,5 (all points south)/exp 1,2,3/wants 1,2,4,8.
Chuck S., 44, clstx@att.net, 41' Hunter 410 for 1,2,3,4/exp 1,2,3/wants 1,4,6.
Craig Wheeler, 55, (858) 212-3102, Tayana 47 sail for 1,2,4/exp 1,2/wants 1,2,4,6.
Dean Yale, 63, zorrozulmx1@yahoo.com, 37' MS Ketch for 2,5 (CentAm)/exp 1,2,3/wants 1,4,8.

CODE FOR PEOPLE LOOKING FOR CREW

I NEED CREW:

- 1) For the trip down
- 2) While in Mexico
- 3) For Baja Ha-Ha 12, the cruisers' rally to Cabo starting October 31.
- 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 _____

Don Pratten, 56, (425-417-2302 or dpratten@msn.com, Crealock 34 for 1,2,3/exp 2/wants 1,2,3.
Gene, 50, gmal101@msn.com, Capo 32 for 1,2,4/exp 3/wants 1,2,9 (willing to share expenses).
Jerry Morgan, mid-60s, (707) 321-8559 or jmorganmd@msn.com, Trinella 53 for 2,5 (Panama, Cuba, FI & Med)/exp 1,2,3/wants 1,2,3,4,5,8,9 (ongoing crew ops).
Jerry Murphy, 48, (847) 890-2470, gsmurphy@ix.netcom.com or PO Box 60238, SD, 92166, 28' Bristol channel cutter for 1,2,3/exp 1,2,3/wants 1,2,3a,4,5,8.
Joe Weathers, 65, (530) 477-2807 or (530) 559-2807 (cell), 33' Cat/Seawind 1000 for 2,4/exp 1,2,3/wants 1,2,6,8.
John, 46, jdsailor@hotmail.com, 65' MacGregor for 1/exp 1,2,3/wants 1,2,3,4.
John, 59, (619) 991-0251 or sailinman@earthlink.net, 40' Northstar Ketch for 2 (boat in Mazatlan),5 (possible Puddle Jump or CentAm)/exp 2,3/wants 1,2,3,8,9 (scuba buddy, soulmate, willing to learn).
Mark, 50, (805) 901-1926 or torimb@peoplepc.com, Acapulco 40 for 5 (SW Carib-Panama)/exp 3/wants 1,9.

2005 MEXICO-ONLY

MEN NEEDING CREW — CONT'D

Steve Armanino, 60, (714) 812-4344, Downeast 41' Motorsailer
 for 1,2,3/exp 2,3/wants (2 different crew) 1,2,6 & 1,4,6.
Thomas Will, 50, tclinkskill@yahoo.com, 48' Center Cockpit Sloop.....
 for 1,2/exp 2/wants 2,3,4,5,8,9 (very non-drinker).

WOMEN NEEDING CREW FOR MEXICO

Caren Edwards, 51, caren_edwards@earthlink.net, 52' Luxury catamaran
 for 1,2,3/exp 1,2,3/wants 2,9 (mechanical skill, help pay expenses).

COUPLES NEEDING CREW FOR MEXICO

Charles & Cecil Lane, charles@shamwari.org or (510) 538-7433 (message), Tayana 37.....
 for 1,3/exp 1,2,3/want 2,3,4.
Eric, Sue & Ryan Lee, 52/50/12, meralee@alysion.org or www.alysion.org/hahacrew, 32' Atkins
 for 3,4 (2/2/06),5 (Costa Rica)/exp 1,2,3/want 1,2,3,4,5,6,9 (musician, artist, story teller).
Karl & Liz Parker, 66/57, (619) 585-8726 or karlparker@yahoo.com, Cacade 42....
 for 1,2/exp 2,3/want 2.
Kay & Steve Terzian, 54/55, steve.terzian@gmail.com, Brewer 42 ketch/cutter.....
 for 1,3/exp 2/want 1,2.
Marty Gilmore & Marta Krissovich, 55/54, (213) 713-2425 or dawntreader40@yahoo.com, Jeanneau 40 sloop
 for 1/exp 1,2,3/want 1,2,4.
Nancy Goshay & William Hill, 66/57, rock@donahue.com, 43' Jeanneau DS 43....
 for 1,2-maybe,3,4-maybe/exp 1,2,3/want 2,3,4,8.
Patrick & Jeannie Hughes, 57/47, (619) 471-7319 or ibsurfqueen@yahoo.com, 65' wooden schooner-'Patricia Belle'
 for 3,4/exp 1,2,3/want 1,2,3,4,5,6.
Richard, Rama, Rahman, 61/33/4 mos., (415) 425-5556 or (415) 388-6686, S/V Norseman 53.5
 for 1,2/exp 1,2/want 3,5,9 (share some expenses).
Steven Hannon & Susan Steinway, 65/45, (303) 517-0117 or svbeltane@yahoo.com, 40' Sail
 for 3,5 (SF Bay to Marina del Rey-end of Sept.)/exp 2,3/want 2.

WANT TO CREW

MEN WANTING TO CREW

Alden Thomas, 52, (831) 246-4206 or loansailor100@aol.com.....
 wants 1,3,4/exp 2/offers 2,4,6.
Alvaro Carvajal, 62, (415) 695-0466 or alvaro.carvajal@sbcglobal.net.....
 wants 3,4/exp 2/offers 3,4,5a,b.
Andrew Harkness, 38, (510) 205-1590 or afharkness@msn.com.....
 wants 1,2,3,4/exp 4a/offers 3,4,5b,6.
Art Urbin, 53, (408) 985-2107 or art@urbin.com.....
 wants 1,2,3,5 (Ocean passages)/exp 4a,b,c/offers 3,4,5a.
Bill Buchanan, 42, (415) 255-9634 or luckybuckmen@aol.com.....
 wants 1,3/exp 1/offers 1,4,6.
Bill Taylor, 53, (864) 616-2518 or acmecycle@aol.com.....
 wants 3/exp 2/offers 2,4,(mechanical skills).
Bob Baur, 69, (510) 783-0953 or cmdrbob@sbcglobal.net.....
 wants 3/exp 4/offers 3,4,5a.
Bob Pankonin, 64, (831) 622-0531 or robpank@comcast.net.....
 wants 1,2,3,4/exp 4/offers 3,4,5.
Brendon Reilly, 36, (415) 613-9581
 wants 1,3/exp 2,4a/offers 2,4,6.
C. Ross Daniels, 43, (707) 236-4114 or rntrv@yahoo.com or rntrv@hotmail.com ...
 wants 1,2,3,4,5 (HI, S. Am, Pacific)/exp 1,2/offers 1,2,4 (nurse/CPR).
Charles Allen, 75, (619) 435-0734
 wants 3/exp 4/offers 3,5a.
Charles Simon, 51, (425) 765-8162
 wants 1,3,4/exp 3,4a/offers 3,4.
Charles Thatcher, 55, (310) 922-1603 or cthatcher@msn.com
 wants 3,4/exp 3,4a/offers 3,4,5a.
Chris Conners, 49, (707) 799-7496
 wants 1,2,3,4,5 (Sea of Cortez/PV)/exp 4a,b,c/offers 2,3,4,5a,b.
Chuck Allen, 43, (619) 435-3946 or (619) 435-0734.....



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CREW LIST

CODE FOR PEOPLE WANTING TO CREW

I WANT TO CREW:

- 1) For the trip down
- 2) While in Mexico
- 3) For Baja Ha-Ha 12, the cruisers' rally to Cabo starting October 31
- 4) Return trip up Baja
- 5) Other _____

MY EXPERIENCE IS:

- 1) Little or none
- 2) Some, mostly Bay sailing
- 3) Moderate, Some Ocean
- 4) Lots: a) extensive sailing
b) extensive cruising
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

- wants 3/exp 2/offers 1,3 (boat repair),5b.
- Chuck S.**, 44, clstx@att.net wants 1,2,3,4/exp 4/offers 2.
- Clive Foreman**, 53, clivef@verizon.net wants 1,2,3,4/exp 3/offers 2,6.
- Dan Dowell**, 54, (559) 683-4513 or (559) 760-4667 wants 1,2,3,4/exp 2/offers 2,3 (handle mech problems),4.
- Dan Marshall**, 54, (408) 859-6628 or dan_marshall@comcast.net wants 1/exp 3/offers 3,4,5.
- Daniel Riente**, 53, (650) 714-7777 or drient@aol.com wants 1,2,3,5/exp 4/offers 3,4,5b-fluent,6.
- Dave Fiorito**, 56, (707) 696-0701 wants 3/exp 4/offers 3,5.
- Dave Weinberg**, 49, (415) 482-7924 or (415) 299-1698 (cell) wants 3,5 (warm-up sails/crew meetings)/exp 3/offers 3,4,5b.
- David Farley**, 19, (775) 250-3228 or farleydavid@mac.com wants 3,4 (optional)/exp 2,3-only some racing/offers 2,3.
- David Harness**, 50, (805) 458-4111 or david96152@yahoo.com wants 1,2,3,4,5 (all pts beyond)/exp 3,4 (engineer/capt., bt deliver)/offers 3 (tools).
- David Matt**, 56, (707) 544-6000 or (707) 479-6900 wants 1,2/exp 2/offers 2.
- David Perry**, 63, (408) 378-3700 or david150@comcast.net wants 1,2,3,4/exp 3/offers 3,5.
- David Rippberger**, 58, (760) 729-5229 or david@rippberger.com wants 1,3,4/exp 2/offers 2,5b.
- Derek Lee**, 34, (415) 259-9241 or baycaretake@yahoo.com wants 1,3/exp 3/offers 2,3,4,5.
- Dick**, 61, (916) 488-7681 wants 1,2,3,4,5/exp 4/offers 3,5,6.
- Dick Fullerton**, 62, (502) 228-0002 or dick_fullerton@insightbb.com wants 1,2,3,4/exp 4b/offers 3.
- Dick Olsen**, 62, 106421.500@compuserve.com wants 1,3,4/exp 4a,b,c/offers 3.
- Don Dakan**, 70, (831) 338-9322 wants 1,3,4/exp 4b/offers 2,3,5.
- Don Koropp**, 65, (916) 972-1680 or (916) 997-9949 (cell) wants 1,2,3,4,5 (further south)/exp 3,4c/offers 3,4,5b.
- Duke H. Draght "Dukester!"**, 38, (415) 254-6692 wants 3,5 (Asia, Bay Area, Carib)/exp 2 (racing)/offers 2,4,5 (lived Cabo-6 mo).

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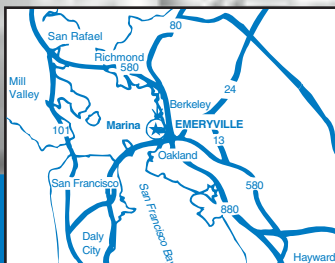


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MEN TO CREW — CONT'D

DuWayne Olds, 62, (707) 822-2781 or dolds@humboldt1.com wants 1,2,3/exp 4a,b,c/offers 3,4,5a.
G. Frank Nin, 53, (530) 273-2564 or (530) 277-6760 wants 1,3/exp 2/offers 2,4,5a,b.
Gary L. Cook, 57, (916) 962-0653 or lcook@tomatoweb.com wants 3/exp 2/offers 2.
George Ioannou, 64, akra2040@yahoo.com wants 1,2,3,5?/exp 2,3,4a/offers 2,3,4.
Greg McCoy, 54, (505) 640-3080 or bigboysbbq@aol.com wants 1,2/exp 1/offers 1,2,3,4,6.
Gordon J. Eisenbart, 50, (310) 534-0402 wants 1,2,3,4/exp 3/offers 3,4.
Hugh S. Talman, 56, (530) 272-2344 wants 1,3/exp 3/offers 3,5.
Jaan Schoon, 39, (707) 529-1847 or jeschooner@aol.com wants 1,2,3,4/exp 2,3/offers 2,3,4.
James Bruinsslot, 67, (818) 640-0403 or jim@bruins-slot.com wants 1,2,3,4,5 (open)/exp 3/offers 2,3.
James Lakis, 40, (858) 945-2231 or jnl94957@yahoo.com wants 3,4 (possible)/exp 2,3-racing/offers 2.
James Rall (Capt), 44, (310) 502-1570 wants 3/exp 4/offers 3,5,6.
Jerry L. Hunt, 49, (619) 851-4849 or radar49@hotmail.com wants 3,4/exp 3/offers 2,3,4,5 (speaks fluent Japanese).
Jerry L. McNeil, 64, (562) 547-2720 or mcrocketeer@aol.com wants 3/exp 4/offers 2,3,4,5a.
Jim Augustine, 54, (831) 601-4243 wants 1,2,3/exp 3/offers 2.
Jim Barbee, 61, (510) 339-0514 wants 1,3/exp 4a,b,c/offers 3,5a.
Jim McCarthy, 33, (541) 941-9450 or molala01@yahoo.com wants 1,2,3,4/exp 2/offers 1,4,5b.
Jim Pete, 45, (310) 463-8975 or whosedream@aol.com wants 1,2,3/exp 2/offers 2.
Jim Stitt, 50, (916) 417-7131 wants 3/exp 2 (airline pilot)/offers 2.

MEN TO CREW — CONT'D

Jim Tantillo, 72, (408) 263-7877 or captain_jim@comcast.net wants 1,3,5 (Rally to PV)/exp 4a,b,c (Ha-Ha vet '99,'01,'04)/offers 3,4.
Joe Rodriguez, 41, (206) 383-1645, joe@joerodriguez.net or www.joerodriguez.net wants 1,2,3,4,5 (will travel to your boat)/exp 2,3/offers 2,3,4.
Joel Bass, 26, (510) 717-3626 or jbass@cahill-sf.com wants 3/exp 3/offers 2.
John Buckley, 48, (415) 990-1542 or buckleyjn@sbcglobal.net wants 1,2 (perhaps),3/exp 3/offers 3,4,5.
John Higbie, 55, (805) 506-6409 or obci@sbcglobal.net wants 3/exp 3/offers 2,5a.
John Holz, 55, (888) 266-4750 wants 1,2,3,4/exp 4/offers 3,5a,b.
John Powers, 43, (707) 326-0202 or (707) 224-4695 wants 1,3/exp 3/offers 2,3.
Jon Hedland, 56, (707) 599-5955 or jdarh@lycos.com wants 3,4 (if return 11/12)/exp 3/offers 2,3,5a-traveled in Mex,b, (EMT training).
Jordan Orwig, (619) 250-0170 or jordanorwig@yahoo.com wants 1,2,3,4,5 (whole trip, lives in San Diego)/exp 3/offers 2,4,5b,6.
Keith Marshall, 53, (707) 321-2669 or marshallkh@aol.com wants 1/exp 2,3,4b,c/offers 2,3,4,5,6.
Kent Moriarty, 40, (510) 564-1658 or chicken1farmer@hotmail.com wants 1,2,3/exp 3/offers 3,5b.
Larry Landers, 57, (916) 714-7284 (cell) or (916) 361-3561 (H) wants 1,2,3/exp 3/offers 3.
Larry Stelle, 63, (714) 840-4441 or larrysail@yahoo.com wants 1,2,3,4,5 (delivery)/exp 3/offers 3.
Marc Edge, 50, (604) 525-2764, mail@marcedge.com or www.marcedge.com/sailor.html wants 1,2,3,4,5 (open to possibilities)/exp 4c/offers 3,4,5.
Marc Longwood, 52, (916) 966-1091 or marc@longwoodpro.com wants 3/exp 3 (20 yrs Bay & Delta)/offers 2,3,4.
Mark DeBolske, 39, (831) 840-2922 wants 1,3/exp 2/offers 2.
Mark Rogers, 43, (925) 683-7896 (cell), mark_w_rogers@hotmail.com or (415) 445-2363 (days) wants 1 (SF-SD),4 (Nov)/exp 3/offers 3,6.




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The 2004 Baja Ha-Ha fleet starts leg 2
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CREW LIST

MEN TO CREW — CONT'D

Marty Karpel, 55, (562) 597-1108 or (562) 883-0628..... wants 1,3/exp 3/offers 3.
Michael Colin, 48, mcolin47@yahoo.com or (805) 259-8321 wants 1,2,3,5 (continuing on south)/exp 4/offers 3,5b,6.
Michael Daley, 54, (707) 480-8517 or michaeld@pon.net wants 1,2,3,5 (make me an offer)/exp 3/offers 3,5a,6.
Michael H., 52, (541) 953-5666 (cell)..... wants 1,3,4/exp 1 (wind surfing, 200-ton master, tugs)/offers 3,4,5b.
Michael Moss, 38, (310) 428-6612 or michaelcmoss@yahoo.com wants 3,4/exp 3/offers 2,3.
Michael Moyer, 33, (949) 378-9878..... wants 1,4,5 (deliveries anywhere)/exp 4a,b,c/offers 3,4,5a,b.
Michael L. Venable, 47, (951) 662-6883 or (951) 929-0558 (H)..... wants 4/exp 2/offers 2,4,6.
Mike Perry, 20, (408) 378-3700 wants 1,2,3,4/exp 2/offers 2,3.
Naf Furman, 42, (916) 835-5513 (cell) wants 3/exp 3/offers 2,3,4,5,6.
Nick Perry, 19, (408) 378-3700 wants 1,2,3,4/exp 2/offers 2,3.
Norm Winters, 65, (707) 994-4242 or nwint@allvantage.com (both eves) wants 1,2,4,5/exp 1/offers 1,2.
Patrick Kelley, 55, (951) 587-7523 wants 1,3,4,5 (any other voyage)/exp 3/offers 2 (single-hander AC to Miami).
Patrick Ralph, 47, (650) 964-7730 wants 1,3/exp 3/offers 2,3,4.
Pete Scott, 53, (805) 654-0948 or pitscott@aol.com wants 3/exp 3 (Channel Islands)/offers 2,3,6.
Phil Chin, 58, pmchin47@hotmail.com wants 2,4,5 (S. Seas)/exp 4/offers 3.
Randy, 35, (650) 520-5850 or captleasure@yahoo.com wants 3/exp 4a,b/offers 3,4.
Richard Leland, 51, (530) 342-4500 or leland@sunset.net wants 1,2,3/exp 3/offers 3.
Richard Shoemaker, 52, (707) 468-5779 or greenlion@pacific.net wants 1,3,4/exp 2,3/offers 2,3,4.

MEN TO CREW — CONT'D

Robert Berry, 35, (510) 331-5407 or robert.berry@wnco.com..... wants 3/exp 3/offers 3.
Robert Doleshal, 37, (510) 589-8117 or r_doleshal@yahoo.com wants 3/exp 3 (ASA Bareboat, cert. diver)/offers 2.
Robert McComb, 56, (650) 341-6386 or bob@mccomb.com wants 1,2,3/exp 4/offers 3,4.
Ron McClure, 55, (949) 280-6015 or mcclure_ron@yahoo.com wants 3/exp 3/offers 2,4.
Ron Nieman, 45, (907) 235-4160 wants 3,4/exp 3 (lic. charter boat skipper/owner)/offers 3,4.
Ron Wizelman, 60, (510) 526-3136 or dumpsterking@mindspring.com wants 1,3/exp 4a,c/offers 3,4,5b.
Russell Czarnecki, 62, (831) 224-9202 or (831) 688-7884 wants 1,2,3,4,5 (ready to go...?!)/exp 3/offers 1,4,6 (good listener).
Sean Carney, 43, (310) 663-3112 wants 1,2,3,4,5 (open)/exp 2/offers 1,2.
Shane Palmer & David Beyer, 41/39, (415) 902-6234 or spalmer@tricityins.com (Shane) want 1,3/exp 4/offers 3.
Stephen Bliss, 55, (775) 750-0244 or sjbliss@hotmail.com wants 1,2,3,4/exp 3/offers 2,3,4.
Stephen Spangler, 65, (707) 529-7976 wants 3/exp 4/offers 3.
Steve Pickett, 55, (510) 923-0161 (H), (510) 579-0095 (cell) or smp806@netzero.com wants 1,3/exp 3/offers 2,3,4.
Steve Ripple, 51, (415) 931-7983 or steve_ripple@hotmail.com wants 2/exp 3 (lots of Bay, no ocean, own J/100)/offers 2,4.
Steve Shepard, 51, (510) 599-7015 or shepards@sbcglobal.net wants 3/exp 2/offers 3,4.
Thom Smith, 59, (530) 873-0632 wants 4,5 (return CA/OR/WA)/exp 3,4c/offers 2,3,4,5a.
Tim Bourdage, 30, (619) 446-9476 or timbourdage@yahoo.com wants 1,2,3,4,5 (extended cruising)/exp 2/offers 2,4.

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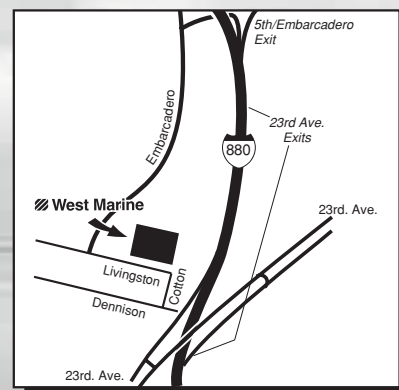
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2005 MEXICO-ONLY CREW LIST

MEN TO CREW — CONT'D

Winston M., 56, (818) 957-6029 or (818) 822-6979 (cell) wants 1,3,4 (in 2006 only),5 (return trip in 2006)/exp 3/offers 2,4,6.
Woodrow (Woody) Gray, 27, (808) 929-8342, glauski@yahoo.com or PO Box 477, Na'alehu, HI, 96772 wants 1,2,3,4,5 (Cent/S Am)/exp 1,2/offers 1,2,3,4,5a,b,6.
Yung Ford, 40, (360) 920-1722 or yfsector@yahoo.com wants 1,2,3,4,5 (may start from WA)/exp 3/offers 2.

WOMEN TO CREW FOR MEXICO

Amy Cole, 37, (858) 336-2888 (cell) or ame_2468@hotmail.com wants 5 (any or all portions)/exp 2/offers 2,4,5b.
Barbara L., 49 barb2too@hotmail.com wants 1,2,3,4,5/exp 3/offers 2,4,6.
Bell, 49, imaginecreating@yahoo.com or (707) 332-8068 wants 1,2,3,4,5 (possibly beyond Mexico)/exp 2/offers 2,4,5b,6.
Betty Finger, 62, (510) 893-2114 or bettyfinger@hotmail.com wants 1,2,3,4/exp 1/offers 1,6.
Cathy Fogel (Mrs), 42, PO Box 9012, Berkeley, CA 94709-0012 wants 2,3/exp 1,2/offers 1,2,4,5b.
Cindy Morris, 50+, (415) 497-5689 or sailawaymoon@yahoo.com wants 2,3/exp 2,3 (owns an Islander 36)/offers 2,4,6.
Dawn, 36, mtngrrl101@yahoo.com wants 2,3/exp 2 (grew up sailing Grt. Lakes)/offers 2 (a bit rusty),4,5b.
Gloria, 51, kojikado@saber.net wants 1,3/exp 2/offers 1,5b-fluent.
Jacki Jo, 58, jackie.jo@att.net wants 1,2/exp 2/offers 1,4.
Jessie Feller, 22, (415) 233-3526 (cell) wants 3/exp 2 (just finished MSA's basic keelboat cert.)/offers 2,4,5b,6.
Julie Blaustein, 37, (415) 595-3766 wants 1,2/exp 3/offers 2.
Lauren E., 40, (510) 205-4295 or ewindfallsea@aol.com wants 1/exp 4a,b (20k miles offshore),c/offers 3 (medical),4.
Leigh Valenzuela, 48, (310) 212-7780 or leighsvalenzuela@aol.com

WOMEN TO CREW — CONT'D

..... wants 1,2,3,4,5 (Carib, Med, S. Pac)/exp 3/offers 2,4,5,6.
Lisa & Chris (mother & son), 43/17, alpacas@wa-net.com want 1,2,3,4,5 (uncertain-poss.south)/exp 1-L&C/offer 1-L&C,4-L,6-L&C.
Lynn, 55, sfmariner@gmail.com wants 1,2,3/exp 3/offers 2,4.
Marilyn Latham, 40, (415) 567-5167 wants 1,2/exp 2/offers 2.
Marilyn Spent, 58, (925) 828-7690 wants 1,3/exp 2/offers 1.
Marlaina Pipal, over 47, aspenseer@yahoo.com, (415) 457-9786 (fax) or ABC Yacht Sales/San Rafael wants 2,3,5 (Z-Fest & Banderas Bay)/exp 3,4c/offers 2,4,5a,b.
Michele Williams, 43, advengirl@msn.com wants 1/exp 2/offers 1,2.
Molly Clark, 30, (415) 505-1607 or mollyclark2003@yahoo.com wants 1,2,3,4/exp 3/offers 2,4.
Renee Killian, 51, (206) 292-6597 (d), (206) 932-0314 (eve) or reneek@psbc.org.. wants 3/exp 2/offers 1,2,4,6 (RN, first aid).
Sally, 64, ashose@hotmail.com wants 1,2,3,5 (SoPac, Panama Canal)/exp 4a,b,c/offers 3,5a,6.
Sherise, 49, villagedwellers@yahoo.com wants 1,2,3,5 (any warm island, So. Europe, Med)/exp 3/offers 4,5,6.

COUPLES TO CREW FOR MEXICO

Alan & Sue Johnson, 47/49, (530) 577-4456 or (775) 450-4657 want 1,2,3/exp 2 (own 25' Coronado)/offer 2,4,5 (Cabo 2x on foot).
Bob & Lynn, 58/55, (650) 245-9076 or bmsor@hotmail.com want 1,2,3/exp 4a (25k ocean miles)/offer 2,3,4.
John & Jody Wood, 60/48, (559) 641-2624, (559) 288-4406 or jmjwood@sti.net want 1,3,5 (we're open)/exp 4/offer 2,3,4,6.
Neil & Judi Larson, 66/58, (510) 525-1916 or (949) 439-9811 want 1,2,3/exp 4a,b,c/offer 3,4,5a.
Russ & Jane (Scarlett) Eichner, 59/51, (707) 287-1230 (cell) or (707) 746-8443 want 3/exp 4a,b,c/offer 3,4,5a,b,6.


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PHOTO: LATITUDE 38/JR

THE RACING

*With reports this month on the SFYC-hosted **J/120 Nationals**; the always-exciting **18 Skiff Internationals**; another fine **West Marine Fun Regatta**; a painfully slow **Windjammers Race**; a mellow **Jazz Cup** for everyone but the crew of Yucca; three national championships at the **Labor Day Regatta**; the for-charity **Day on Monterey Bay Regatta**; and the usual smattering of **box scores** and **race notes**.*

J/120 North Americans

San Francisco YC hosted the 2005 J/120 North Americans on September 2-4, the first time these 40-foot sprit-polars have held their national championship on the Bay. Eleven 120s participated, with just one boat — Rick Von Heydenreich's Long Beach-based *Quetzalcoatl* — coming from out of town. The seven-race, no-thro-wout series was sailed on the Berkeley Circle in uncharacteristically cold, cloudy and moderate (10-17 knots) winds.

Five different boats won individual races, starting with *Dayenu* and *Chance* on Friday. Three other boats took bullets on Saturday: *Hot Tamale*, *Twist*, and, in a windfall, *Mr. Magoo*. (*Chance* actually won the fifth race, but their victory later turned into a DSQ in the protest room for a pre-start incident with *Grace Dances*.) The

in the second. *Mr. Magoo*'s winning crew consisted of tactician Peter Cameron, Mike Bacon, Dave Grandin, Matt Gorman, Ken Thompson, Greg Meagher, Steve Bates, Tom Glockner, and Jeff Lawson.

In the process of winning the NA title, Madeira clinched his second local season championship. Two weeks later, he completed an unprecedented J/120 triple crown by winning class honors in the Rolex Big Boat Series as well. "It's been a great summer for us," allowed Madeira. "Special thanks to the San Francisco YC and PRO Matt Jones for running the NAs. It was a truly spectacular weekend of racing!"

1) **Mr. Magoo**, Steve Madeira, StFYC, 19 points; 2) **Dayenu**, Jermaine/Payan, GGYC, 27; 3) **Chance**, Barry Lewis, StFYC, 34; 4) **El Ocaso**, Rick Wesslund, 36; 5) **Twist**, Timo Bruck, SSS, 39; 6) **Jolly Mon**, Bowman/Chamberlin, StFYC, 43; 7) **Grace Dances**, Rick Swanson, Island YC, 43; 8) **Desdemona**, John



LATITUDE/ROB

Best in show — Steve Madeira, above, won the J/120 North Americans. Howie Hamlin, right, continued his winning ways in 18 Skiffs.

DSQ left *Magoo* and the much-improved *Dayenu* separated by one point going into Sunday's final two races.

With the pressure on, Steve Madeira and his veteran *Magoo* crew fired off two legitimate bullets to ice the series. *Dayenu*, meanwhile, stumbled to a 5,4 day, never recovering from hitting the weather mark in the first race and being over-early



LATITUDE/ROB

Wimer, SFYC, 46; 9) **Oui B 5**, John Sylvia, StFYC, 51; 10) **Hot Tomale**, Joel Truher, RYC, 54; 11) **Quetzalcoatl**, Rick Von Heydenreich, LBYC, 71. (11 boats; www.sfyf.org)

18 Skiff Internationals

Long Beach speed addict Howie Hamlin, now sailing for the Pegasus Racing juggernaut with Mike Martin and Trent



Barnabas, won the fourth annual 18 Skiff International Regatta on San Francisco Bay on August 29 through September 2. Hamlin, who in June won the European 18 Skiff International Championship in Sardinia, made it look easy with a 3,2,1,1,(4),1,2,1,3,(4) record, defeating defending champion John Winning by four points. Sixteen-year-old local talent Shark Kahn, impressive in just his second 18 Skiff regatta, came in third.

St. Francis YC hosted the 8-boat fleet, which included three well-funded Pegasus Racing teams and two local Skiff Sailing Foundation efforts. The five-day, ten-race Cityfront series was sailed off the beach from Crissy Field, with two one-hour windward/leewards scheduled each day except Thursday, when the zany Ronstan Bridge to Bridge dash constituted the



Faster horses — Shark Kahn's 'Pegasus Black' entering hyperspace during the 18 Skiff Internationals. Inset, weather mark action.

skiff's second race of the day. A kiteboarder, Anthony Chavez, won that race from the Golden Gate to the Bay Bridge by about ten feet over Hamlin. A windsurfer, 21-year-old Seth Besse, was third. Six skiffs, 12 windsurfers, and 21 kiteboarders competed in the windy 5-mile dash.

The 18 Skiffs are generally considered the hardest boats to sail in the world, and they are certainly among the most exciting to watch. "If you want good close racing, go out on an Etchells," noted young Kahn, who was simultaneously practicing for the Etchells Worlds last month. "If you want NASCAR-type stuff, try one of these skiffs!"

18 SKIFF INTERNATIONALS:

1) **Pegasus White**, Howie Hamlin/Mike Martin/Trent Barnabas, Long Beach, 14 points; 2) **Yandoo**, John Winning/Andrew Hay/Geoff Bauchop, Sydney, AUS, 18; 3) **Pegasus Black**, Shark Kahn/Cameron MacDonald/Paul Allen, Honolulu, 23; 4) **Pegasus Gold**, Jack Young/Euan McNichol/Casey Smith, Santa Cruz, 24; 5) **Fisher & Paykel**, Andrew Cuddihy/Brent Dennis/Gerard Smith, Newton, AUS, 37; 6) **Skiff Sailing Foundation White**, Chad Freitas/Dana Jones/Matt Noble, San Francisco, 46; 7) **Rag & Famish**, Grant Rollerson/David Cunningham/Chris Cleary, Sydney, AUS, 47; 8) **Fernside/Skiff Sailing Blue**, Patrick Whitmarsh/Kevin Richards/Ben Glass, Alameda, 55. (8 boats; 10 races; 2 throwouts)

RONSTAN BRIDGE TO BRIDGE RACE:

1) Anthony Chavez (kite); 2) Howie Hamlin (skiff); 3) Seth Besse (Formula); 4) Chad Freitas (skiff); 5) Shark Kahn (skiff); 6) Andrew Cuddihy (skiff); 7) Kris Youngberg (kite); 8) John Winning (skiff); 9) Mike



Percy (Formula); 10) Ben Bamer (Formula).
(32 finishers; www.stfyc.org)

West Marine Fun Regatta

Santa Cruz YC hosted the 11th annual West Marine Fun Regatta on September 10-11, attracting about 150 intermediate and advanced junior sailors, all ages 8-18, for some quality racing in Monterey Bay (due to the 'ocean' conditions, the WMFR isn't appropriate for beginners). Racing occurred on two circles, with each class getting in between 6 and 12 races, more than enough sailing for everyone. The weekend weather was perfect for junior sailing, with just enough wind on Sunday to cause a few capsizes and keep things interesting.

As usual, shoreside activities included an evening of fun, games, and junk food hosted by the Santa Cruz Beach Boardwalk; a Sunday morning lecture (this year's speaker was the always-entertaining Chuck Hawley, whose advice to the kids was, "When in doubt, call your mother!"); a raffle to raise money for the SCYC Junior Program; and all sorts of prizes for racing, sportsmanship, most improved, and who knows what else.

The WMFR was also the fifth and final event on the fledgling Bay Area Youth Sailing (BAYS) circuit, following earlier junior regattas at Treasure Island SC (June), San Francisco YC (July), Encinal YC (July), and Sequoia YC (August). After the racing, new perpetual BAYS season trophies and keepers — generously funded by former Farr 40 sailor Chuck Parrish — were doled out in the five major classes. They honor four of the best junior sailors ever to come out of the Bay Area — Paul Cayard, John Kostecky, Russ Silvestri, and Pam Healy. The fifth trophy, for CFJs, is still generically named.

"This was the biggest and best West Marine Fun Regatta yet, probably a function of tying in with BAYS," claimed regatta safety director John Fraser. "West Marine did a bang-up job again, the weather was stunning, and everything about this regatta was excellent."

LESLIE RICHTER; INSET, LATITUDE/ROB

THE RACING



COURTESY SCYC

WEST MARINE FUN REGATTA:

OPTI WHITE — 1) Will Cefali, 15 points. (3 boats)

OPTI RED/BLUE — 1) Alexander Delle Cese, 31 points; 2) Lauren Cefali, 38; 3) Michael Grove, 41. (9 boats)

EL TORO-A — 1) Patrick Tara, 6 points. (2 boats)

EL TORO-B — 1) Gannon Pillsbury, 10 points. (3 boats)

LASER — 1) Sean Kelly, 9 points; 2) Brian Malouf, 10; 3) Colin Brochard, 17. (8 boats)

LASER RADIAL & 4.7 — 1) Claire Dennis, 12 points; 2) Rogan Kriedt, 16; 3) Ben Lezin, 21; 4) Nicholas Dugdale, 23; 5) Scott Lynch, 30. (16 boats)

BYTE — 1) Daniel Roberts, 7 boats; 2) Camille Barry, 20; 3) Max Brodie, 24. (7 boats)

CFJ — 1) Ashley & Ami Simpson, 12 points; 2) Cole Davis/Ashley Hobson, 14; 3) Henry Nieuwstad/Emma Reimer, 16; 4) Tim Marymee/Mike Lazzaro, 31; 5) Brian Hoover/Kevin Dunaven, 32; 6) Mark Lazzaro/Thor Lingren, 49; 7) Andrew Crowley/Ben Wallace, 56; 8) Brandon Adams/Nicholas Degnan, 64; 9) Alex Jackson/Michael Whelden & Drew Whitmey, 69; 10) James Clappier/Sven Gauter/Dylan Eichenberg, 70. (26 boats)

420 — 1) Erik Glaser/Thomas Brooke, 6 points; 2) Will Kendrick/Patrick Maher, 24; 3) Megan & Lindsay Grove, 24; 4) Alicia Bernhard/Mary Glaser, 29; 5) David Rasmussen/Mark Anders, 30. (12 boats)

29er — 1) Max Fraser/Joe Crum, 3 points. (2 boats)

Full results — www.scyc.org

2005 BAYS FINAL STANDINGS:

OPTI (John Kostecki Perpetual) — 1) Alex Delle Cese, 35 points; 2) Mariana Sosa Cordero, 31; 3) Lauren Cefali, 30. (16 boats)

LASER (Russ Silvestri Perpetual) — 1) Sean Kelly, 17 points; 2) Colin Brochard, 16; 3) Brian Malouf, 11. (18 boats)

LASER RADIAL (Pam Healy Perpetual) — 1) Claire Dennis, 35 points; 2) Dominique Bertrand, 32; 3) Hanna Ruth Miller, 27. (22 boats)

420 (Paul Cayard Perpetual) — 1) Erik Glaser/Thomas Brooke, 34 points; 2) Megan & Lindsay Grove, 27; 3) David Rasmussen/Mark Anders, 25. (23 boats)

CFJ (BAYS Doublehanded Din-

LATITUDE/ROB

BAYS pebblestars, from left — Alex Delle Cese, Sean Kelly, Erik Glaser, Thomas Brooke, Claire Dennis, Tim Marymee, and Mike Lazzaro.

ghy Perpetual) — 1) Tim Marymee/Mike Lazzaro, 37 points; 2) Mark Lazzaro/Thor Lingren, 34; 3) Ashley & Ami Simpson, 31. (33 boats)

(5 regattas; 1 throwout; www.bayarea-youth-sailing.com)

Day on Mo' Bay

The 34th Annual Day on Monterey Bay Regatta, a benefit for Big Brothers / Big Sisters, attracted 34 boats and over 200 sailors on Saturday, August 28. The low-key pursuit race began and ended at the Santa Cruz Yacht Harbor, and was followed by a barbecue for 400 people, three raffles, and a silent auction. Over 100 local businesses contributed in some fashion to the event, which raised over \$38,000 for this worthy cause.

Craig French's Sydney 38 *Animal* was the big winner on the water this year, taking Division I and Corporate A honors. Among the auction winners were

Slow 'Jam — Jim Coggan's pretty Schumacher 40 'Auspice' won Division IV in the 67-mile Windjammers Race on Labor Day Weekend.



David Zollo (who was the top bidder on the BVI bareboat charter for six for the second year in a row), Jim Ritchey ('17th man' crew position on Bill Turpin's *Scout Spirit* in the following week's Windjammer Race), and Janet Romanoski (42-inch plasma TV).

Everyone wins in a regatta like the Day on Mo' Bay, causing us to wonder why there aren't more sailing events for charity in the Bay Area. Other major sailing centers — San Diego, Annapolis, and Newport come immediately to mind — put us to shame when it comes to benefit regattas. Are we missing something here?

The Day on the Bay was generously sponsored by Santa Cruz YC, West Marine, The Lee-Kahn Foundation, Armadillo Willy's; Karleen Appraisal, Comcast Spotlight, and KWAV 97 FM.

DIV. I (< 97) — 1) **Animal**, Sydney 38, Craig French; 2) **Outrageous**, Olson 40, Rick Linkmeyer; 3) **Octavia**, SC 50, Shep Kett; 4) **Escape**, Express 37, Steve Dilbeck. (8 boats)

DIV. II (97-170) — 1) **Mercedes**, Moore 24, Joel Verutti; 2) **Wildfire**, Moore 24, Howard Ruderman; 3) **Variety Show**, SC 27, Garry Ashby; 4) **Nobody's Girl**, Moore 24, Syd Moore; 5) **Gandalf**, Santana 35, Bob DeWitt. (12 boats)

DIV. III (171-up) — 1) **Gails Warning**, Cal 22, Richard Emigh. (3 boats)

DIV. IV (non-spinnaker) — 1) **Bahama Breeze**, Catalina 42, Jim Gittings; 2) **Sailing Pair-A-Dice**, Catalina 30, Jeff Williams; 3) **Patricia J**, Express 34, Royce Fletcher; 4) **Nave Nave**, Catalina 42, Scott Lighthall. (10 boats)

MULTIHULL — 1) **Miss Blue Eyes**, F-28, Bert Lemke. (1 boat)

CORPORATE A (long course) — **Animal**. (7 boats)

CORPORATE B (short course) — **Mercedes**. (6 boats)

Full results — www.scyc.org

Windjammers Race

The 65th annual Windjammers Race,



Jamming along — Above, the crew of the SC 27 'Saffron'. Right, 'Scout Spirit' exits the Gate en route to winning the Windjammers overall.

LATITUDE/ROB



held on Friday, September 2, attracted just 31 boats for what turned out to be another slow, overcast race. All eyes were on Bill Turpin's chartered R/P 77 *Scout Spirit*, which at a PHRF rating of -120 was the most potent monohull ever entered in this classic 67-mile downwind race. Turpin and crew — including David Janes, Jay Crum, Pete Heck, Ernie Richau, Ian Klitza, Hogan Beatie, Ty Prine, Jimmy Slaughter, Jim Staniec, Stu Wright, and Jim Ritchey — were first to finish, as expected, and also corrected out first in fleet as the wind shut down behind them. However, their 7 hour, 2 minute elapsed time was over an hour off *Merlin's* increasingly legendary 1983 run of 5 hours, 59 minutes.

"The wind was about 16 at the start, and we made it through the Gate in one tack," reported Turpin. "It got progressively lighter, dropping to about 5 knots at Montara. Once we got through there, the kite went up and things got better. It blew in the mid-20s off Davenport, and for an hour we never went below 17 knots. We finished off Santa Cruz in a fresh easterly for the last two miles. It was just too light

on the top end of the course to break the record — maybe next year!"

The Andrews TP-52 *Flash*, under charter to Tom Thayer and Peter Stoneberg, pulled into Santa Cruz after 8 hours, 22 minutes to finish second overall. *Tiger Beetle*, Rob Macfarlane's N/M 45, finished at 11 p.m. to win the motor allowance division by half an hour over *Annalise*. Everyone else besides *Scout Spirit*, *Flash*, and *Tiger Beetle* finished after midnight. Most boats took between 16-18 hours to crawl in, and eight boats eventually took DNFs rather than twirl around in the ocean until dawn.

The Windjammers Race, a collaboration between the Santa Cruz YC, St. Francis YC, and the Windjammers YC, has been plagued by light air recently, which may account for the dwindling entries. The race began in 1938, with another 31-boat fleet departing from Treasure Island at 8 p.m. Friday night and sailing under the so-called 'Block Island Rule'. The finish line has always been the Santa

Clean sweep — 'Scout Spirit' skipper Bill Turpin needed his entire family to haul off his Windjammers loot this year.

Cruz municipal wharf, and before the yacht harbor was built in 1968, the boats anchored out to the east of the pier.

The race has been an annual Labor Day Weekend tradition ever since, interrupted only for three years during World War II. Hopefully, the Windjammers will come roaring back one of these days, though it appears its glory days — such as when 86 boats sailed in the epic '83 race — are behind it.

DIV. I (motor allowance) — 1) **Tiger Beetle**, N/M 45, Rob Macfarlane; 2) **Annalise**, Wylie 34 mod., Paul Altman; 3) **Ergo**, Ericson 35 Mk. II, William Merrick. (6 boats)

DIV. II (doublehanded) — No finishers. (2 boats)

DIV. III — 1) **Scout Spirit**, R/P 77, Bill Turpin; 2) **Flash**, Andrews TP-52, Tom Thayer/Peter Stoneberg; 3) **Rollercoaster**, SC 50, Jack Gordon. (6 boats)

DIV. IV — 1) **Auspice**, Schumacher 40, Jim Coggan; 2) **Spindrift V**, Express 37, The Wrights; 3) **Pegasus XIV**, Newland 36, Dan Newland; 4) **Outrageous**, Olson 40, Brown/Linkemyer. (9 boats)

DIV. V — 1) **Saffron**, SC 27, Abrahamson/Flores; 2) **Hooligan**, Westsail 11.8, Alice Martin; 3) **Nina**, Olson 29, Rob MacDonald; 4) **Irish Lady**, Catalina 30, The Mahoneys. (8 boats)

OVERALL — 1) **Scout Spirit**; 2) **Flash**; 3) **Rollercoaster**. (25 racing boats)

Full results — www.scyc.org

Jazz Cup

The 17th Jazz Cup, co-hosted by South Beach YC and Benicia YC on September 3, was a fast one this year. Moderate winds, max flood, and flat water compressed the 26-mile course, contributing to Peter Stoneberg's chartered ProSail 40 *Tuki* obliterating the course record, knocking seven minutes off *Freedom's* 2003 time. The new record stands at 2:01:23, held by Stoneberg, Skip McCormack, Mike Diaz, and boat captain Keith Flattery. That time would have been about five minutes faster if one of the crew hadn't taken an unauthorized swim just before the Carquinez Bridge.

Tuki, which is about 15 years old and a sistership to Tom Blackaller's *TomCat*,



COURTESY SCYC



ironically ended up losing the 7-boat multihull class by about five minutes on corrected time to Bill Erkelens, Sr.'s C-Cat *Freedom*, which had Chris Steinfeld aboard as crew. Both boats reported speed in the mid-20s during the quick race. Among the 84 monohulls, first on corrected time went to Chris Kim's zippy little Ultimate 24 *Vuja De*, which spent much of the planing above her 99 rating.

One last look at the fun 2005 Rolex BBS, clockwise from upper left — 'Larrikin' at the mark; 'Marda Gras', sporting a new asymmetrical kite, chases 'Swiftsure'; foredeck convention on a J/105; the SC 52 'Lightning'; there was lots of commercial traffic, but no incidents; surfing along on 'Genuine Risk'.

However, there aren't overall prizes in the Jazz Cup, other than for the best corrected time among members of the two host yacht clubs. This year, Caleb Everett's Express 37 *Stewball* brought 'The Trumpet' back to South Beach YC. Sailing with Everett were Charlie Bogue, Chris Fogle, Greg Gorsiski, Justin Lowe,

Eammon Markham, Bill Riess, and Raleigh Smith.

Jeff McCord's new custom N/M 36 *Quiver*, with Scott Easom aboard, enjoyed a successful debut, finishing first in Division I and second overall. Hank Easom, Scott's uncle, finished first in Division II and third overall with his 68-year-old



'05 RBBS, cont'd — Chris Gregory steers 'Morpheus' at the finish of race seven; 'Pegasus' to weather of 'Moneypenny'; 'Pendragon' and 'Staghound'; the BBS was a recycling windfall for these guys; 'Morning Glory'; and the victorious J/120 'Mr. Magoo'. All photos 'Latitude'/jr and Leslie Richter.

8-Meter Yucca. Unfortunately, Yucca dismasted off Point Pinole on the way home when her port chainplate pulled out. John Kerslake's Mumm 36 *Little Wing* stood by Yucca, even throwing over a much-needed hacksaw, and then escorted her back to the San Francisco YC. Bob Izmirian's Olson 911-SE *Jane Doe* topped the largest

class, the 17-boat Div. III.

"Things went pretty smoothly this year, so there isn't much to report," said race official Emmanuel Uren. "There was no excitement like last year, when we had to bring a security guard into a protest meeting."

DIV. I (< 70) — 1) **Quiver**, N/M 36 mod., Jeff

McCord; 2) **Sand Dollar**, Mumm 30, Erich Bauer; 3) **Tout Suite**, Beneteau 40.7, Tim Merrill; 4) **Bo-dacious**, Farr One Ton, John Clauser; 5) **Tupelo Honey**, Elan 40, Gerard Sheridan. (11 boats)

DIV> II (70-102) — 1) **Yucca**, 8-Meter, Hank Easom; 2) **Stewball**, Express 37, Caleb Everett; 3) **Jarlen**, J/35, Bob Bloom; 4) **Ultimatum**, J/105, Musto Gunan; 5) **Savoir Faire**, Beneteau 42, Paul Osborn; 6) **Acabar**, Jeanneau 45, J.Y. Lendormy. (13 boats)

DIV> III (103-137) — 1) **Jane Doe**, Olson 911-SE, Bob Izmirian; 2) **Bluefin**, Santana 35, Guy Benjamin;

THE RACING



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3) **Diana**, Tartan Ten, Zhenya Kirueshkin; 4) **Bear Naked**, Wylie 34, Noble Griswold; 5) **Uno**, WylieCat 30 mod., Seal/Skinner; 6) **Blue Pearl**, Hunter 41, John Dahle; 7) **Dreamtime**, Olson 911-SE, Roger Craine. (17 boats)

DIV. IV (138-160) — 1) **Showtime**, Olson 25, John Dillow; 2) **Wind Dragon**, Catalina 34, Dave Davis; 3) **Kelika**, Hunter 33.5, Mike Weaver; 4) **Crews Nest**, Catalina 34, Ray Irvine. (9 boats)

DIV. V (161-180) — 1) **Adventure**, Catalina 30, Jack McDermott; 2) **Chesapeake**, Merit 25, Jim Fair; 3) **Goose**, Catalina 30, M. & L. Kastrop; 4) **Ruckus**, Newport 30 Mk. III, Mike Ashe; 5) **Strike Slip**, Merit 25, Brad Cameron; 6) **Dancing Bear**, Catalina 30, Ray Hall. (14 boats)

DIV. VI (>181) — 1) **Alte Liebe**, Albin 30 Ballad, Jerry Martin; 2) **Elaine**, Santana 22, Pat Broderick; 3) **Wind Song**, Folkboat, Paul Harris; 4) **Synergizer**, Ericson 28, Larry Weinhoff. (9 boats)

SPORTBOAT — 1) **Vuja De**, Ultimate 24, Chris Kim; 2) **Enzo**, Hobie 33 mod., Bill Erkelens, Jr. (5 boats)

MULTIHULL — 1) **Freedom**, C-Cat, Bill Erkelens, Sr.; 2) **Tuki**, ProSail 40, Peter Stoneberg; 3) **Bastet**, Hobie 20, Kit Wiegman. (7 boats)

NON-SPINNAKER — 1) **Coyote**, Wylie 34 mod., Peter Yates; 2) **Fancy**, Ericson 33, Chips Conlon; 3) **Phantom Mist**, Beneteau 40.7, Gary Massari. (6 boats)

OVERALL — 1) **Freedom**; 2) **Tuki**; 3) **Bastet**; 4) **Vuja De**; 5) **Quiver**; 6) **Puppeteer** (F-24); 7) **Yucca**; 8) **Gaijin** (F-24); 9) **Enzo**; 10) **Sand Dollar**. (91 boats)

Full results — www.southbeachyc.org

Labor Day Regatta

St. Francis YC's Labor Day Regatta (aka, the ex-NOOD) attracted 57 boats for some hardcore one design racing on September 2-4. The moderately windy regatta doubled as the nationals for three of the classes — Antrim 27s, Express 27s, and Moore 24s, all of whom began racing on the Cityfront on Friday. The other three classes — One Design 35s, Melges 24s, and J/24s — jumped in on Saturday (Berkeley Circle) and Sunday (back to the Cityfront). Mercifully, there was no racing on Monday.

Encinal YC commodore Steve Reinhart, skipper of *Cascade*, won the seventh

Labor Day Regatta winners, from left — Brad Butler (with daughter Bridget), Will Paxton, and Steve Reinhart and Laraine McKinnon.

Antrim 27 Nationals on a tiebreaker with *Max*, sailed by fellow EYC member Bryan Wade. Both boats had 11 points, but *Cascade* had three bullets to *Max*'s two. Crewing for Reinhart were his wife Laraine McKinnon (Friday only), Marc Acheson, Mark Davis, Chuck Robbins, and Eric Hallstein.

"The boat is noticeably faster with our new carbon rig, new Pineapple sails, and new running rigging," claimed Reinhart. "It was a really, really good summer — in addition to winning the South Tower Race, the Second Half Opener, and the Nationals, Laraine and I had a 'legally weighed-in' stowaway on Friday. We're expecting our first child in the spring!"

Pro sailor Will Paxton, who runs the TP-52 *Flash* program, was a last-minute entry in the Express 27s, pulling his *Motorcycle Irene* out of mothballs and calling some friends (Mike Bruzzone, Angie Ro-

land, Johnny Goldsberry, and Joe Penrod) a few days before the regatta. Five bullets and two deuces later, Paxton was crowned the Express 27 national champion for the second time (previously, he won in '99). Buzz Blackett's *New Wave* was the runner-up, and the only boat that came close to giving *Motorcycle Irene* some competition. "I love these boats!" said Paxton, who now owns two Express 27s (he bought the damaged *Exocet* as a winter project, with an eye toward reselling it in the spring).

Another guy who loves his class is Brad Butler, the new Moore 24 national champion. Butler owns three Moore 24s, and trails his best one, the black *Eclipse*, down from Seattle for all the Bay Area Moore 24 races. He topped pro sailor Morgan Larson, who recently bought *Bruzer*, on a tiebreaker, with Scott Sorensen just one point back in third. "It couldn't have been much closer," allowed Butler, who

Jazz players — Caleb Everett's Express 37 'Stewball', the eventual Jazz Cup winner, chases the J/35 'Jarlen' up San Pablo Bay.





sailed with Tyler Bech, Steve Trunkey, and Brian Perry.

Tabasco owner John Wylie and his mostly San Diego crew schooled our local 1D-35 fleet with a 1,3,1,1,1 record. The *Tabasco* gang consisted of tactician Seadon Wijsen, wife Stephanie Wylie, Chris Doolittle, Bill Carey, Steve Rossi, Brandon Paine, and Jessee Cartee. "It would have been harder if some of the Seattle boats and *Wild Thing* had actually showed up," said Wijsen, "Chris (Busch) was in town, but off sailing Etchells with Jeff Pape, and only entered his boat to help our class get a start."

Sailmaker Dave Ullman also crushed the Melges 24 class with a 4,1,1,1,1,1 record, topping runner-up Argyle Campbell by a comfortable 8 points. Ullman raced his *USA 505* with Steve Lovegrob, Robert Kinney, and Bill Hardesty. Deke Klatt, who works for Ullman at their

Bittersweet — Hank Easom and the 'Yucca' gang won Division I in the Jazz Cup, but their day was ruined by a dismasting on the way home.



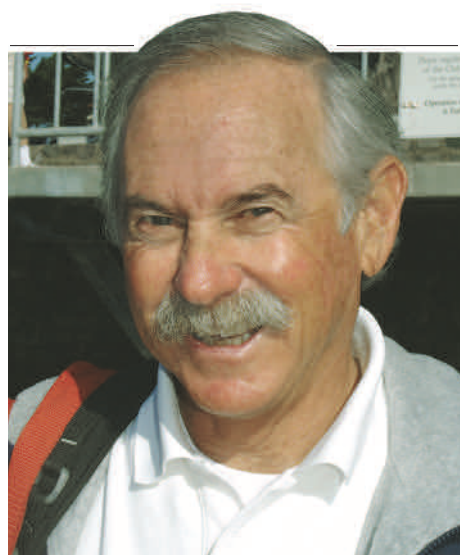
Winners, cont'd — John Wylie, Deke Klatt, and Dave Ullman, all of whom came up from Southern California to trounce our local fleets.

Ventura loft, won the J/24 fleet handily, topping the Marina del Rey-based *Take Five* by 6 points. Klatt sailed his *Jaded* with the same group that won the 2004 J/24 North Americans: Avery Stewart, Bruce Labins, David Paudler, and Lane Desborough. "We're gearing up for the 2006 J/24 Worlds in Australia next year," noted Klatt.

To sum it up: out-of-townners won four of the six fleets (the other two fleets, Antirims and Expresses, were 100% Bay Area sailors). So much for local knowledge!

ANTRIM 27 (Nationals) — 1) **Cascade**, Steve Reinhart, 11 points; 2) **Max**, Bryan Wade, 11. (5 boats; 7 races; 1 throwout)

EXPRESS 27 (Nationals) — 1) **Motorcycle Irene**, Will Paxton, 7 points; 2) **New Wave**, Buzz Blackett, 12; 3) **Attack From Mars**, Brendan Busch, 25; 4) **Moxie**, Crowson/Grass, 27; 5) **Magic Bus**, The Deeds, 32; 6) **El Raton**, Ray Lotto, 36; 7) **Mirage**, Terry Cobb, 40. (15 boats; 7 races; 1 throwout)



MOORE 24 (Nationals) — 1) **Eclipse**, Brad Butler, 12 points; 2) **Bruzer**, Morgan Larson, 12; 3) **Dolomite**, Scott Sorenson, 13; 4) **Paramour**, The Fennells, 24; 5) **Mercedes**, Joel Verutti, 34; 6) **Flying Tiger**, Vaughn Seifers, 35; 7) **Moorigami**, John Siegel, 39. (16 boats; 7 races; 1 throwout)

1D-35 — 1) **Tabasco**, John Wylie, 7 points; 2) **Zsa-Zsa**, Mario Yovkov, 11. (5 boats; 5 races)

MELGES 24 — 1) **#505**, Dave Ullman, 9 points; 2) **Rock N' Roll**, Argyle Campbell, 17; 3) **Shriek Express**, Nigel Donnelly, 26. (7 boats; 6 races)

J/24 — 1) **Jaded**, Deke Klatt, 11 points; 2) **Take Five**, Taylor/Horn, 17; 3) **Rail to Rail**, Jepsen/Henneberger, 18; 4) **SFPF**, Steve Hartman, 23. (9 boats; 5 races)

Full results — www.stfyc.com

Box Scores

Summer is winding down, and the tsunami of race results is slowing to a more manageable trickle. However, there's still more than enough information to support one more round of *Box Scores*:

OYRA/BVBC FARALLONES (Aug. 27; 58 miles):

PHRO-1A — 1) **City Lights**, SC 52, Tom Sanborn; 2) **Cipango**, Andrews 56, The Bartons. (5 boats)

PHRO-1 — 1) **Summer Moon**, Synergy 1000, DeVries/Pohl; 2) **X-Dream**, X-119, Steen Moller. (4 boats)

PHRO-II — 1) **Green Buffalo**, Cal 40, Jim Quanci. (2 boats)

MORA — 1) **Bloom County**, Mancebo 31, Anthony Basso; 2) **Always Friday**, Antrim 27, John Liebenberg; 3) **Spitfire**, Moore 24, Brant Adornato. (7 boats)

SHS — 1) **Sleeping Dragon**, Hobie 33, Mark Halman; 2) **Bald Eagles**, J/105, Liggett/Paul; 3) **Tivoli**, Beneteau 42S, The Bentsens. (7 boats)

OVERALL — 1) **City Lights**; 2) **Cipango**; 3) **Emily Carr**. (25 boats; www.yra.org)

470 WORLDS (SiFYC; Aug. 19-28):

MEN GOLD — 1) Nathan Wilmot/Malcolm Page, AUS, 35 points; 2) Nick Rogers/Joe Glanfield, GBR, 51; 3) Gildas Philippe/Nicolas Leberre, FRA, 62; 4) Matthew Belcher/Nick Behrens, AASU, 73; 5) Alvaro Marinho/Miguel Nunes, POR, 79. (32 boats; 14 races; 2 throwouts)

MEN SILVER — 1) Ronan Dreano/Ronan Floch, FRA, 106 points; 2) Stu MacNay/Graham Biehl,



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USA, 119; 3) Francisco Sanchez/Alejandro Ramos, ESP, 126; 4) John Gimson/David Steed, GBR, 132; 5) Onan Barreiros/Aaron Sarmiento, ESP, 136. (32 boats; 14 races; 2 throwouts)

WOMEN — 1) Marcelien de Koning/Lobke Berkhout, NED, 32 points; 2) Christina Bassadone/Saskia Clark, GBR, 32; 3) Ingrid Petitjean/Nadege Douroux, FRA, 42; 4) Lenka Smidova/Elizabeth Kratzig, CZE, 57; 5) Nike Kornecki/Vered Bouskila, ISR, 71. (34 boats; 14 races; 2 throwouts)

Full results — www.stfyc.com

EASOM FOUNDERS (SCYC: August 27-28):

1) Shark Kahn, 9 points; 2) Peter Vessella, 12; 3) Jeff Pape, 25; 4) Philippe Kahn, 25; 5) Marvin Beckmann, 27; 6) Dennis Conner, 35; 7) Craig Healy, 36; 8) Brian Thomas, 40; 9) Russ Silvestri, 40; 10) Hank Lammens, 48; 11) John Jansheski, 49; 12) Rob Brown, 58; 13) Steve Girling, 66; 14) Steve O'Rourke, 76; 15) Dirk Kneulman, 81. (40 Etchells; 4 races; no throwouts; www.sfyc.org)

SSS EAST BAY/ESTUARY (Sept. 10: 17.6 miles):

SH-II (< 112) — 1) **Arowana**, Diva 39, Larry Riley; 2) **Moonduster**, S&S 47, Wayne Maretsky. (5 boats)

SH-III (114-168) — 1) **Antipodiste**, Farr 30, Chuck Warren. (2 boats)

SH-IV (> 170) — 1) **Emerald**, Yankee 30, Peter Jones. (3 boats)

SH-V (non-spinnaker) — 1) **Stormrider**, Aphrodite 101, Don McRrea; 2) **Krissy**, Ericson 35-3, Allen Cooper. (4 boats)



JAN WALKER

Finntastic! Andras Nady dominated the Finn PCCs at Coyote Point YC on Sept. 17-18. See 'Box Scores'.

SH-SPORT — 1) **Sleeping Dragon**, Hobie 33, Mark Halman; 2) **Nina**, Olson 29, Rob MacDonald. (5 boats)

DH-II — 1) **Lightwave**, J/105, Richard Craig/Jeremy Moncada; 2) **Valhalla**, Beneteau 38, Joshua Rothe/Tomi Tiainen. (5 boats)

DH-III — 1) **Stinkeye**, Laser 28, Jonathan & Bill Gutoff; 2) **Eyrie**, Hawkfarm, Synthia Petroka/Silvia Seaberg. (6 boats)

DH-IV — 1) **Snow Bird**, Yankee 30 Mk. III, Val Clayton/Charles Ridgeway; 2) **True North**, Baltic 42, Jeff Dunnavant/Alicia Yballa; 3) **Leilani**, Cal 40, Jay & Geoff Capell. (7 boats)

DH-SPORT — 1) **Aqua Nut**, Melges 24, Peter Aschwanden/Karl Crawford; 2) **Ragtime**, J/90, Frank Sloodman/Tom Price. (5 boats)

DH-WYLIECAT 30 — 1) **Lotta'Tude**, WylieCat 30, Jonathan Bloom/John Valentine. (1 boat)

Full results — www.sfbaysss.org

OLSON 25 NATIONALS (EYC: Sept. 10-11):

1) **Hamburger Haus**, Jens Jensen, 8 points; 2) **Clean Sweep**, Tom Nemeth, 12; 3) **Vivace**, Larry Nelson, 16; 4) **Baleineau**, Daniel Coleman, 18; 5) **Synchronicity**, Steve Smith, 24. (8 boats; 5 races; www.encinal.org)

Winning crew — Jens Jensen, Nathan Bosset, Wouter Suverkropp, Shawn Grassman, Wayne Best (Saturday)/Michael Andrews (Sunday).

ALAMEDA INTERCLUB # 6 (Sept. 10: 11 miles):

BIG SPINNAKER (< 173) — 1) **Uno**, WylieCat 30, Steve Wonne; 2) **Crinan II**, WylieCat 30, Bill West. (5 boats)

FAT 30s — 1) **Nice Turn**, Cal 2-29, Richard Johnson; 2) **Thumbs Up**, Cal 29, Ivan Orgee. (4 boats)

CATALINA 34 — 1) **Mottley**, Chris Owen; 2) **Wind Dragon**, Dave Davis. (5 boats)

LITTLE SPINNAKER — 1) **Kristina**, Ranger 26,



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Brian Grainger. (3 boats)

NON-SPINNAKER — 1) **Mood Indigo**, Gemini 105-MC, Rich Kerbavaz; 2) **Free Spirit**, Ericson 32-2, Gary Barker; 3) **Flyer**, Peterson 33, John Diegoli. (10 boats)

MULTIHULL — 1) **Three Sigma**, F-27, Chris Harvey; 2) **Origami**, CF-24, Ross Stein. (6 boats)
Full results — www.sfbama.org

ISAF WORLD MATCH RACE RANKINGS (9/ 22):

MEN — 1) Ed Baird, USA; 2) Peter Gilmour, AUS;

Road warriors — Brad Butler and his 'Eclipse' posse, who commute down from Seattle to race one design, won the Moore 24 Nationals.

3) Russell Coutts, NZL; 4) Mathieu Richard, FRA; 5) Paolo Cian, ITA; 6) Ian Williams, GBR; 7) Sebastian Col, FRA; 8) James Spithill, AUS; 9) Eugeni Neugodnikov, RUS; 10) Mateo Simoncelli, ITA.

WOMEN — 1) Claire LeRoy, FRA; 2) Marie Bjorling, SWE; 3) Nina Braestrup, DEN; 4) Klaartje Zuiderbaan, NED; 5) Christine Briand, FRA; 6) Jenny Axhede, SWE; 7) Sally Barkow, USA; 8) Christelle

Philippe, FRA; 9) Linda Rahm, SWE; 10) Lotte Meldgaard Pedersen, DEN.

Full list — www.sailing.org

U.S. MENS SAILING CHAMPIONSHIP (Mallory Trophy; Flying Scots, American YC; Sept. 12-16):

1) Zach Fanberg/Marcus Eagan/Sara Fanberg, Area D (New Orleans), 31 points; 2) Ken Wolfe, Area F (Dallas), 32; 3) Josh Goldman, Area B2 (Westport, CT), 43; 4) Talbott Ingram, Area C2 (Fair Haven, NJ), 55; 5) Hand Noordanus, Area CA (Locust Grove, VA), 58. (11 teams; www.ussailing.org)

U.S. WOMENS SAILING CHAMPIONSHIP (Adams Cup; Flying Scots, American YC; Sept. 12-16):

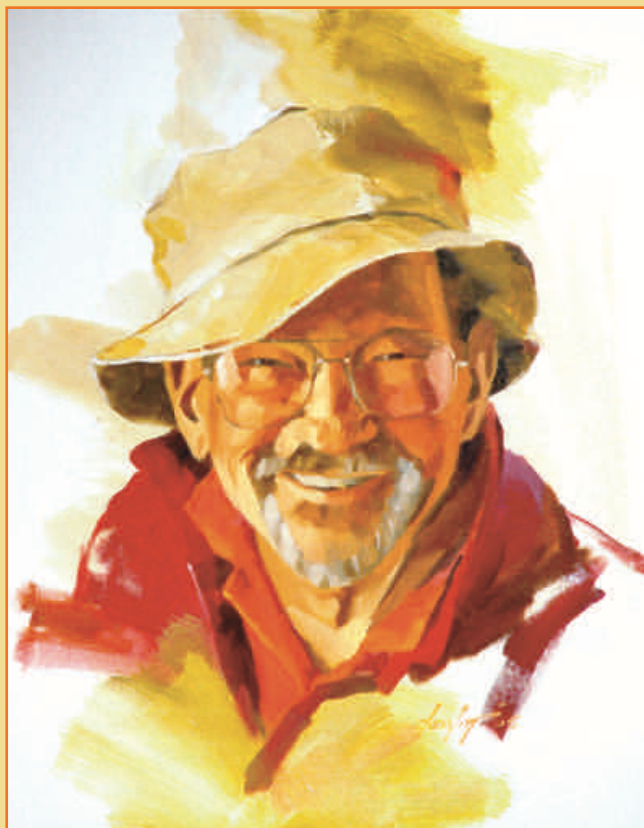
1) Joni Palmer/Carrie Carpenter/Meredith Dodd, Area C (Annapolis), 22 points; 2) Theresa Brooks, Area D (Key West), 31; 3) Kiren Cummings, Area J (San Diego), 35; 4) Anne Mooney, Area B1 (Bayville, NY), 39; 5) Natalie Coleman, Area A (West Hartford, CT), 45. (11 teams; www.ussailing.org)

FINN PCCs (CPYC; Sept. 17-18):

1) Andras Nady, 5 points; 2) Charles Heimler, 9; 3) Henry Nieuwstad, 13; 4) Jeff Rey Case, 14; 5) Glenn Sylvan, 17. (10 boats; 5 races; 1 throwout; www.cpyc.com)

COLLEGIATE RANKINGS (as of Sept. 23):

COED — 1) **Univ. of Hawaii**; 2) **USC**; 3) Harvard; 4) Yale; 5) Boston College; 6) **UC Irvine**; 7) Georgetown; 8) South Florida; 9) St. Mary's; 10) Hobart/Wm. Smith; 11) Tufts; 12) Dartmouth; 13) Brown; 14)



Portrait of Jim DeWitt by Jim DeWitt

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Kings Point; 15) Connecticut College; 16) **Stanford**; 17) Coast Guard; 18) Washington College; 19) Old Dominion; 20) College of Charleston.

WOMEN — 1) Yale; 2) Dartmouth; 3) **Stanford**; 4) College of Charleston; 5) Georgetown; 6) Tufts; 7) Hobart/Wm. Smith; 8) St. Mary's; 9) Navy; 10) Harvard; 11) South Florida; 12) MIT; 13) Eckerd; 14) Kings Point; 15) **Univ. of Hawaii**.

FOLKBOAT INTERNATIONALS (SFYC; 9/17-23):

1) Peter Jeal, USA, 29 points; 2) Svend Svendsen, USA, 40; 3) Eric Kaiser, USA, 48; 4) Per Buch, DEN, 57; 5) Christoph Nielsen, GER, 60; 6) Roni Saksi, FIN, 60; 7) Don Wilson, USA, 62; 8) Nils Rasmussen, DEN, 71; 9) Danielle Dignan, 74; 10) Bill DuMoulin, USA, 78. (23 boats; 7 races; no throwouts; www.sfyc.org)

11th ROLEX INT. WOMEN'S KEELBOAT CHAMPIONSHIP (Annapolis YC; Sept. 19-23; J/22s):

1) Sally Barkow (with Debbie Capozzi, Carrie Howe, and Annie Lush), Nashotah, WI, 14 points; 2) Cory Sertl, Rochester, NY, 38; 3) Jody Swanson, Buffalo, NY, 47; 4) Carol Cronin, Jamestown, RI, 48; 5) Sharon Ferris, NZL, 57; 6) JoAnn Fisher, Arnold, MD, 65; 7) Lorie Stout, Annapolis, 73; 8) Julie Sitzmann, Orr's Island, ME, 76; 9) Anna Tunnicliffe, Norfolk, VA, 88; 10) Derby Anderson, Annapolis, 89. (42 boats; 10 races; 1 throwout; www.ussailing.org)

Race Notes

YRA's new digs: After almost 20 years



Shades of yesteryear — 'Hissar', originally one of Chris Dickson's 'plastic fantasies', won the 12-Metre Worlds in Newport, RI.

in Building E in lower Fort Mason, the **YRA office has moved** a quarter mile up the hill into the ground floor of an historic duplex once used as officer's quarters. The new address is Quarters 35 South, MacArthur Ave., Fort Mason, SF, CA, 94123, while the phone number

stays the same at (415) 771-9500. Nearby neighbors include Sailing Education Adventures (SEA), the Oceanic Society, and the Marine Mammal Fund. "It's an upgrade," reports YRA executive director Lynda Myers. "Come visit!"

Time warp: Edgar Cato's *Hissar* won the NYCC-hosted **12-Metre World Championship** off Newport, RI, in mid-September. Sixteen 12s — the largest



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*1993-2005; see www.herreshoff.org

collection of these dinosaurs ever assembled in the U.S. — duked it out in four divisions based on hull dates and configuration. *Hissar* won the Grand Prix division (the newest 12s, and the only ones eligible for the overall championship), while the other three classes shaped up like this — Modern (*Courageous*, Craig Millard); Classic Traditional (*Weatherly*, Clay Deutsch), and Classic Vintage (*Onawa*, **Chuck Parrish**, et. al.) Deutsch, who owns the Swan 65 *Chipewewa*, won 8 of 9 races in his class, earning a Rolex watch for outstanding performance during the elegant four-day regatta.

Sale boats of the month: **Brendan Busch** recently reduced his fleet to just three boats after selling his Express 37 *Bullet* to a Seattle owner, Reinhard Freywald, after the BBS. There are at

least three other Express 37s up there (*Declaration of Independence*, *Re-Quest*, *Kahuna*), so *Bullet* won't be lonely. Busch still owns *Attack From Mars* (Express 27), *Isis* (SC 52), and *Rocket 88* (D-Cat). . . **Sut-ter Schumacher**, daughter of the late Alameda yacht designer Carl Schumacher,

crew (brother Phil, Dave McGregor, and Al Sargent) beat Sean Svendsen 3-0 in the finals. . . **Fritz Jewett**, Jack Sutphen, and the late Alan Payne will be inducted into the **America's Cup Hall of Fame** at the St. Francis YC on October 14. Tickets to the gala black tie event can be reserved

recently sold her *Mercury* to Walter Smith of Fresno, and has left the Bay Area to take a five-month marketing gig at Davie Norris Boatbuilders in Christchurch, NZ.

Random notes: We're sorry to report that longtime Richmond YC member **Gary Albright**, one of the good guys in the sport, passed away last month after a year-long battle with pancreatic cancer. Gary campaigned successfully in the Cal 2-27 and Holder 20 fleets, and was always a threat with his J/22 *Talisman Banana*. . . Chris Perkins won StFYC's **Knarr Match Racing Invitational** for the fifth time last month, topping an 8-boat fleet. Perkins and

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Volunteers of America: The **Rolex Big Boat Series** was great this year, thanks in large part to the **70-some volunteers**, not all of them StFYC members, who toiled behind the scenes. We thought it would be different, and hopefully appropriate, to acknowledge all of them for once. Please hold your applause until the end. Kudos and thanks to the following:

Joyce Andersen, Joe Andresen, Eric Arens, Phil Armstrong, Ryan Aull, Ed Bennett, Katherine Best, Bob Blakey, Shelley Bliss, Linda Cahill, Bill and Chris Canada, Julia Cashin, Tony Chargin, Lynn Coffey, Peter Culley, Lynn Davis, Clay Degenhardt, Rich Del Grande, Trena Depel, Erik Engelson, John Evans, Nadine Franczyk, Jen Fuller, Bill Gage, Christine Ghiai, Michael and Renee Gillespie, Fred Glasser, John Gomes, John Harrington, Janet Heineken, Paul Heineken, Thom Henneberger, M.L. Higgins, Jim



DAN NERNEY/ROLEX

Rolling along — Donna Womble and 'Team Toucan' in action at the Rolex IWK in Annapolis. See 'Box Scores' for winners.

Horio, Dick Horn, Todd Hurlbut, Sue Kern, Jim Kiriakis, Terry Klaus, Bill Kreysler, Tom Lacher, Alan Laffin, Teri Lahey, Ivan Lalovic, Patricia Lin, Lew Lippard, Sandy List, Debbie Lopker, Adrienne Mally, Larry Miller, John and Nancy Moore, David Morgan, Art Mowry, John

Navas, Sennoi Roth, Norm Sanders, Anne Scully, Chris Sidner, Sara Simmons, Steve Smith, Richard Snyder, Roy Steiner, Svend Svendsen, Peter and Robert Szasz, Valerie Taylor, Shawn Throwe, Bobbi Tosse, Julie Wiard, Renee Wilmeth, Alberto Wetter, and Jeff Zarwell.

Last minute race results: MPYC member **Donna Womble** was the only California skipper in the **2005 Rolex International Women's Keelboat Championship**, held in Annapolis on September 19-23. Womble and crew

Karen Loutzenheiser, Emily French, and Erica Kraft came in 20th out of 42 J/22s, while Sally Barkow finished at the head of the pack. See www.race.annapolisyc.org for more. . . Bay View BC member **Peter Jeal**, with wife Susan Parker and Bren Meyer, won the **International Regatta for Folkboats**, hosted by San Francisco YC on September 17-23 (see www.sfyf.org). More on that next month.

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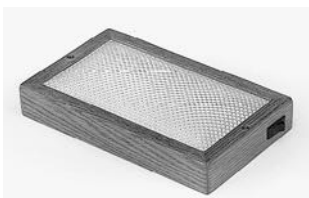
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WORLD

*With reports this month on how frequent chartering can be an excellent **Preparation for Cruising**, highlights from a two-family cruise through **The Coastal Islands of Croatia**, and miscellaneous **Charter Notes**.*

The Charter Now, Cruise Later Plan: A Sound Investment in Your Future

With the 12th annual Baja Ha-Ha rally set to depart San Diego for Cabo at the end of the month, this is the perfect time for us to revisit a thought-provoking concept: the 'charter now, cruise later plan'.

Among this year's 550 participants, many could personally testify that bareboat chartering in different areas of the world is an ideal way to prepare for extended cruising. To our way of thinking, in addition to providing a forum for practicing essential nautical skills, frequent chartering also helps keep the dream alive while you're waiting to cut the proverbial docklines.

Cruising, after all, is a lifestyle; a unique way of living unlike anything we experience during our normal workaday existence. Here at home, most of us enjoy the sport of sailing by either daysailing or racing. Of course, both allow you to improve essential skills such as fine-tuning sail trim, reefing and driving, but neither gives you much insight into the 'lifestyle' aspects of cruising. Bareboat chartering does. Even during a week-long charter in the BVI, which is one of the more benign international venues in terms of sailing conditions and navigation, you'll get a taste of what the full-time liveaboard lifestyle is all about.

It all starts with advance planning.

Charters in Belize, BVI, Guadeloupe, Tonga, Tahiti and Australia inspired Portia and Steve to cruise on 'Dream Caper' a Venezia 42.

Just as you would make extensive preparations for an extended voyage, smart charterers typically study charts of the area where they intend to sail, far in advance of their arrival, and read up on the region's shoreside facilities and attractions. In addition, they studiously itemize their provisioning needs and carefully consider what personal items to bring along — just as would-be cruisers do.

Once your charter begins, you'll get a firsthand sampling of both the advantages and limitations of life aboard. While being able to jump overboard on a whim and go snorkeling may seem like heaven, even aboard a luxurious modern charter yacht, the living space is, of course, relatively confined compared to traditional shoreside living. Sailing vacations help you identify which creature comforts you'll need in order to become a happy cruiser, and what possessions you can easily live without.

It's hard to comprehend ahead of time, for example, how few items of clothing you'll actually need when sailing in the tropics. On the other hand, you may be surprised to discover there are some unusual items you'd never have thought of bringing along, which would have been useful. "Damn, look at that sky. Wish I'd thought to bring a star chart."

In addition to packing all the latest gizmos such as handheld GPSs, mini-VHF's, iPods and auto-inflating PFDs, many veteran charterers bring along a history book, historical novel

LATITUDE / ANDY



or a comprehensive landlubber's travel guide. Whether cruising or chartering, refreshing your knowledge of an area's history and cultural heritage as you sail along will greatly enhance the experience. Similarly, many vacationers find that boning up on their language skills ahead of time adds immeasurably to their foreign travel experiences. (Despite all their other preparations, this is one area where many neophyte cruisers are sorely lacking, and they ultimately regret it.)

It goes without saying that chartering is an ideal means of sampling different types of boats before buying 'the ultimate cruiser'. While poring through Ha-Ha applications over the years, we've seen that dozens of Baja Ha-Ha vets have actually bought former charter boats out of fleets in the Caribbean, Mexico or the Med.

Rather than simply inspecting a boat at the dock or taking a test sail with a broker prior to purchasing, while on charter you can assess a particular boat type's overall comfort and performance in a leisurely fashion. When chartering for a week or more, you'll have plenty of time to scrutinize your boat's upwind ability, downwind stability and ease of handling, as well as comfort below decks



OF CHARTERING



Interisland bareboating is excellent preparation for cruising. Unlike daysailing, chartering lets you experience the cruising lifestyle.

when heeled and accessibility of onboard systems. Also, within any popular chartering venue you could conceivably chat with other charterers about the boats they're on. And if you really want to make a serious research project out of it, you might even pick the brains of the maintenance guys back at the base.

Needless to say, in recent years many sailors with little or no multihull experience have used chartering as a means of sampling the pros and cons of modern catamarans — and many have become instant converts.

Of course, the more obvious benefits of chartering — in anticipation of cruising — are having the ability to practice such essential cruising skills as anchoring, navigating and onboard problem solving. Here in the Bay area, as elsewhere in North America, it's quite possible to sail for a lifetime and never have the need to drop a hook. Hence, anchoring is unquestionably the weakest seamanship skill for a vast number of otherwise-competent sailors. During an active week of chartering you might expect to anchor a dozen times or more,

including lunch or snorkeling stops, so you'll get plenty of practice. But because most bareboats come equipped with anchor windlasses, you won't have to throw your back out while refining your skills.

In some charter venues most of the piloting is simply done by line of sight, but there's still some navigation required. And if, for example, you were to do a multiple-island trip in the Eastern Caribbean, say from Guadeloupe to St. Maarten, you would get plenty of hands-on practice. The low-pressure environment of a chartered bareboat is also an excellent forum for teaching your spouse, kids or other potential cruising crew the essentials of navigation. They're likely to be much more interested in plotting positions and studying the charts and cruising guides while underway

than they would be back home during a practice session.

Although charter trips are generally relatively carefree, problems do arise. Working together with your spouse or friends to solve them is excellent real-world practice for cruising — where the manifestations of Murphy's Law are ever-present. Naturally, charter companies will send out a fix-it man if problems are more than you can handle, but simply observing repairs can also be a worthwhile education.

In the cool of the evening, while enjoying sundowners in the cockpit, we're sure that many a wide-eyed sailor has popped the question, "So, honey, how would you feel about living this lifestyle full time?" When he or she said yes, their cruising dreams began to gel.

If this sounds like you, we suggest that you be careful not to become so overwhelmed with boat projects and planning that you forget to get out and take a few mini-cruises at a variety of charter destinations. By doing so, you'll not only continue to improve your skills and build confidence in your abilities, but you're certain to have a whole lot of fun in the process.

— latitude/aet

A Charter Addict's Cruise Along Croatia's Dalmation Coast

Within Latitude's readership, there are a number of folks who qualify as 'charter-

Lifelong sailor Dick Sayre did charters in the Carib and Mexico before going off cruising in 2003 aboard 'Diva', a Pacific Seacraft 37.



LATITUDE / ANDY

WORLD



ART & SUSAN HARTINGER

At Palmizana the kids tried their hands at kayaking. Note the calm water, and the fenders hanging from every boat.

ing addicts'. Art Hartinger and his wife Susan are among them. But don't get us wrong, this is one addiction that's not a 'bad thing'. In fact, over the years Art and his family have had a wealth of sailing experiences in foreign countries which have undoubtedly strengthened their family's bonds and given them memories which will last a lifetime.

Their latest trip was to Croatia during the busy month of August. The following is excerpted from Art's report. Traveling with kids, Claire, 13, and Elise, 11, the Hartingers were joined by their longtime chartering partners Andrea Bertolotti and Kirsi Tikka, and their boys, Marco, 12, and Paolo, 10. The group chartered a Sun Odyssey 45.2 named Samba from Sunsail's base at Kremik Marina.

When considering the cruising grounds accessible from Kremik, there

are really two options for a one-week cruise: sail north or sail south. The northern islands are supposedly a lunar landscape — apparently decimated by the Venetians when they controlled Croatia several centuries ago. So we headed south, setting a course for Vis, roughly a 35-mile sail. With about 15 knots of wind, we had a great opportunity to get used to the boat, and we were pleased to encounter a pod of dolphins along the way.

We arrived at Komiza, on the west side of Vis, in the afternoon. It's a great little village and well worth a visit.

That first night we were awakened by an 85-ft ketch blasting its horn five times, and shining a spotlight on a nearby boat. Apparently the smaller boat did not have power, as it was not displaying an anchor light, nor did it have the requisite complement of eight fenders out which boats here seem to have constantly deployed, even while under sail. Seriously, it's common practice in Croatia, particularly for short stints in and out of marinas.

The next morning, after getting some

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OF CHARTERING

bread and pastries from one of the bakeries in Komiza, we headed across to the island of Bisevo, where the Modra Spilja (Blue Cave) is a "must see" according to just about every guide book. The cave apparently has light rays that come in from the bottom, creating an unusual illumination in the water. Sadly, we never did see the Blue Cave, as the surge was too high to permit a safe opening.

Next, we headed for the other side of the island to Vis Harbour, about 15 miles away. The south side of Vis has lots of nooks and crannies, with some interesting little islands and day anchorages on the southeast side. I would love to have explored them further.

The winds built to 25+ knots by the time we reached Vis Harbour. During the week winds were variable, ranging from very light to over 25 knots.

The anchorage at Vis was full, and basically inhospitable. We were shoed away from various spots in the main harbour, and ended up in the anchorage east of Polvotok Prirovo. I came to learn that there really isn't much free swinging on anchors in this part of the world, as



ART & SUSAN HARTINGER

there are too many boats.

The tried and true technique is to drop a bow anchor, back stern to against the shore, then tie lines off the stern to a tree or a rock. Among Croatians and Italians, the variation on this technique is that the guy aboard stays at the wheel with a cigarette dangling from his mouth, while his female crew swims to shore with the

The Hartingers strike a pose above the picturesque city of Hvar. After several overseas charters, they have many happy memories.

mooring line in her teeth.

That evening we dinghied in for *gelato*, explored the very lively town scene, and scoped out spots where we could stock up on fresh baked goods and some other provisions the next day.

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WORLD

The next morning we learned that we were anchored next to a naturist spot. A couple came early in the morning to set up, shave, and lay out. While I was sitting in the cockpit having my morning cup of (personally-imported) Peets coffee, the beautiful blonde woman stood right in front of me and shaved — *everything*. As we discovered, this wasn't a particularly unusual sight, as there are plenty of naturists throughout these waters. We didn't mind at all, except perhaps when my 11-year-old daughter and I were dinghying around the Pakleni islands and came upon a couple having sex on a rock. I suggested that my 11-year-old look away and she did, saying, "That's gross, Dad." I waved as the woman looked up and we headed off.

We'd heard that Hvar was a zoo, but so many people we know like it, we had to go. We'd been told that we shouldn't even attempt to moor in Hvar, so instead we went to Palmizana Marina, one of many official Croatian-run ACI marinas. It lies



ART & SUSAN HARTINGER

Securely moored stern to the land, Samba lies idly at Solta Island, one of the few places that wasn't crowded at the peak of the season.

about a mile south across the Pakleni Canal from Hvar.

In August, Palmizana makes the scene at Sam's of Tiburon on a summer weekend at noon look like light traffic. Dozens of boats were stacked up trying

to get berths. The Croatian marina guys had their hands full, running around with barely enough time to keep their cigarettes lit, whistling at boats and directing traffic. After sending the kids on a reconnaissance mission to check things out, we eventually dropped an anchor and backed in, stern to the shore. By the time evening arrived, dozens of boats had done the same.

The marina was jam packed, but it had full facilities: showers, reception, a café, restaurant, bar and store. And, taxi boats regularly traveled to Hvar and back. We dinghied over to a nearby bay, and spent the afternoon swimming, and noodling around with the kayaks.

That evening we went in to Hvar Town, pulling up in front of the club Carpe Diem, which had a full-blown booming disco scene with gyrating dancers and a Spring Break atmosphere. We meandered around a bit, then ascended some steps to a restaurant called Macondo, where we managed to get a table only because of a reservation "no show."

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OF CHARTERING

We learned later that Macondo had recently been written up in the *New York Times*. Although the staff had a bit of an attitude, the food was quite good, particularly the mussels and the white wine!

After relaxing a bit the next day at Palmizana, we headed back to Hvar by taxi for more exploring. By chance, we happened

upon our favorite restaurant of the trip, Pape, which is just up from the ferry dock. Sitting on a wonderful veranda overlooking the harbor, we enjoyed fresh fish, cheese, salads, wine and a local stew. The restaurant staff was wonderful to us. After hiking up to the castle above town for some spectacular views, we taxied back to Palmizana and relaxed for the evening.

The next day, we sailed to the island of Solta under overcast skies and 20 to



ART & SUSAN HARTIGER

The 'Samba' crew inspects the fresh seafood offerings at their favorite restaurant, Pape, in the bustling town of Hvar.

25 knots of wind. Arriving at the western end, off of the town of Maslinica, we decided to anchor for a couple of hours between a pair of islands. A boat anchored alone in Croatia in August is strangely attractive; seven other boats soon joined us. After the kids explored the area and collected some shells, we headed to our evening anchorage.

Inlet Sesula, just south of the town of Maslinica, was perhaps our favorite anchorage. We moored stern to, with lines tied to rocks on shore in a relatively quiet spot. That is, until the disco on top of the mountain turned into a rave from 11 p.m. to 4 a.m.!

Our last day was a 17-mile motorsail, with some light sail-

ing, back to Kremik Marina. We were off the boat quickly, and taxied to the airport. Sadly, it was time to head back to work for all of us.

— art hartiger
allons-y

Charter Notes

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is the **historic schooner Talofa**, which is heading back south to do charters out of La Paz, after recently participating in the Tall Ship Challenge festivities. As we went to press there were still several **berths available** for paying crew on the run to the Cape. Email Betsy at talofatallship@gmail.com for details.

Also, from way out in left field, this enticing item recently crossed

Lati-tude's charter desk: **Paying crew spaces** are available for this year's **ARC Rally** aboard several Farr 65 ocean racing yachts managed by ONDECK Sailing. "They have already crossed the Atlantic several times in the ARC and achieved some great results," say the owners. The Rally starts from the Canaries on November 20. See www.ondeck.co.uk or email enquiry@ondeck.co.uk for more info.

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CHANGES

With reports this month on **Micheladas** in Puerto Vallarta; from **Windsong** on a problem-plagued passage to El Salvador; from **Manukai** after a year of cruising across the Pacific; from **Suzy Q.** on a year of cruising in The Med; from **Indigo** on suspending cruising in St. Croix; from **Con Te Partiro** on being 'saved' by a boatyard; and plenty of **Cruise Notes**.

Michelada **Jason Foster** **The Morning After Drink** **(Puerto Vallarta)**

With another big cruising fleet set to head to Mexico at the end of October and in early November, we'd like to issue a caution — beware of the booze. It's a sad fact that too many cruises are diminished or destroyed by excessive drinking. No matter if you're in La Paz or Luperon, Honolulu or the Hauraki Gulf, you'll see cruisers whose once bright cruising dreams have gone dim in a haze of alcohol. That's not a good or healthy thing.

The problem is that cruising in the tropics is so conducive to drinking. For one thing it's hot, so you get more thirsty. Secondly, for most people, cruising in places like Mexico is a very social activity, and alcohol tends to be an effective icebreaker and enlivens social gatherings. Thirdly, cruisers have a lot of discretionary time. As a result, a lot of people who were light drinkers before they took off cruising, find themselves drinking more than they ever have before.

We don't have anything against moderate responsible drinking. In fact, two or three times a week we might have a cocktail before dinner or a glass of wine

Jason Foster, looking a little worse for the wear after the previous night's celebration, poses with the ingredients for his 'michelada'.



with dinner. And on festive occasions — such as in the Giggling Marlin after the end of the Ha-Ha — we might have several drinks to celebrate. While we average less than one drink per day 'back home', we know it's easy to increase that while cruising, so we keep an eye on it. And we suggest that you do, too.

Having issued that sincere warning about alcohol, we'd like to pass along some advice on what to do on those hopefully rare occasions when you had way too much to drink the night before in Mexico. We got the advice last March from Jason Foster of Puerto Vallarta, who had crewed aboard the victorious Beneteau 40.7 *Something Wicked* in the Banderas Bay Regatta. That night, owners Kevin and Sandy Reath took the whole crew out for a high time.

So when we saw Foster the following morning, he had a seat at the bar at the lunch counter next to Desperado Marine, and had ordered a *michelada* from the always lovely Flor who runs the counter. When Flor started setting up a wild assortment of stuff — a cup of ice, various stuff in little bottles, and a cold Pacifico beer — we had to ask what it was.

"A *michelada* is a traditional Mexican drink to help recover the morning after," Foster explained, "and roughly translates to 'my little beer' or 'my little cure'. You are given a paper cup filled with ice, lots of limes, some hot Tabasco sauce, some W.H. Brown sauce, some Maggi (meat) sauce, and salt. You put various amounts of the ingredients into the cup, pour in the Pacifico, mix, and drink it down rather than sip it. You'll start feeling better — or at least less bad — pretty quickly."

So there you have it. If you do drink, keep tabs on yourself so it doesn't get away from you. But if you wake up one morning to discover that you really overdid it, do like the Mexicans, and have a *michelada*.

— latitude 38 04/29/05

Windsong — Islander Freeport 36 **Frank and Shirley Nitte** **Mexico To El Salvador** **(San Diego)**

We're safe and sound in Bahia del Sol, El Salvador, and have been having lots of great adventures since we left San Diego in October of '03. We spent the first two seasons in Mexico, and during that time we got a lot more experience and devel-



oped a real respect for the ocean — as well as for *Windsong's* seaworthiness and our sailing skills.

On May 10 of this year, we left Mexico from Marina Chahue in Huatulco, heading what everybody assumes to be south to El Salvador, but which is actually more east. Despite a week of trying all of the special radio frequencies recommended by Don of *Summer Passage*, we couldn't hear his weather broadcasts, so we used the information from buoyweather.com and other sites on the internet. Since there were 15(!) boats in our southbound group, we set up a daily SSB net for morning and evening.

The weather for the always potentially hazardous Gulf of Tehauntepec looked good but not great, and we took off. Although we were all anxious to get across the Gulf as quickly as we could — which would have entailed a straight shot — we decided to do the recommended thing and 'keep one foot on the beach'. If you're on the beach, you don't suffer from the fetch if one of the dreaded Tehauntepeckers whips up.

IN LATITUDES



This is beautiful Antigua, Guatemala. Once a boat is secure in Bahia del Sol, El Salvador, it's easy to make inland trips to places like this.

Having left as a group at 6 p.m., we traveled through the night and were off Salina Cruz at daybreak. This is generally the most dangerous part of Tehauntepec when the wind is blowing, and since it picked up to 20 knots, we all continued to hug the beach like we were supposed to. But the wind started to die after we passed Salina Cruz, so everybody got a little slack about keeping a foot on the beach. In fact, by afternoon a bunch of us were 12 miles offshore. And wouldn't you know it, at dusk the wind shifted to out of the northwest and started blowing in the mid-20s. We all freaked out, thinking it was a Tehauntepecker starting up with us 12 miles offshore! But then the boats ahead alerted us that it was just a squall up ahead. As it turned out, we spent three days motorsailing to get across the Gulf.

A while later, we were motoring 14 miles off the coast of Guatemala when the Pathfinder diesel decided to quit. After checking fuel filters and other possibili-

ties, we decided that we were out of diesel. But before we could put more diesel in the tank, we looked behind the boat and saw our SSB/ham radio antenna trailing in the water!

After gathering up the antenna, we poured 10 gallons of diesel from the jerry jugs into the tank — but the engine still didn't start. So we drifted for a while. During that time we were visited by some fishing *pangas*. When we saw a container ship headed our way, we got on VHF 13, 14, and 16 to advise them that we were adrift. *RDreams* and *Wanderer*, who were behind us a ways, heard our transmission, and headed in our direction.

While on his way, Royce of *RDreams* and Frank were on the radio discussing what might be wrong with our engine. Royce suggested we bleed the injectors. Nothing came out, so something had to be blocked in the fuel systems. We changed the filters that we had only checked before, but still nothing. Frank worried that turning the engine over so much, we might have filled the exhaust riser with saltwater and that it might be backing up into the engine. So he decided to unscrew the plug on the riser to drain it.

Oops! While unscrewing the plug with a wrench, he dropped the plug and it disappeared into the dirty water at the bottom of our six-foot bilge. No saltwater came out of the exhaust riser because the pencil zinc that was attached to the plug had stuck in the riser pipe! So Frank got some pliers and tried to pull the zinc out. Naturally, it broke, with half of it still stuck in the exhaust riser. We've all had days like this, haven't we?

Frank spent about a half hour with his extension grabber trying to feel around for the plug in the bilge. No luck. He also tried to grab it with his extension magnet, but that didn't work because the plug is stainless steel. Frank decided to use the 110-volt vacuum to suck out the water from the bilge that's too low for the bilge pump. After getting three loads of water, we still couldn't see the plug — and the low battery voltage alarms started blaring! The vacuum was sucking power from the batteries faster than our solar panels could recharge them. It was time for a break, so Frank set the sails and we sailed with *RDreams* and *Wanderer* for awhile. Frank knew he had a spare plug somewhere, but where? He spent several hours tearing the boat apart, but never did find it.

After resting up, we assessed the situation. We had an engine that wouldn't start, and an exhaust riser with a potential for a major leak if we could get the engine to start. Frank decided that since the zinc was stuck in the riser and no water was leaking out, perhaps it wouldn't leak — or at least leak that much — when the engine

'Windsong' surges across the bar and into the Bahia del Sol estuary. This shot was taken just before they got hit by the big one.



COURTESY WINDSONG

CHANGES

was running. On the other hand, it could blow right out the riser. Meanwhile, Royce and Paul advised that the one sure way to start a diesel is to spray WD-40 into the air intake. We tried everything else, so why not that? The engine started right up and kept running! And there was no leaking from the riser.

But the fun was just starting, as we didn't have enough fuel to reach El Salvador if we motored all the way. *RDreams* offered to give us some fuel. So while we were doing about four knots, we threw over two jerry jugs with the lines still attached. *Rdreams* sailed over the lines, but when they put their engine in reverse, the line got caught in their prop! Royce dove over the side — and quickly came up because he was being stung by jellyfish. So he put on his wetsuit and scuba tanks, freed the line from his prop, showered, treated the jellyfish stings, and then filled our jerry jugs. We decide it was smarter to transfer fuel while drifting rather than while doing four knots, and it turned out to be true.

But since we were still a little short of fuel and had wind, we decided to turn off the engine and sail. There was just one problem — the engine that previously wouldn't start, now wouldn't stop! Frank remembered this happening before at a raft-up in San Diego, and that tapping the solenoid solved the problem. This time it didn't. He also discovered that the number one fuel injector was now leaking diesel! Royce and Paul suggested that we put a towel over the air intake to kill the engine by starving it of air. Frank said the last thing we needed to end the day was to have the towel get sucked up into the engine. He decided to kill it by shutting off the fuel supply. It worked. After a long day and a lot of stress, he lay down to get some rest.

Through the night, *RDreams* and *Wanderer* slowly pulled ahead of us. Frank worked on the leaky injector pump

The Hotel del Sol is on an estuary far from the dangers of the ocean. Nearly 60 boats spent the summer on the hook or a mooring.



during his next off watch, and discovered that the only problem was that the fuel pipe wasn't seated properly on the injector. Easy fix! What wasn't quite so easy was having to dodge squalls all night long. The whole coast of Guatemala, as well as much of the ocean behind us, was lit up by lightning. But our luck held, and we didn't get one drop of rain. The boats in front of us had to go through the teeth of the squalls, but we didn't.

The next day our friends on *Tricia Jean* called us on the VHF and told us they'd be happy to adjust course to bring us more diesel. The transfer was easy. Since there was no wind, we tried the engine again — and she started on the first try. And the riser plug hole still didn't leak.

During the night, Frank tortured himself thinking about the engine fiasco — and thinks he figured out why the engine wouldn't start after we ran out of diesel. It had been hours from the time the engine quit to the time we first tried to start it up again after adding the fuel, which meant the engine was cold. Our Pathfinder has glow plugs that need to be heated before the engine will start when it's cold — and we hadn't held the glow plug button for the required 15 seconds. Nuts! It just goes to show you how being tired can screw up your thinking processes to the point that you create your own problems — and they snowball into additional problems.

While we motored for four hours to charge the batteries, Frank managed a temporary fix on the SSB/ham antenna. That meant we then had a working engine and a radio that was good for 500 miles. To top off the good news, it turned out to be a perfect day for sailing, with 10 to 15 knots of wind, temps in the mid-80s, and not a cloud in the sky. Just beautiful! And before long we'd crossed the border into Salvadoran waters.

With nightfall, we dropped the sails, as there are lots of squalls at night. At 0400, *Tricia Jean*, who was now buddyboating with us, warned us of a huge



— 24 mile by 8 mile — squall. There was no way we could outrun it, so we got hit with sideways rain, lightning all around us, and winds in the 20s and 30s — with a gust to 42 knots! It was hard, and we discovered new leaks. But both *Windsong* and *Tricia Jean* did great. When dawn broke, it was another beautiful day — without any wind.

By 3:30 p.m., we had the anchor set in 40 feet of water a mile offshore in the 'waiting area' for crossing the bar into the estuary that leads to the Bahia del Sol Hotel and anchorage. It was weird being anchored out there in the middle of nowhere, but that's what you have to do. We started preparing *Windsong* to cross the bar, which involved removing everything from the cockpit to below, tying down the solar panels, removing the BBQ, and so forth.

Finally it was high tide, and *Tricia Jean*, *Wanderer* and *RDreams* made it across the bar — but then the window closed. So we had to stay out there waiting for the next high tide along with *Panacea*, *Mita Kuuluu*, *Gypsy Rose*, *Soy Libre* and *Dream Weaver*. But hey, we didn't have it

IN LATITUDES



Spread; 'Windsong' sailing off Central America. Inset left; Hotel Bahia del Sol. Inset right; Workers get \$6/day for carrying bags of coffee.

so bad. *Dream Weaver* didn't have a working engine, and therefore would have to wait there for days until it was flat enough for her to be towed across the bar.

We hoped to go across on the high tide the next morning, but there wasn't a good enough window. So we waited and waited. When we asked if the hotel could deliver a Sunday brunch from the buffet, they had a good laugh. When the window opened up in the afternoon, all the other boats went ahead of us and didn't have any problems. Then we started our crossing, with Frank on the wheel and me on the radio taking instructions and reading the depths. We were at full throttle and it was going fine . . . until Frank looked behind us. There was a huge wave towering over us and ready to break! Oh shit!!! "Please don't break, please don't break, please don't break!" I repeated.

Frank maintained full throttle and a straight course, and the wave broke just behind us. Nonetheless, about 100 gallons of whitewater poured into our

cockpit. We got soaked, but it drained quickly, and we'd made it! While motoring up the river to Bahia del Sol, I requested a mooring and we got ready to launch the dinghy — because I was ready for a taste of land. We also radioed for the officials to clear us in, and Murray and Collette brought them out in their *panga*. Once we were secure to the mooring, we tried to shut the Pathfinder down, but again it wouldn't stop. We shut down the fuel supply again, but as if by magic, it continued to run. But then Murray jiggled the wire to the injector jump and it shut down.

By the way, Murray and Collette are the angels from heaven who helped all of us cruisers get across the bar and into the safety of the estuary. They are Canadians who sailed down on *Terezed*, fell in love with the area, bought property, and now run a boatyard. They have a 30-ton Travel-Lift and rent a bunch of moorings for \$6/day.



ALL PHOTOS COURTESY WINDSONG

Anyway, it was now dark, we were sopping wet, we'd taken some water down below from the wave — and we were really, really, tired. Fortunately, the officials took less than two minutes of our time and told us we could get our paperwork and passports at the front desk of the hotel in the morning. Collette was nice enough to let the hotel know we wanted a room — with a bed, a bath, and even CNN!

The next day, we started cleaning up the mess on *Windsong*. It wasn't so bad, taking only two days. So we moved back aboard. With the boat all back together and secure on a mooring, we no longer had any pressing boat issues to worry about, right?

Wrong! El Salvador hadn't been hit by a hurricane since the '30s, and it was still two weeks before the start of the Eastern Pacific hurricane season, but *Adrian* was headed right toward us! So after two days of putting *Windsong* back together, we had to hurry up and tear her all down again in preparation for a hurricane. Jib off, solar panels off, remove kayak, remove all canvas — and then we moved back into a hotel room where we stored all our boat stuff. Our boat's decks hadn't been so clean since we left San Diego.

Although the Bahia del Sol is in an estuary and very protected, Frank wouldn't let me stay aboard, nor would Andy on *Soy Libre* let Marianne and their four-year-old Andrew stay aboard. So they stayed in the hotel room with me. The bad news was that the hurricane was headed right for us, but the good news is that all 57 boats were ready, and that the Hurricane Net was keeping us posted.

We were lucky, as the eye moved a little to the northwest, so we didn't get hit with more than 44 knots. *Windsong* came through like a charm, as did everyone else. *Dream Weaver* dragged a little bit, but that was all. By the way, they'd only made it across the bar the day before because Murray had gone out and gotten

If you're too weak to carry 150-lb bags of coffee all day, you can also make \$6/day hunting for the best coffee beans. It's a hard life.



WINDSONG

CHANGES

their diesel running.

After finally sucking all the water out of the bilge, we did find the infamous exhaust riser plug. We also discovered why the vacuum wouldn't pick it up — it was too heavy. Anyway, with that taken care of we were all set for the summer. We'll tell you about it next time, but it's been great!

— shirley 08/15/05

Readers — Just about every experienced cruiser will tell you the only way to learn about cruising is by actually doing it. We think the above account is proof. Think of how much more knowledgeable and experienced Frank and Shirley are after the relatively short passage. They couldn't have learned half as much or as fast in a classroom or on someone else's boat.

Manukai — Hans Christian 41 Harley & Jennifer Earl Highlights Of The First Year (Sausalito)

One year ago today, August 11, with no small amount of trepidation, we set out from San Diego for the South Pacific and beyond. We'd made the decision to leave six months earlier, and from that moment on, our lives became a nonstop, sleep-deprived circus act of balancing work commitments with the need to prepare our personal lives as well as our boat for a two-year circumnavigation. We had no real idea of what was out here, but we recognized that this was an opportunity to share a dream we had both nourished since long before we knew each other. To not take advantage of the opportunity

Left; With so many great places to visit, Harley and Jennifer have decided to continue around the world. Right; Sweet sailing in the tropics.

could foster nothing but future regrets, so here we are.

Like many of those we have met out here, we have maintained a log on a website for friends and family to follow, but on this, our anniversary of jumping into the deep end of the ocean, we wanted to look back and share with others some of the highlights of the past 12 months. During this time, we have cruised through French Polynesia, down under to New Zealand, back up to Tonga, across to Fiji and Vanuatu, and are now on our way to Australia on our way around the world.

Here are some of the more interesting and pertinent facts:

Longest Passage (distance): The 2,800-mile trip from San Diego to the Marquesas, which took us 28 days. The big lesson we learned is not to mess with hurricane season on any ocean, as we had to dodge Tropical Storm Frank just prior to his becoming a hurricane. This added five unnecessary days — and untold gray hairs — to the passage.

Longest Passage (time): The 30 days to cover the 2,200 miles from Bora Bora to New Zealand. Our lesson from that passage was to go ahead and burn the diesel if you have it. Sitting virtually becalmed gets old fast — although in fairness, it turned out that it was better to be becalmed in the middle of the South Pacific with plenty of food and water than it was to be getting spanked by one summer gale after another on the approaches to New Zealand this past December. So in that sense, we'd rather be lucky than smart.

Best Distance Made Good noon to noon: The some 168 miles on the passage from New Zealand to Tonga. We had all the right ingredients for a good run — clean bottom, the wind blowing a gale aft of the beam, and huge rollers headed in the right direction. The downside was that we had to spend 18 continuous hours watching the rig waiting for something to break. Fortunately, nothing did break.

Worst DMG noon to noon: The 17 miles on the passage to New Zealand from Bora Bora — and 15 of those came while motor-ing to charge the batteries!

Best DMG noon to noon without really trying: The 23 miles enroute to New Zealand. After getting beaten up by one squall after another, and pushed east of our rhumbline for three straight days, we hove to for 24 hours, and caught up on our sleep. When we woke up the next morning, we found that we'd forereached on course through the night!

Most Magical Moment: It's hard to pick a single one as there have been so many great ones, but it would have to be being

joined by a large pod of dolphins for two hours just after sunset as we were crossing the equator. They cavorted through our wake and around our boat, but all we could see was their phosphorescent contrails.

Best Port of Call: Opuia in the Bay of Islands in New Zealand. By the time we got to Opuia, we were pretty much starved for company, since our late start meant we'd hardly met up with any boats in nearly five months. Within minutes of clearing in, we were right smack in the middle of the scene, sharing stories with other boats from hailing ports all over the world — including Graham and Tara on *Waterdragon*, who used to be berthed right behind us in the Bay Area. Opuia itself is geared to the cruising community, and the marina, yards, and vendors are all pretty much first rate.

Most Unique Anchorage: South Minerva Reef, which is between New Zealand and Tonga, but nearer Tonga. Imagine being anchored in a lagoon almost five miles across, and being surrounded by a virtually unspoiled coral reef teeming with sea life. But that's it — no land, no palm trees, no nothing for almost 500 miles other than the breaking surf of the Pacific on the outside of the reef. It's a must visit.

Best Dive: The reef dives outside Viani Bay in Fiji are pretty spectacular. Soft coral in all colors adorns vertical 100-foot walls, and their proximity to the deep blue brings the pelagics in close. Jack Fisher, the third generation resident of Viani, will take you out there and man your dinghy as you drift these magnificent walls. If you're lucky, some of his abundant joy of life will rub off on you as well.

Trickiest Navigation: The Ha'apai Group in Tonga. The charts are off, and when the light is flat it's a bit scary, but the islands, many of them uninhabited, are worth the effort.

Best Meal at Sea: Blackened mahi mahi with saffron rice and papaya salsa. Since we perfected our technique — which took 3,000 ocean miles — it's a rare day that we fish and don't eat well that night.

Best Chocolate Milk Shake: Mo' Burgers in Savusavu, Fiji. The burgers are excellent as well. Jimmy Buffet sang it best.

Scariest Weather: A tie between the winds and seas of tropical storm Frank and a lightning storm east of Rarotonga that had bolts striking within a boat-length of Manu Kai.



MANUKAI





IN LATITUDES

Stupidest Mistakes We Have Made: There probably isn't enough space to list all the candidates, but the three most important we've made are: 1) Do not enter a strange harbor at night, particularly if the wind is blowing 30 knots. 2) When you take all the time to carefully plot your waypoints through coral country, don't cut the corners on the turns. And 3) If you smell something or hear something out of the ordinary, track it down right then.

When all is said and done, the best part of this whole adventure has been all the time we have been able to spend together doing what we both enjoy. As we begin the 23,000 mile homeward journey to the Golden Gate, anticipation of the continuing adventure has replaced the trepidation of embarking upon it. Fair winds to all.

— harley & jennifer 08/12/05

**Suzy Q. — Wauquiez 45MS
Joe & Susan Altman
The Med
(Aromas)**

It's been nearly a year since we last wrote, so here's our update. Some might remember that we quit our jobs — Joe from a Silicon Valley high tech company and Susan after 15 years at West Marine — in the summer of 2004, and moved aboard our boat in the South of France. After covering 1,500 miles sailing to the Eastern Med in four months, we left the boat in Turkey to return home for Thanksgiving and Christmas. We left our boat at Marmaris Yat Marin for the winter. We highly recommend that business for boat work, wintering over, or just a short stay.

We returned to Suzy Q. in January to begin a long list of boat projects. As such, it was nice that the marina facilities were so good. We had wireless internet access, an exercise room, a library, and transportation to Marmaris every day — and all for free! Between boat projects, we did several inland trips to Istanbul, Cappadocia, and Pamukale. As our visas ran out in early April, we finished our projects — new dodger and bimini, high output alternator and solar panels, new instruments — and said goodbye to our friends. We then headed west to Greece and Italy.

The highlights of that trip included Rethymon and Khania on

CHANGES

Crete, Pylos in the Peloponnesus and Vlikho Bay on Levkas in Greece. Vlikho Bay has such good holding it's known as 'Velcro Bay'.

Crossing the Ionian Sea to Italy, we continued on to Sicily, where we enjoyed Siracusa, Taormina and Palermo. Next was the island of Sardinia, where the beaches are beautiful. We especially enjoyed Saline Bay and watching the super yachts — some with helicopters on the aft decks — enter Porto Cervo. Next we passed through the shallow Strait of Bonifacio without a problem. However, while we were in port at Porto Conte along the northwest coast of Sardinia, a storm came through with winds that gusted to 64 knots! Our dinghy and outboard flipped. When our anchor started to drag, we fired up Victor, our 100-hp Volvo diesel, and motored into the wind for about an hour until the winds abated. Everyone in the anchorage was shaken, but once it settled down, everyone retrieved their stuff that had blown overboard. Fortunately for us, the crew of another boat fished out our outboard fuel tank, and I was able to flush out the outboard and get her running again.

More recently we've been enjoying the Balearic Islands of Spain, which are south of Barcelona. First we visited Menorca, then Mallorca, where we got a new stainless steel water tank installed. We're on our way to Gibraltar and then the Canary Islands. Once we get there, we'll fly home for a few weeks before returning to cross the Atlantic to the Caribbean this winter. We're really looking forward to the tradewinds, as the unpredictable 'all or

Susan and Joe in Pamukale, Turkey, which in so many ways is worlds away from the working life in Silicon Valley and at West Marine.



nothing' weather in the Med for the past two seasons has taken its toll on us.

—joe & susan 10/07/05

Indigo — Sceptre 41 Hillair Bell & Michael Sheats Christiansted, St. Croix, USVI (Sausalito / Berkeley)

After two years of cruising the Windward and Leeward Islands of the Eastern Caribbean, and the offshore islands of Venezuela, we have spent the last year living aboard off St. Croix, U.S. Virgin Islands. We needed to return to earning money for a couple of years, but we wanted to keep our cruising lifestyle alive by staying in the tropics and living aboard *Indigo*. As you can imagine, this has been a very different 'cruising' experience.

Most cruisers here live on moorings off the boardwalk tucked behind Protestant Cay in Christiansted Harbor. This cay is the setting for Herman Wouk's *Don't Stop the Carnival*, a classic book describing the frustrations First World entrepreneurs have in a Third World environment — not that St. Croix is the Third World. In any event, we have joined the growing ranks of *Nortenos* who visit and then work — often for long periods of time — in the islands.

Christiansted Harbor is one of the cleanest in the Caribbean, as it's constantly flushed by wave action over Long Reef, for which there is only one exit. This keeps *Indigo's* bottom clean and the water clean for swimming most of the year. It's also a seaplane base, so we have flying boats here as well.

Christiansted was founded in the 1740s, and its historical center is virtually intact. Alexander Hamilton spent his formative years here, but left as a teenager to study in New York, never to return. He is said to have developed his ideas of finance working for merchants in trade, and his abhorrence of slavery by seeing its affects here in what was then the Danish Caribbean.

St Croix was one of the most important agricultural islands during the days of sugar, one year ranking just behind Jamaica in the production of sugar and molasses. The ruins of old plantation buildings and 160 mills still dot the countryside. This wealth also supported two small cities; Christiansted on the north and Fredricksted on the west.

Tourism is St. Croix's money crop these days, but by any measure St. Croix is the forgotten stepchild of St. Thomas and St. John, the other



U.S. Virgin Islands. Although the legendary Don Street was a regular visitor when he ran charters out of St. Thomas many years ago, and returned with *Lil' Iolaire* in 2004, now few cruisers and only crewed charter boats visit. This is a shame, because St. Croix has much of interest. With a population of about 50,000 — or half the size of Berkeley — it has great dining, art, music, historical buildings, and a laid back, down island ambience. It also has great diving and snorkeling.

We decided we'd try to make some money by buying a house and doing short-term rentals during the high season. During hurricane season, we'd live in the place. So Hillair manages the bookings while I do the windows and the pool. But sometimes it's not really that glamorous. Kate, a friend we met in Carriacou, does the same thing with a place in St. John. When we asked her what she did, she said, "Clean house." That's a big part of it. But hey, if you want a vacation place in St. Croix, check us out at www.skeisreach.com.

But once we set our anchor here, we decided to do other work as well. Thanks

IN LATITUDES



LATITUDE/RICHARD

Spread; Michael and Hillair's Sceptre 41 'Indigo' during their more active cruising days in the Caribbean. Inset; The couple and their dog.

to modern phones and the internet, Hillair is once again doing executive recruiting — for her old firm back in San Francisco. Michael has started an architectural practice. Having been in project management for so long, Michael had to go back and learn computer drawing! But he now has two residences and other projects in the offing. The two of us share an office in a historical building on Company Street in Christiansted, and are working very hard..

Living on a mooring and going to work is a very different from real cruising. First of all, we have a schedule, so we go to the dingy dock early and return late. We know where everything is, and even have a car for getting around. Our solar panels and wind generator keep the boat's batteries topped off, and we go to St. Croix Marina about every five weeks to wash the boat down and top off the water tanks. Life is pretty easy and convenient. Our office has a shower, but it's rarely used. We much prefer an evening swim and a rinse off the

transom.

We know the other liveaboards, but don't meet many transient cruisers because our daily rhythm is different than theirs. But when a cruising friend does come through, we party with the best of them! We're happy to help other cruisers when we can, but often we're just not around. Many working cruisers live in St. Croix year round, while others head to Venezuela during hurricane season. That trip takes three to five days, and if you wait for the right wind, can be a nice reach both ways.

Our major sailing trips this year were to Buck Island, which is a National Park and Underwater Preserve that is about as far from Christensted as Angel Island is from our old hometown of Berkeley. But we don't get to Buck Island often enough.

As the cruisers we met here left for St. Martin to continue their journey

down the island chain, we had pangs of longing to be really cruising once again. And when our friends started leaving for Venezuela, we missed that passage south. Our choice for hurricane season was to go west to Puerto Rico, and put *Indigo* on the hard in a hurricane tie-down yard near Fajardo. Along the way, we spent several days in Vieques, living the cruising dream and looking forward to the time when we can resume our voyaging.

Our rental unit — which we live in during hurricane season — overlooks Salt River, which Columbus visited during his second voyage. Although the river is in the process of becoming a national park, it has a small commercial base that includes Columbus Cove Marina and Gold Coast Yachts, the latter being one of the more successful builders of U.S. Coast Guard-approved commercial charter catamarans and wave-piercing catamaran ferries.

As we write, Gold Coast is just finishing up *Makani*, a 65-ft, high-performance cat for the charter trade in Hawaii. Last week Capt. Jon Jepson showed us around as the workers finished up the last details for Coast Guard certification and the long passage to Honolulu. This is a remarkable vessel in that she was built for both performance and comfort. Her target market is everything from Japanese thrill-seekers to businesses looking to hold onboard meetings with flat-screen AV capability.

This 65-ft cat is lighter than our 41-ft monohull. The hull was built with E-Glass, the deck and house were built with carbon fiber, and the spars are by Southern Ocean. *Makani* has a large salon with a bar and galley, lots of deck and trampoline space, and a very accessible helm so that even kids get a chance to steer. *Makani* should be both very fast and safe. Her high bridgedeck clearance reminds us of *Profligate*. Many of the cat's systems are state-of-the-art. For example, she has a double air block custom designed by Harken. Check her out at www.sailmakani.com.

This is a slightly distorted view of the Christiansted Boardwalk, Michael and Hillair's new home and business address.



INDIGO

CHANGES

Gold Coast is an important business on St Croix. *Makani*, which took 10 months to build, cost \$1.7 million. She's the 73rd boat — most of them charter cats — from Gold Coast.

— hillair and steve 10/15/05

Con Te Partiro — HR 36

**Mark & Diane Rector
Saved By A Boatyard
(Seattle)**

"If you have to be somewhere at a given time with your boat, you're not cruising, you're racing," or so one cruiser once said. We felt comfortable with the concept — except for the fact that we didn't want to miss the start of the '04 Ha-Ha in San Diego. After all, for three years we'd been planning on it being the kickoff of our world cruise.

But after a stop in Santa Barbara to get an insurance company required survey, it seemed impossible that we'd be able to make the start. When we left Seattle for Southern California the month before, we were confident our Hallberg-Rassy was a good boat ready to sail around the world. After all, she was a Hallberg-Rassy, wasn't she? But our hearts sank when, as our boat hung in the slings of the Travel-Lift, the surveyor showed us the bad news. There was lots of wear — more like decay — in the few areas where the aluminum rudder shaft was exposed.

Aluminum rudder shaft? We don't know much about marine metals, but we didn't expect an aluminum rudder shaft from such a reputable builder. Hallberg-

In a light moment during the rudder repair, a Harbor Marineworks worker and Diane marvel at the magic of modern structural foam.



CON TE PARTIRO

Rassys are supposed to have stainless steel rudder shafts — something the company apparently figured out after they'd built our boat. If anybody needed to know why, they only had to see the rudder shaft on our boat, where in some places as much as half of the diameter had corroded away.

We called our friend Craig Stauffer, owner of the 1990 Hallberg-Rassy 45 *Global Vision*, and Todd Ricard, owner of Seattle's Sound Rigging, for more information. Both said that all Hallberg-Rassys of that era have the same kind of aluminum rudders — and the same problems.

Our next call was to Hallberg-Rassy in Sweden. They were helpful but not remorseful. They said that they could build a replacement rudder and ship it to us — in a month. That meant we wouldn't be able to make the Ha-Ha, and there would be all that shipping and duty.

So there we were, stuck in Santa Barbara, just 14 days from the start of the event we'd so much been looking forward to. With no other option, we had to try to fix the rudder ourselves. That would mean pulling the rudder, cutting it in half, and installing a new stainless steel shaft. Not only was this not in our budget, it was going to take a lot of time. Plus, it meant we'd have to spend a lot of time in a boatyard. If you've ever done that, you know about climbing up the wobbly ladders many times a day, the crotch-pinching runs to the distant toilet, and the noise and dust. It's no fun.

But things could have been worse. For one thing, Santa Barbara Harbor Marineworks is one of the cleaner boatyards we've seen. And Santa Barbara is a very pleasant town. Then, too, it was fun hanging around the harbor and meeting folks from the various Ha-Ha boats passing through on their way to the start in San Diego.

Ultimately, we decided that Diane should fly home for a few days to get away. After all, sometimes it's easier for a guy to be alone when working nonstop on boat projects. It lets the guy get as dirty as he wants, eat chili out of cans, and fart without worrying about offending anyone.

But the really good news came in the persons of Damon Hurst and Bart Hawthorne, a couple of young surfers turned shipwrights who became co-owners of the yard in 1999. Their background brings a good measure of energy and creativity to their efforts, and they really boosted our confidence. For they not only said we'd make the start of the Ha-Ha, they guaranteed it!



To be honest, we didn't put much stock in such a claim. And this was before two more Ha-Ha boats bound for the start pulled in with problems. First were Russ Eichner and Jane Powell with their CS 40 *Scarlett*. They'd hit a log or something, and bent their propeller shaft into something that looked like a dog's back leg. Then there was Doug Picard and family's Kelly-Peterson 46 *Kanaloa*. They needed some significant underwater work after having hit something at night.

Damon and Bart told us they could get all three of our boats to the Ha-Ha start on time. We scoffed at the possibility and went about our sulking. But they did make me feel better by agreeing that I could work along with them to help save money. And we do have to say that after immediately agreeing upon a price, co-owner Damon walked out of the office, rolled up his sleeves, and started taking the rudder apart himself. By the end of the day, he'd taken the old shaft to a machine shop and gotten them to promise they'd expedite the milling of a stainless replacement. And that was just the beginning. Both Damon and Bart, a first class glass man, were talented and proficient, and worked long hours and weekends to

IN LATITUDES



PHOTOS COURTESY CARL SEIPEL

Ice already becomes a danger on the west coast of Greenland, long before the much more serious pack ice of the Northwest Passage.

get the job done.

After welding the crossmembers to the new shaft, they bonded the new part into the old shell. Then they filled the hollow shell with foam, sealing the edges and gel-coating the exterior. These guys were diligent, professional, and precise — completing the work and getting us — and the other two boats — back into the water in what seemed like an impossibly short period of time.

We had to sail all night, but we arrived in San Diego late Saturday evening — meaning we had enough time to catch a little sleep before the start of the West Marine's Official Ha-Ha Kick-Off Party at Cabrillo Isle Marina. Thanks to Damon and Bart, plus their crew, we made the start, as did *Scarlett* and *Kanaloa*.

We had a great Ha-Ha and spent a wonderful season in Mexico, enjoying the many sunsets in company with the friends we met on the Ha-Ha. But without Damon and Bart — and what we consider to be the 'best little boatyard on the west' — it wouldn't have been possible.

— mark & diane 07/15/05

Cruise Notes:

Four very experienced Northern California sailors, **Bob van Blaricom** of Tiburon, **Carl Seipel** of Mill Valley, and **Doug Finley** and **Chris Parkman** of San Rafael, spent much of the summer as crew aboard the Minnesota-based Bowman 57 **Cloud Nine** that was attempting to navigate the fabled 2,000-mile **Northwest Passage** from Landcaster Sound, Canada, to Point Barrow, Alaska. The ketch is owned and co-skipped by Roger Swanson of the San Francisco Station of the Cruising Club of America, who has done two circumnavigations, and his wife Gaynelle of the Great Lakes Station of the CCA, who has done one circumnavigation.

Just getting to the entrance to the Passage is difficult, as you have to go all the way up the west coast of Greenland to 74°N before you can turn west. Seipel estimates that no more than 20 sailboats have successfully transited the Northwest Passage, which is closed off by pack ice for much if not all of the entire year.

If you're lucky and get southerly winds, the pack ice might recede a little north for a bit in late July and August, but that's it, global warming or not. But if the wind is out of the north, no boats are going anywhere. The first private sailor to have navigated the Northwest Passage was Roald Amundsen, who did it aboard the 45-ft **Gjoa** back 1905. Seipel tells us that **Gjoa** was on display in Golden Gate Park for many years.

After 3.5 weeks and 1,000 miles, Seipel bailed on the trip at Resolute Bay, Canada. With no money and no flights out for five days, he had to work to pay for his \$300/night room. Van Blaricom, who has had many sailing adventures with his Aries 32 **Misty**, and the others stuck it out with **Cloud Nine**, but they finally had to give up and turn back on September 4. Fortunately, they, along with three other boats, were assisted by the Canadian Coast Guard, which shepherded them to safety. At last word, they still faced 2,500 miles of rough sailing to get back to more temperate waters. We hope to get a detailed report from van Blaricom, who has written several pieces for *Latitude*, for the next issue.

As for Seipel, he's looking forward to some warmer sailing starting in November aboard his Yankee 30 **Tootsie**. He'll singlehand down to Mexico and across the Pacific to the Bay of Islands in New Zealand, where he bought some property. From '70 to '76, Seipel and fellow Northern Californian Hans Bernwall did a circumnavigation aboard the 40-ft cutter **Fia**, and in this upcoming trip, he'll retrace about the first third of that voyage. "Cruising was so different back then," Seipel notes, "as we did all our navigation with a sextant, had no radio, used lead on a line for a depthsounder, and cooked on a kerosene stove."

Speaking of cruising through the Pa-

After all the icy and barren landscape of the high latitudes, Carl Seipel is no doubt ready for the warm and verdant tropics aboard 'Tootsie'.



COURTESY INTERLUDE

CHANGES

cific long ago, Bill Krause of Honolulu is interested to hear if anybody knows what happened to the schooner **Viator**. "In 1964, I had the good fortune to sail with Capt. Harry Close of Mill Valley, who in the '30s had built the fantastic 32-ft schooner **Viator**. In '37, he sailed her to Hawaii, the Marquesas, Tahiti, the Cook Islands, and Samoa. He did the trip again in '52 with his wife. Then with me and two others as crew in '64, we made a 21-day passage from Los Angeles to the Marquesas. What a fantastic first ocean sailing experience it was for me, as **Viator** was such a great boat and Harry was such a fine skipper. We spent about three months in French Polynesia, at which point Harry decided to sail directly back to San Francisco. Two of the crew got off, but I stayed on and we picked up another chap off the beach. After 45 days and 4,200 miles, we sailed beneath the Golden Gate. We navigated with two sextants and a radio for time ticks, and had a Gray gas marine engine and carried 80 gallons of water. We had no refrigeration, no self-steering — and no problems. We were on watch for two hours, then had four hours off. I



LATITUDE/RICHARD

Thanks to the mostly smiling and helpful officials, nobody needs to fork over \$500 to an agent to get their Canal paperwork done.

will always be thankful for that fantastic opportunity. If anybody knows what's become of **Viator**, please contact me at billfkr@webtv.net or at (808) 942-1894."

"A couple at the Balboa YC in Panama

told me all kinds of horror stories about boats that tried to transit the Panama Canal without having an agent do their paperwork," reports Kevin Stewart of the Arthur Robb 35-ft woodie **Vixen**. "Naturally, I had to ask them if they themselves were agents. They said they weren't — but that they represented one! Nobody needs an agent, because on a two-mile stretch of road starting at the old YMCA in Panama City, you can find an internet cafe, Panagas, the Citibank office for paying transit fees, the Admeasurer, the Port Captain, Customs, 'diablo' Immigration for your visa, and an alternate Immigration office if the two bored women at the Balboa office are gone. There was never a line at any office I went to, and all the officials were happy to help me. It was nothing like Mexico, where the Immigration folks kept me waiting for four hours."

"The Canal authorities say boats transiting the Canal have to be able to motor at a minimum of eight knots," Stewart continues, "even though their written documents say only five knots. I recommend boatowners angelically tell officials

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that their boat can do eight knots — and then just motor as fast as your boat can. A little more than six knots worked for me on both my northbound trips, and I used three outboards. *Curious factoid:* Of the 16 boats in the Flamenco anchorage on the Pacific side, 12 were singlehanders, two of them women. Two of the guys had been there a year, and the rest less than five months. Panama officials are trying to kick everyone out of the Flamenco free anchorage. I'll be gone, but I say it's stuff like that that puts the 'banana' into banana republics. As for me, I'm just looking for one person to tell me that my trip east across the Caribbean from Panama to Bonaire will be a good one."

"It's been almost a year since we left Emery Cove in Emeryville aboard our Passport 40 **Patagonia**," report Tincho, Gloria, and daughter Tatiana Klenk. "We're happy to report that we're still going strong! We started by doing the Ha-Ha, and couldn't have chosen a better way to begin our open-ended adventure. We made amazing friends who we keep in touch with and probably will for the rest of our

lives. After spending four months slowly making our way south through Mexico, we sped through Central America in order to be able to make it through the Canal by mid-April. There's a lot of confusion in the cruising community about Canal requirements and procedures, which over time got us nervous about the whole thing. But now having done it, we can say it's actually a piece of cake! Without going into much detail, it took us one day to do all the paperwork and even get our transit date — and we didn't even use an agent."

"We're currently spending some time in beautiful Cartagena, Colombia, where



Gloria and Tincho described 'Patagonia's Canal transit as "a piece of cake". They did all the paperwork themselves in one day.

Tatiana, who, at just four years, had been the youngest participant in the Ha-Ha, is going to school," the couple continue. "She's enjoyed every bit of this adventure as much as we have. Pretty soon we'll be departing Cartagena with a few other boats heading east across the Caribbean to the ABC Islands, Isla Margarita, Los



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CHANGES

Roques, Los Aves, and Trinidad. From there we'll make our way up the islands of the Eastern Caribbean. Will we be seeing *Profligate* in the Caribbean this winter?"

Although there are few things we'd like better than to have *Profligate* sailing in the Caribbean again this winter, she has other obligations — such as Zihua Sail Fest — that will prevent it. However, the Wanderer and Doña de Mallorca will be kicking around the compact St. Barth waterfront from December 26 to the middle of January, so if you or any other West Coast sailors are in the area at that time, key an eye out for us on the quay.

Question: How many recreational boats go through the Panama Canal each year? About 1,400, we're told.

"Our compliments on your *Kat Atomic Meltdown* article in the August *Latitude* about the Wildcat 35 cat being lost at the entrance to the estuary that leads to Barillas Marina in El Salvador," write David and Mollie Spaulding of the Sausalito-based Passport 40 **Tumbleweed**. "We were anchored inside at Bahia del Sol when *Kat Atomic* passed by, and experienced the same big squall that ultimately



LATITUDE/RICHARD

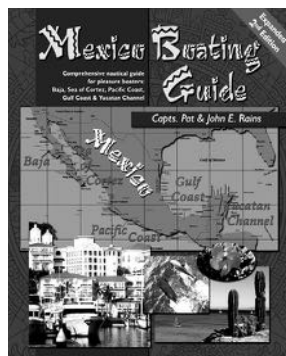
We cannot tell a lie. If we could have our way, 'Profligate' would spend the winter in the clear, blue waters of the Caribbean.

put them on the beach and destroyed the cat. The info passed to you by Eric Blackburn of **Chickadee** regarding the conditions at Bahia del Sol and Marina Barillas was right on. Blackburn is very knowledgeable about cruising Central

America, so we're eagerly awaiting the publication of his cruising guide. Collette and Murray of **Terezad**, who run the boatyard at Bahia del Sol, are also very knowledgeable."

"Roy and I received a 30-day eviction notice for our medical suite in May," reports co-captain Marlene Verdery of the Sausalito-based Pearson 36 **Jellybean**. "It didn't take us long to assume the 'when life gives you lemons, make lemonade' attitude. So, after getting a short extension, we closed our medical office on July 29. *Jellybean* is currently on the hard in San Carlos, Mexico, and we're having some work done on her. But at the end of September, when the sale of our house closes, we'll put *Jellybean* back in the water and sail away! And unlike after last year's Ha-Ha, we'll stay down cruising for the entire season, plus next fall and winter. After that, who knows?"

Ha-Ha vets will recall that when the weary Dr. Roy arrived in Turtle Bay last year, he didn't hesitate for a second when a doctor was needed to jump on a powerboat and rush north to treat the seriously



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IN LATITUDES

stricken Phil Hendrix aboard the Tartan 37 **Wild Rose**. Dr. Roy may well have saved Hendrix's life. As for Marlene, she's put the Ha-Ha's Grand Poobah in touch with the Flying Doctors, who serve Turtle Bay, Cedros Island, and other villages along the Baja coast with free medical care. The Poobah is going to give them the \$1,700 donated by the Ha-Ha fleet to support medical care in Turtle Bay and along the coast of Baja. After all, the Flying Doctors are experts in how to get a big bang for the medical buck.

"You may not have heard," writes Jeanette Heulin of the San Francisco-based Bristol 32 **Con Te Partiro**, which is currently in Mexico, "but a Frenchman has left Les Sables d'Olonnes for a solo, non-stop, circumnavigation aboard a replica of Joshua Slocum's **Spray**. It's 100% authentic, with no modern conveniences."

"I was one of five crew aboard **Spectre** — one of the 13 Cal 40s that did this year's TransPac — for the delivery home from Hawaii to Seattle," reports Mike Currie of Poulsbo, Washington. "We made landfall after 18 days at sea — and one heck of

a storm. The accompanying photograph was taken about 1,800 miles out of Oahu, and is of delivery skipper Andy Schwenk, making his 28th crossing, and Penelope Benz, one of the three crew making her first crossing. You might notice that the boom and mainsail are lashed to the starboard side of the boat. This is the result of 50-knot winds and 25-foot seas that succeeded in ripping the gooseneck track off of the mast."

"I just read your February report from Phuket, Thailand, on the tragic tsunami, and how it affected the cruisers there," writes Ronnie Lee of Maui, "but I may have somehow missed your report on what happened to cruisers and cruising boats that were anchored at the **Chagos Archipelago** in the middle of the Indian Ocean. How did they manage? By the way, it's beautiful and tranquil where I live

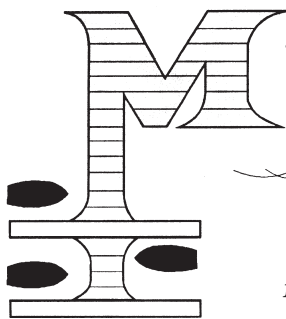


MIKE CURRIE

Penelope, a TransPac virgin, reads a 'Latitude' with Andy, a grizzled vet on his 28th crossing, aboard the Cal 40 'Spectre'.

on the east end of Maui, but it's a lousy anchorage — and an impossible place to keep a boat. It's also hard to find a *Latitude* in Hana. I have to drive 40 minutes to the Hana Library to get on a computer, and even then I'm only allowed one hour. I'm going to have to move to go sailing again."

Although 2,000 miles from the epicenter, which isn't much further than dev-



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CHANGES

astated Sri Lanka was, the Chagos were completely unaffected by the tsunami. It had something to do with the shape of the bottom of the ocean. And it's a good thing, because the highest elevation is something like 22 feet, and the average elevation is only four feet. The southernmost part of the Chagos atolls is, of course, Diego Garcia, which is home to a big U.S. base with 1,700 U.S. military and 1,500 civilian contractors.

Of course, if you're an Islamic fundamentalist, you have a different version of how Diego Garcia was affected. The following is from a fundamentalist website: "The whole world is wondering about the silence of the American government on the fate of this base, situated at the core of the catastrophe, and from where B-52 bombers took off to bomb our Muslim brothers in Afghanistan and Iraq. It seems that the base was wiped off the map. But given their difficulties in Iraq and Afghanistan, the Americans do not want to announce it so as not to sap the morale of their soldiers." It's hard to believe that so much of the Arab world, which was once so advanced, has regressed so far.



DOUGLAS WALLING

Thailand was rocked by the Boxing Day tsunami, but surprisingly, the low-lying cruising grounds of the Chagos Archipelago were not affected.

"It's been a very mild summer down here in the Sea of Cortez," reports Connie of **Sunlove** in Puerto Escondido. "No hurricanes have come near the Sea so far, and we haven't had any of what are

called *elephant*es up around Santa Rosalia and *chubascos* down here. It's been hot, of course, but about mid-September it seemed to break, as it began to cool off at night. The water temperature didn't get as high as in previous summers, and the visibility has been marginal. But a number of boats have stopped by, and some have decided to make P.E. their home for awhile. It's about the same number of boats as in years before.

"The rumor here," Connie continues, "is that Singlar, which runs the moorings and anchorage at **Puerto Escondido**, is taking the Elipse over from the API, which is the Mexican Port Authority. However, the paperwork isn't complete yet. Singlar is also working on a building for showers, laundry, and a *tienda* next to the Pemex station that isn't yet operational. The API has a new regulation for anchoring in the water they control — you have to pay your monthly fee before it's due to get the 20% discount."

"Next year's 10th Annual **Loreto Fest**, to be held on May 4-7, is going to be the best ever," Connie adds. "The sponsoring

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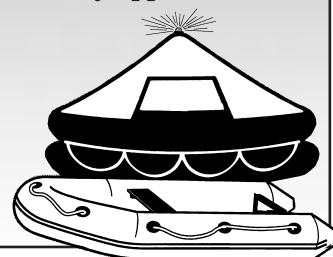
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IN LATITUDES

JIM WILKINS

Hidden Port YC will have the bay clean-up, which is how the event got started, a two-day regatta, more seminars, more games, and more music! As always, there will be ham tests for new hamsters and those wanting to upgrade. Watch for details as the event gets closer. And here's to wishing all the Ha-Ha boats have a great sail south!"

"Kathy and I have managed to tolerate the heat of a summer in the Sea of Cortez," writes Jerry McGraw of the Newport Beach-based Peterson 44 **Po Oino Roa**. "We're now looking forward to another high season of cruising in Mexico. If we have one bit of advice for this year's cruisers on a last-minute purchase, it would be to buy fans. We're now anchored in Puerto Refugio at the north end of Isla Angel de La Guardia, it's 7:30 p.m., and it's 92° inside the boat. Our fans are the only things that make it tolerable. We have two in the salon, two in the V-berth area, and three in the aft cabin. They are all hard-wired Caframos, and we wish we had one more in the salon, and two more with clip-on mounts for use in the cockpit

during cocktails and dinner. Other than the heat of late, along with a few bugs, we've had a wonderful time here in the Sea, with a great bunch of cruisers to share in our bounty from the sea. We look forward to meeting all the new cruisers this fall, as well as seeing all our old cruising friends returning to their boats for the winter."

Last month Rob Clarke and Larry Paulus, a couple of 57-year-olds from Monmouth, Oregon, took off from Newport for Hawaii aboard Clarke's Columbia 28 **Paddle To The Sea**. They didn't get far. The wind and seas off the notoriously rough north coast of California came up, and they had all kinds of trouble. Ulti-



Sea of Cortez blues. A cruiser plays guitar to the evening tide at Puerto Escondido, where cruiser music is a huge part of Loreto Fest.

mately, a line became tangled in the rudder, leaving them without steering. Having been helpless for quite some time, the two were airlifted by the Coast Guard to Humboldt Bay. Neither was hurt. Clarke flew to Hawaii to take a job. Who knows, thanks to favorable winds and currents, his boat may drift there and join him in about six months. Paulus reportedly took

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CHANGES

a job on a cattle ranch.

"We're the ones who lost our Morgan 27 **Wings** on the rocks at Lahaina during a kona last December," writes Pat Shannon. "That you published the news and a photo made us famous among the cruising community here. The good news is that we've bought a DownEast 38 **North Star** to replace our lost boat. Thanks for all your sailing coverage — and wish us sailors in Hawaii some luck in getting the State to make some much-needed improvements."

"About a year ago, there was a report saying that Mexico's Tres Marias offshore Islands — which are about 60 miles northwest of Banderas Bay and are currently prison islands — were going to be opening to visitors," writes Doug Nicholson of the Boise-based **Basta!**, which is currently on the hard in La Paz. "If that is true, it would open up a whole great new cruising territory. But while I was anchored at Isla Isabella for six days last March, the local fishermen told me the prison islands were going to become an offshore gambling destination. "Like Las Vegas," they said. What have you heard



PHOTO COMPILED BY THE HOUSE

It appears that Mexico, like a lot of other countries, is going to be betting that opening casinos is a good gamble.

about this?"

Gambling puts us to sleep, but if we had to give odds, we'd say the Tres Marias will never become a gambling destination. Why? The most important thing a

casino needs is to be easily accessible to hordes of people who have more money than brains. And the Tres Marias are very difficult to get to. Given that the three main islands average only seven miles by seven miles and are too hilly to build an economical airport, it's out of the question as a gambling destination. There's no infrastructure there either. If the Tres Marias ever cease being prison islands, we're confident they'll become a nature preserve.

However, John Moore of the Alameda-based Hunter's Child 50 **Break 'n Wind**, who is also building a home on the water across from Paradise Marina, tells us that Mexico has or is about to approve legislation that will allow one casino per state — assuming the site is close to a big enough international airport and there are plenty of hotel rooms and golf courses. It's his understanding that in the state of Nayarit, the border of which is on the northern outskirts of Puerto Vallarta, the casino site will be the Mayan Palace Resort, which is less than a mile from Paradise Resort and Marina. But talk of

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IN LATITUDES

casinos in Mexico has often ended up being nothing but talk. For example, about 10 years ago there was supposed to be a casino opening next to the marina at Barra Navidad.

In June we reported that some investors had been awarded the much coveted concession for a marina at the site of the long bankrupt and broken-down **Nuevo Vallarta Marina** across the way from Paradise Marina. A day or two later, we reported that several other potential marina operators were furious because they claimed they had never gotten an opportunity to bid. Moore tells us that construction on the new project has stopped, as the lawyers are arguing over the legality of the bid. The delay in rebuilding the marina is a shame, because nowhere in Mexico is the demand for slips so much greater than the supply. And if you've been to Puerto Vallarta and Banderas Bay recently, you know why — the place is booming. In Puerto Vallarta proper, three 30-story towers are being built, and that's just one of the many massive projects. And out at Punta Mita, moder-

ate-size lots at the point in the gated Four Seasons community are selling for between \$2.5 and \$3.6 million U.S. Given the tropical climate, the beautiful bay, the great surfing and sailing, and being just three hours from San Francisco, it's not that surprising.

While out at Catalina last month, we bumped into **Bill Underwood**, who along with **Richard and Gloria Bellack**, doubles the money cruisers raise during **Zihua Fest** for the Netzahualcoyotl School for indigenous children and orphans. Over the last several years, this has meant tens of thousands of dollars. Anyway, Underwood, who pretty much spends May through October at Two Harbors, Catalina, and October through May at his place in Zihuatanejo, says we'd be shocked at the amount of infrastructure



LATITUDE/RICH-

Zihuatanejo has always been a favorite with cruising kids — so the government is wise in working on the infrastructure.

being developed in and around Zihua. "They are building, building, building," he says. And no wonder, as tourism is every bit as important as oil to the Mexican economy, and will become even more important in the future.

Underwood also told us that he's part of a group that bought the FP 60 daychar-

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ter catamaran **Scoobie-Doo** that used to do the St. Martin to St. Barth run. The intention was to put her into daycharter service in Acapulco, but as they were delivering the big cat from St. Martin to the Canal — a potentially wild trip on an open cat — the big schooner that used to do Zihua daycharters sank after leaving a boatyard in Mazatlan. So *Scoobie-Doo*, or whatever they are calling her now, is currently doing daycharter work out of Zihua. What's her market? Cruise ship passengers.

Paul and Mary Zack of the Long Beach-based Tayana 37 **Avventura** have covered a lot of water over the years. They've sailed to Mexico twice, continuing on to Hawaii once and New Zealand the other time. Last month they made landfall in California after four years in the South Pacific:

"We arrived at Alberts anchorage on Santa Cruz Island about 1 p.m., having covered 2,770 miles in 25 days in the best passage anyone could ask for. Other than two days ago, we never had wind over 20 knots, and we enjoyed some of the best sailing we've had in five years. The gale that hit us lasted for 18 hours and had




BILL VACCARO

The Zacks could have used Karen Vaccaro of 'Miela' on their trip home from New Zealand. She and her husband Bill caught 52 fish in two days during last year's Ha-Ha.

winds in the neighborhood of 30 to 34 knots. But the wind was from a favorable direction and *Avventura* rode along at seven knots. But the seas were rough, the roughest we've had in over two years.

"In the past four months," the couple continue, "we've sailed *Avventura* 7,300 miles and visited five Island or atoll groups. In addition, we've traversed 71 degrees of latitude, going from 35°S to 34°N, which required crossing the Tropic of Capricorn, the equator, and the Tropic of Cancer. We also crossed the International Dateline. We averaged one fish for every 1,300 miles — which isn't too good. We had no major breakdowns except the chainplate on the port side — which we were able to replace, along with the starboard chainplate, at Christmas Island. As they say in New Zealand, 'Life is a box of fluffy ducks'."


Speaking of fluffy ducks, the '05-'06 **cruising season** in Mexico is about to begin, with the **Baja Ha-Ha** starting just 31 days after this issue hits the street. We want to wish everybody and safe and exciting season. And don't forget, **Zihua SailFest** is February 1-5, the **Punta Mita Pirates for Pupils Spinnaker Cup** is March 28, the **Banderas Bay Regatta** is from March 29 to April 1, and **Loreto Fest** is from May 4-7. See you there!



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Crete, Pylos in the Peloponnesus and Vlikho Bay on Levkas in Greece. Vlikho Bay has such good holding it's known as 'Velcro Bay'.

Crossing the Ionian Sea to Italy, we continued on to Sicily, where we enjoyed Siracusa, Taormina and Palermo. Next was the island of Sardinia, where the beaches are beautiful. We especially enjoyed Saline Bay and watching the super yachts — some with helicopters on the aft decks — enter Porto Cervo. Next we passed through the shallow Strait of Bonifacio without a problem. However, while we were in port at Porto Conte along the northwest coast of Sardinia, a storm came through with winds that gusted to 64 knots! Our dinghy and outboard flipped. When our anchor started to drag, we fired up Victor, our 100-hp Volvo diesel, and motored into the wind for about an hour until the winds abated. Everyone in the anchorage was shaken, but once it settled down, everyone retrieved their stuff that had blown overboard. Fortunately for us, the crew of another boat fished out our outboard fuel tank, and I was able to flush out the outboard and get her running again.

More recently we've been enjoying the Balearic Islands of Spain, which are south of Barcelona. First we visited Menorca, then Mallorca, where we got a new stainless steel water tank installed. We're on our way to Gibraltar and then the Canary Islands. Once we get there, we'll fly home for a few weeks before returning to cross the Atlantic to the Caribbean this winter. We're really looking forward to the tradewinds, as the unpredictable 'all or

Susan and Joe in Pamukale, Turkey, which in so many ways is worlds away from the working life in Silicon Valley and at West Marine.



nothing' weather in the Med for the past two seasons has taken its toll on us.

—joe & susan 10/07/05

Indigo — Sceptre 41 Hillair Bell & Michael Sheats Christiansted, St. Croix, USVI (Sausalito / Berkeley)

After two years of cruising the Windward and Leeward Islands of the Eastern Caribbean, and the offshore islands of Venezuela, we have spent the last year living aboard off St. Croix, U.S. Virgin Islands. We needed to return to earning money for a couple of years, but we wanted to keep our cruising lifestyle alive by staying in the tropics and living aboard *Indigo*. As you can imagine, this has been a very different 'cruising' experience.

Most cruisers here live on moorings off the boardwalk tucked behind Protestant Cay in Christiansted Harbor. This cay is the setting for Herman Wouk's *Don't Stop the Carnival*, a classic book describing the frustrations First World entrepreneurs have in a Third World environment — not that St. Croix is the Third World. In any event, we have joined the growing ranks of *Nortenos* who visit and then work — often for long periods of time — in the islands.

Christiansted Harbor is one of the cleanest in the Caribbean, as it's constantly flushed by wave action over Long Reef, for which there is only one exit. This keeps *Indigo's* bottom clean and the water clean for swimming most of the year. It's also a seaplane base, so we have flying boats here as well.

Christiansted was founded in the 1740s, and its historical center is virtually intact. Alexander Hamilton spent his formative years here, but left as a teenager to study in New York, never to return. He is said to have developed his ideas of finance working for merchants in trade, and his abhorrence of slavery by seeing its affects here in what was then the Danish Caribbean.

St Croix was one of the most important agricultural islands during the days of sugar, one year ranking just behind Jamaica in the production of sugar and molasses. The ruins of old plantation buildings and 160 mills still dot the countryside. This wealth also supported two small cities; Christiansted on the north and Fredricksted on the west.

Tourism is St. Croix's money crop these days, but by any measure St. Croix is the forgotten stepchild of St. Thomas and St. John, the other



U.S. Virgin Islands. Although the legendary Don Street was a regular visitor when he ran charters out of St. Thomas many years ago, and returned with *Lil' Iolaire* in 2004, now few cruisers and only crewed charter boats visit. This is a shame, because St. Croix has much of interest. With a population of about 50,000 — or half the size of Berkeley — it has great dining, art, music, historical buildings, and a laid back, down island ambience. It also has great diving and snorkeling.

We decided we'd try to make some money by buying a house and doing short-term rentals during the high season. During hurricane season, we'd live in the place. So Hillair manages the bookings while I do the windows and the pool. But sometimes it's not really that glamorous. Kate, a friend we met in Carriacou, does the same thing with a place in St. John. When we asked her what she did, she said, "Clean house." That's a big part of it. But hey, if you want a vacation place in St. Croix, check us out at www.skeisreach.com.

But once we set our anchor here, we decided to do other work as well. Thanks

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IN LIVING COLOR! We've been having so much fun playing with full color in various parts of the magazine during the past couple of months, we've decided to go for it everywhere. So, for the first time ever, you'll see some of the Classified pics in beautiful color. The new color cost is indicated in the header, above. Hope you enjoy it as much as we do!

DINGHIES, LIFERAFTS AND ROWBOATS

9'4" ZODIAC C285S. Well maintained, slatted bottom for easy storage in 3'5" x 1'7" x 12" bag. Includes oars, inflatable seat, bellows foot pump and storage bag. Total weight: 60 lbs. \$450. For pictures and/or questions email: sailpower@comcast.net.



MARK II, 13.5-FT ZODIAC with 40 hp Tohatsu with only 40 hours service. Includes fishfinder, paddles, trailer, 2 fuel tanks, benches and more. All for \$7,500. Call Mike (510) 655-9777.



9-FOOT AVON INFLATABLE. Will take 10 hp outboard. Only used twice. \$250. Call Mike (510) 655-9777.

24 FEET & UNDER

10-FT TRINKA SAILING DINGHY. Teak floorboards, thwart, breasthook, and quarter knees. This is a very durable and well-made dinghy. One pair oars. Rain-bow sail. Canvas spar bag and custom boat cover. Excellent condition. Ventura. \$4,200. ps31capella@bigfoot.com or (805) 895-4189.

HUNTER 23, 1991. Wing keel, shallow draft. Sleeps 4, new stove and Porta-Potti. Interior and exterior in good shape. 5 hours on longshaft motor. Cruising gear, compass, sail or power. In Sausalito, all for \$5,000/obo. Leaving town soon. Call Michael (415) 669-7133.

J/24, 1981. 6 hp 4-stroke 2003 Mercury, double-axle trailer 1989, Berkeley slip, 2 sets of sails: Shore and UK. Many new Harken blocks and new lines 6/05. VHF, Danforth with rode, 2-speed mainsheet, more. \$9,500/obo. Call (707) 546-4740 or email: cmbailey@sonic.net.



24-FT WAVELENGTH by W.D. Schock, 1985. PHRF *Rocket Ship*. Turnkey operation. Bottom faired to perfection. New sails, rod rigging, new sheets, new Tuff Luff headfoil. 4-stroke 2 hp longshaft engine. Wireless Tacktick compass. Trail-Right trailer. Only dry-sailed. \$10,000. Jon (818) 400-3303 or (818) 206-8261.

1997 SANTANA 20, #907. Race ready, trailer, 2 hp four-stroke Honda outboard, 2 spinnakers, 2 genoas, 1 main. Interior cushions, kept on trailer at Folsom Lake. White with yellow and red stripes. Asking \$9,800. Call Joe (916) 727-2553 or email: jamarck@surewest.net.

SANTANA 22. Solid, proven SF Bay pocket yacht, Hull #41. In good condition with reinforced standing rigging and mast, full sail inventory, Evinrude 6 hp outboard, radio. Low priced Coyote Point berth. \$1,500. (650) 592-9300.

BRISTOL 24 SAILSTAR, 1966. Includes trailer and mooring in Avila if wanted. 90% rebuilt. Beautiful everything: New deck, epoxy bottom, two roller furling headsails, rebuilt interior. Excellent tandem-axle 10,000-lb trailer. \$9,000 for all or will split; will sell just the trailer only if boat sells first. See photos/interior shots: <http://flickr.com/photos/supereggplant/sets/525001/> Located in Paso Robles. More info or interested, call (503) 290-8599.



CATBOAT. Overall length not counting barn door rudder is 20'. Beam 10'. Fiberglass hull, wooden mast. V-berth. Very roomy for its size. Very thrifty 1 cylinder Yanmar diesel. Death in the family causes sale. \$7,500. Pete (253) 230-4880.

22-FT CATALINA. Full sails, 8 hp Johnson. Excellent condition. Very cute, perfect starter boat. \$2,850/obo. Call Craig or Bill at SF Boat Works (415) 626-3275.

WEST WIGHT POTTER 15, 2004. As new, never sailed. You christen and launch her for the first time. Illness forces sale. Bluewater layup, singlehanding, tan bark sails, trailer, new motor, etc. New \$11,000. Motivated asking \$8,000/obo. Email: wwp15@4jp.info or (510) 390-3572.

FLICKA 20, 1979. This boat is hull #100 of a sporty, agile, and comfortable boat. The fiberglass hull is black with teak deck. New items including port holes, deck lights, tan sails. Includes Yanmar engine. Asking \$25,000. Bruce (805) 544-7609.

DEL'QU 19. More panache and roomier than a West Wight Potter. Volvo diesel, 32 hours. Rollerfurl, red sails, spinnaker, galley, head (with a door). Freshwater beauty just hanging out in the Delta. \$2,200/obo by departure day Oct. 15. (916) 777-5510.



1989 CUSTOM LYLE HESS PILOT cutter, 24 feet. RFG hull. 5,800#. 2,000# lead, 8' beam, 23' LWL. Very fast. North Sails 2003, staysail, new storm jib, 2 spins, 22# CQR, 200' chain, Danforth, 8 hp Tohatsu, full galley. \$12,500. (415) 269-0005.

CAL 20, 1961. Sails, good standing rigging, stainless keelbolts. Sleeps 4. Needs TLC. \$850. (707) 528-6677 or (707) 318-6677.

MOORE 24, #98, COOKIE JAR. \$9,500. 2001 tandem-axle trailer, \$2,000. Spare Ballenger spar, \$2,000. Friends made while sailing one design: Priceless. Please call (831) 724-3363 or email: mmadonna@ix.netcom.com.



O'DAY 240, 1988. Sleeps 4, alcohol stove, sink Porta-Potti, 1997 Honda 8 hp, running lights, battery, solar panel. Jib and main in good shape. Shoal draft keel. Boat clean, great shape. Engine runs well. \$7,500/obo. Marc (415) 328-2992.

THISTLE 17, 1964. *Amethyst*. Fiberglass hull, mahogany trim, all just refinished. 2 mains, 2 jibs, 2 spinnakers, trailer. Planes easily with 2 people, fits 6. Beautiful and has been well-loved. \$3,300/obo. Loren (510) 225-8074 or peabodypeabody@gmail.com for pics.

25 TO 28 FEET

PEARSON 26, 1967. In Monterey. Good condition, sturdy, fully equipped, ready to go. Excellent for daysailing and overnight cruising. Large cockpit, four bunks. Full keel, 3,000-lb lead, 6 sails, 5 hp ob. \$6,000. Call (831) 637-8502.

CATALINA 25, 1979 SR. Full batten main, new self-tacking club jib, lazyjacks, 7.5 hp outboard, brand new asymmetrical spinnaker, 150 genoa, GPS, VHF, lots of extras. New running rigging, great condition. Located at Stockton Sailing Club. \$5,000. (209) 598-5008.

SANTANA 525, 1977. Completely rigged and refitted, redone inside and out, mostly everything brand new including high-tech sails. Nicest specimen on the Bay. See to appreciate. Sausalito berth. (415) 601-9457.

S-2 26, 1975. Shoal draft, center cockpit, aft cabin, standing headroom. Volvo diesel, new bottom, new rigging, depth-sounder, VHF, stereo, galley, ground tackle, new dodger, wheel, many extras, good condition. Vallejo Marina. \$15,900. Call Art (707) 337-6600.

RANGER 26. Five bags of sails. Evinrude 10 hp longshaft electric start outboard motor. Depth-sounder, many extras. \$7,500. Call Roy (925) 682-8325.

LANCER 28, 1978. Honda 15, depth, knot, VHF. Good sails. Anchor, shore power. Needs some interior, new bottom paint. Tandem-axle EZ Loader trailer has new brakes and bearings. Stockton. \$6,000. (209) 931-6310 or (209) 464-9904.

YANKEE 26. Great S&S design. 7 hp diesel. Like new main, jib with self-tacking. Solid boat, needs some interior work. Fully equipped. \$6,700. (209) 466-8163.

IRWIN 10-4, 1975. Roomy, 25' plus 3-1/2' bowsprit. Fiberglass. 10'4" beam. Headroom, shoal draft, enclosed head, lots of teak, storage. Opening ports, wheel, furler, main, jibs, spinnaker, inboard. Price reduced, two boat owner, must sell. \$6,000. Call (925) 516-2877.

MacGREGOR 26, 1994. EXCELLENT condition with many extras. New furler and jib (never used), stove, cockpit cushions, Honda outboard, low hours. Lifelines, stern rail, ladder, trailer and everything you need for easy sailing. \$12,500. Call (916) 201-0777.

CATALINA 25, 1987. Wing keel, trailer. Stored inside, not in water for 8 years. Fully loaded, excellent condition. Full instrumentation, extra sails, extra rigging. 10 hp 4-stroke ob. Too much to list, call for specs. Stored Reno. \$18,000. Tim (775) 747-1111 (wk) or (775) 225-5083 (cell) or tim@sierratelephonesystems.com.

MacGREGOR 26X, 2000. One of the nicest on the Bay. Includes many options such as a quick on-and-off dodger, cockpit sunshade, or make it a complete cockpit enclosure for bad weather use. Cabin has teak accents and enclosed head. Sleeps 6. Galley includes refrigerator, stove, microwave. Other options include roller furling jib, easy-lift for mast, shorepower, bottom paint, 50 hp motor, trailer, VHF radio, etc. Reduced for quick sale. \$17,800. Call (707) 812-4003 or (707) 227-9262.

25-FT CHEOY LEE PACIFIC CLIPPER. Solid teak on ipole. Recent survey, bottom job. All fasteners perfect. No rot. Inboard Farymann diesel. Cabin trunk raised, extended professionally for roundtrip to Hawaii, 1970s. Newer North sails, many older sails. Master Mariner 12 years. Beautiful bluewater pocket cruiser. Oyster Cove, SF. \$7,500. Carl (603) 986-4190 or Bruno (415) 706-8711.

ZAP 26. J/24 on steroids. New North racing main, 3 jibs, code zero, 3 spinnakers (1 starcut). GPS Map, sonar, speedo. Bullet-proof outboard rudder. New Navtec standing rigging. New Harken/Technora running rigging. Autohelm 4000. 7 winches. 5 hp outboard. \$12,500. (510) 524-3594.

STOLTZ 25, 1982. Bottom painted 2004. New: 6 hp Mercury 4-stroke outboard with easy lift, cockpit and interior cushions and stereo. Sails: Main, jib, genoa, and storm jib. 2 single, 1 double berth. Moss Landing. \$3,900. Call (831) 682-6331.



MacGREGOR 26M. Two years old, trailer with disc brakes, 2 anchors, 2 batteries. VHF, GPS color chartplotter with depth, mast raising system, stern rail seats, Marine head with pump out option, AM/FM/CD, stove, \$6,617 extras. \$25,400. (707) 812-4003.

O'DAY 28, 1980. Good condition. New engine and sail drive. Bottom paint June 2005. Outboard bracket, head, radio, roller furling, wheel steering, new compass, 3 batteries, shore power, pressurized water, sinks and shower. Sleeps 6. Great sailing characteristics. Asking \$6,500. (415) 747-6727.

ERICSON 27, GREAT BAY SAILER. Atomic 4 overhauled in 2003, runs strong. New rigging 2003. New bottom paint 8/05. New prop 2004. Sleeps 5. Very solid boat. Easy to handle. Sweet ride. \$6,500/obo. Call Kim (510) 215-9665.

ISLANDER 28, 1977. Atomic 4, tiller. Good condition. \$12,000/obo. (510) 865-6872. See at: <http://home.comcast.net/~rlleber/WSB/html/view.cgi-home.html>

CATALINA 27, 1977. Dinette version with Petter 16 hp diesel. This boat has many upgrades and extras. Can be cruised or raced. Call (707) 528-9520 or email: nemphi@aol.com.

CORONADO 27, 1971. 6-ft headroom, propane stove, hand galley pump, new cabin lights, battery charger. AM/FM/CD, VHF, digital depthfinder. Comes with unsinkable dinghy. Yanmar diesel needs generator. \$2,000/obo. Bring outboard, sail away. Call (650) 270-5431.



MacGREGOR 26M, 2003. Trailer, 75 hp Evinrude, berths six, head, galley, stern rail seats. GPS, depth, stereo, DVD, anchor with line, chain, BBQ, bimini. Always garaged. Motor still under warranty. Moving. \$26,000. (707) 280-5692.

CATALINA 25. Clean, well maintained, pocket cruiser in Tahoe. Swing keel, dinette converts to queen bed, pop-top with cover. Includes trailer with new tires, ProFurl jib, Doyle StackPack main, VHF, depth-sounder, BBQ, two anchors and rode. \$8,500. (530) 577-7075.

CATALINA 27, 1977. 4-stroke longshaft 15 hp 1999 Honda outboard. 5 sails including self-tending jib. Excellent stability with shallow draft fixed keel, draft 3.5-ft. Moored at Tomales Bay. \$5,000/obo. Sleeps at least 4. (510) 601-9183.

SANTA CRUZ 27. Dry sailed. 2004 North 3DL #3, 2004 Santa Cruz #1, Santa Cruz racing main, 4 spinnakers, many other sails. New Ballenger mast and standing rigging. Nissan 5 hp outboard. Trailrite double-axle trailer. \$10,500/obo. Call (831) 661-0910 or (831) 566-2009.

CATALINA 27, 1978. \$8,000. Good condition. Lots of goodies. Bottom painted 2005. Slipped Moss Landing, CA, transferable slip, same rate. On the maintenance program. Electric company pays you to wash your boat every month. Tom (559) 877-7006.

YAMAHA 26-C, 1984. Racing/cruising. Rare model. Sexy modern lines. High quality, amazing interior. Overall condition very good to excellent. Brand new Yanmar 10gm diesel. Bottom paint 2005. \$10,500. Needs nothing. (510) 499-9211.



CATALINA 27, 1975. Great condition, all new: Bottom paint, standing rigging, keel nuts, traveler, batteries, charger. Rigged singlehanded, lines aft, self-tending jib, autotiller, lazyjacks, depth. Nice interior, stereo, stove. Strong Atomic 4. Richmond. \$7,900/obo. Jeff (415) 260-4222.

PEARSON 28-2. Excellent condition Yanmar diesel, 570 hours. Professionally tuned and bottom painted 2004. Dodger, full batten main, 3 headsails, BBQ, microwave, shower, new head, teak/holly sole, great interior. \$24,500. Richmond. (707) 528-2458 or jastocks@sonic.net.

CATALINA 27, 1974. New standing rigging 2001. Atomic 4 inboard runs well. 2 jibs (100, 150), spinnaker and gear. \$6,000/obo. John Glennon (925) 427-7107 or email: jglennon@aol.com.

MOONSHINE, DP-26. Three-time double-handed PacCup veteran. Boat is ready to go again. Extensive sail inventory. Excellent dual-axle trailer. Complete refit and painting 2002. For sale or lease for PacCup. (510) 233-1616.

O'DAY 27, 1978. Yanmar diesel, roller furling, new interior and bottom paint. VHF, log, depthmeter. Tired mainsail. Needs TLC, owner has no time. Details at website: <http://homepage.mac.com/mmichaelbrown/PhotoAlbum3.html>

MacGREGOR 26M, 2004. Upgraded 70 hp Johnson, bimini top, roller furling, teak cabin, portable head, dual battery, upgraded blue hull paint, bottom paint, halyard, fuel tanks. Lock Lomond Marina, C Dock, slip 18. \$27,500. Jim (415) 740-0290.

O'DAY 25, 1977 in great shape. New bottom and all lines in Nov. 2004. In 1995, new 15 hp Mercury OB with electric start and charging, cushions and curtains. Club foot, 100% and main. Full lifelines and stanchions. \$4,999. (925) 516-0057.

CATALINA 25, 1986. Convertible pop-top model. Fixed keel, 9.9 4-stroke ob, roller furling. Freshwater kept, in excellent condition. Wake up this Beautiful Lady for only \$6,000. Also have a great inflatable dinghy on EZ trailer with ob, \$1,850. (916) 777-5510.

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26-FT INTERNATIONAL FOLKBOAT. New paint, new rigging. Just hauled out. Main, 3 jibs, 1 spinnaker. \$4,000/obo. (415) 342-4290.

CATALINA 25, 1980 in very good shape. Pop-top with canvas surround provides headroom at anchor yet visibility underway. Rig sound, fixed keel, genoa, main has reef points, gimbale stove, cockpit cushions, 9 hp engine, mount for 4-stroke, VHF, nice. \$4,700. (925) 457-4100.

29 TO 31 FEET

ERICSON 30+, 1984. Perfect condition. Completely refit and well-maintained, with an extensive equipment list: Inverter, refrigeration, autopilot, folding prop, cabin heater, dodger, fully-enclosed bimini. Replaced all rigging and sails. For details and pics see: <<http://www.jamesw.com/arae>> \$29,000. Call (510) 748-9712 or email: jlw_@yahoo.com.



ISLANDER 30, 1971. Classic sloop styling. Great first boat. Popular family daysailer. Rebuilt Atomic 4 engine 2003, newer refrigerator 2002, VHF radio, sail inventory. Hauled, bottom paint 2003. No blisters. Great East Bay location. Low slip rent. \$9,500/obo. Call (760) 213-2929.

HUNTER 29.5, 1997. In excellent condition. Fully equipped. Hoyle spinnaker sprit, lazyjacks, roller furling, Yanmar diesel, Autohelm, AM/FM stereo, etc. \$38,000/obo. Please call (510) 632-2370.

PEARSON 30, 1973. \$9,500. Excellent condition. Roller furling jib, new interior, new standing, running rigging. Lines back to cockpit, strong Atomic 4 with freshwater system, DS, VHS, autopilot. Will survey over \$14,000. Serious inquiries only. Owner moving. (707) 696-8106 or nnn999@earthlink.net.

CATALINA 30, 1990. Wheel, Universal diesel, Raymarine depth, speed, wind and autopilot. Like new main and genoa plus lots and lots of extras. Excellent condition, totally ready to sail. \$39,900. For more info call 408.254.3618 or email: dejuna@pacbell.net.

PACIFIC SEACRAFT 31, 1986. Cutter, loaded with factory options and extras. Great condition. Windvane, autopilot. Radar, EPIRB, 3 VHF's, 2 GPSS. CQR and Fortress. Solar, refrigeration. Low diesel hours. Avon and 3.3 Merc. Ventura. <<http://www.members.cox.net/ps31capella>> \$89,500/firm. Call (805) 895-4189 or ps31capella@bigfoot.com.

CAL 2-30, 1971. Diesel engine. Mechanically sound. Full set of sails. Ready to sail. See pictures at: <www.geocities.com/slyfoxrwc/> \$12,500. Call Dave (650) 960-3962.

HUNTER 29.5, 1996. Excellent condition. Roller furling, Yanmar diesel, Autohelm, AM/FM stereo, dodger, refrigerator, H/C pressure water, charger. Berthed in Alameda. Must, must sell. Will take best offer. Please leave voicemail (510) 870-8654 or wkcho@ix.netcom.com.



SEIDELMANN 299, 1980. 30-ft fiberglass racer/cruiser. Project boat. 3 sails, Yanmar diesel, tiller steering. Interior roomy but needs TLC, no electronics or other gear. Has galley area, V-berth, aft quarter berth, 6-ft+ headroom, new Lewmar hatches. \$4,500. (415) 336-3367 or marinexch@aol.com.

ERICSON 29, 1970. New Awlgrip LPU topsides. Mast, sails, running and standing rigging new in 2003. Spinnaker gear. Spectra watermaker. Must see, classic plastic. \$13,000/obo. (415) 717-8822.

CHEOY LEE 30. Outstanding Luders design cruising sailboat, good condition. Equipped, 18 hp Volvo MD2B diesel, Galley, Shower in head. Sleeps six. Full sail locker including spinnaker. \$9,000/obo. (707) 399-7620.



ISLANDER 30, Mk II, 1973. Seawind. Propane stove/oven, refrigeration, dinette with widened bed, BBQs, sleeps 6. Extra navigation lights, 3 anchors, 8 Barient winches, autopilot, 2 batteries, lots of extras. Stockton Sailing Club. \$14,000. (209) 951-6411, x11 or (209) 518-7480 (cell).

OLSON 30. Single spreader, dry sailed in Santa Cruz. Very clean, new epoxy bottom, recent mast step and fairing, new Honda ob. Single-axle yard-only trailer, needs help to be highway trailer. \$15,000. Leif Rideout (831) 454-0791 or (831) 345-7262.

NEWPORT 30, 1978. A very comfortable boat. Located in the San Joaquin Delta. She has two mains and three jibs. Her iron jib is a good running Atomic 4. She needs a good home. \$7,776/obo. (209) 479-1769 or jrong@mail.com.

HUNTER 31, 1985. Hood sails, wheel, battery charger, new safety lines all around. Clean, roomy interior for weekend getaways. Always maintained. Great Bay boat with long list of features. Priced to sell. Alameda. \$18,500. (510) 337-0818.

CAL 2-29, 1975. Wheel steering, dodger, full sail inventory, fore and aft anchors, inflatable runabout with Honda outboard. Fully equipped, good condition. Ready to sail away. Freshwater berthed in Stockton. \$15,000/obo. Call (209) 915-7057.

31-FT DUTCH SLOOP. All steel, Volvo MD2B. 3 jibs, 2 mains, gennaker. Reefer, 2 burner with oven, autopilot, vacuflush with holding. Sister to *Icebird* (first solo Antarctic circumnav). Panama-West Indies vet. Good liveaboard/singlehander, tough as nails. \$18,000. (510) 821-9630.



HERRESHOFF 29 SLOOP, 1977. Full keel, diesel, Bruce anchor, great interior. VHF, depth, autopilot, auto 12v charger, wired 110v, gimbale stove, fridge, new brightwork. Great Bay boat. Asking \$25,000/obo. General (916) 952-3081 or gernaldavie@comcast.net.

PEARSON 31, 1978. Hull #6. Great boat. Very good condition. 24 hp Volvo diesel, VHF, GPS. Head, navigation station, galley, dinette, 2 anchors, lazyjacks, stereo and more. \$11,500. (510) 527-2312.

CHEOY LEE 31 OFFSHORE KETCH, 1976. Beautiful fiberglass pocket cruiser, teak decks and interior, pedestal wheel, Luhrs design. Mex vet with all the right stuff: Diesel, Avon with cover and wheels, 25 hp Merc, SSB, VHF, depth, GPS, radar, autopilot, watermaker, refer/ice, full galley. AM/FM/CD with amp. Full sail and ground tackle inventory including spinnaker, all cruising gear/charts included. Needs work but absolute deal. Will be sold in October to highest bid over \$10,000. San Rafael YH. Mark (707) 529-2290.

CATALINA 30, 1985. Freshwater-cooled diesel with 650 hours. Dinette table mounts to bulkhead. Harken furler, dodger, new standing rigging. Built-in refrigerator, CNG stove and oven, lazyjacks, AH4000, knot/depth meter, VHS radio, battery charger, cockpit cushions, dripless shaft and shower sump pump to keep bilge clean. Engine just serviced by professional mechanic with new hoses, belt, coolant, alt bracket, fuel filters and valves adjusted. Boat in excellent condition. Comes with transferable Moss Landing slip. \$29,500. (831) 753-2001 or Skipper030@aol.com.



C&C 29 Mk II, 1983. \$33,000. Very good condition with many recent upgrades including electronics, head, furler, deck hardware, lifelines, non-skid, MaxProp, batteries, more. Has propane stove and fold-up table. Includes 2000 Puget Sound Fabrications triple-axle trailer. Call (406) 728-1199.

OLSON 30, HULL #198. Warpath. Very nice boat, ready to race or daysail, double-axle trailer, 5 hp outboard motor. Dry sailed. Good sail inventory. Lying Santa Cruz. Fun boat. \$15,500/obo. Call Ryan (831) 234-3229 or Geoff (831) 595-4180.

HUNTER 30, 1979. Excellent family boat. Club jib, pedestal, 6'4" headroom, BBQ, stereo, TV/VCR, GPS, nav. station, Yanmar diesel, full galley, bathroom. Sleeps 6, Bruce anchor, new lines, lighting, interior, gear. Very well maintained, great condition. SSC. \$15,000/obo. (209) 952-4367.

CAL 29, 1973. Mast support beam replaced. Rebuilt Atomic 4. Dodger, roller furling, all lines led aft, hard vang, tiller. New head/holding tank. Info/pics at: <<http://home.earthlink.net/~jnoll>> \$14,000/obo. (415) 459-8733.

ERICSON 29, 1970. Great boat that needs some work. Atomic 4 inboard, working sails, upgraded interior cushions. As is. First \$5,000 gets her. Call Ed (650) 868-7655.

32 TO 35 FEET

KIWI 35 RACING SAILBOAT. Legally trailerable and very fast. SoCal PHRF 30. North 3DLs plus much more. Not been wet since complete refurbishment: New paint, bottom, interior, electrics, rigging. Custom trailer. Call for specs and pics. Alan (801) 201-2927.



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PEARSON 35, 1969, HULL #108. Beautiful solid fiberglass cruiser. Classic lines with full keel and centerboard. Perfect for Bay, Delta and beyond. Well maintained with new Yanmar. Many upgrades and extras. See: <www.pearson35.com> for info. \$30,000/obo. Call Mike (831) 247-4539.

STOREBRO ROYAL 33, 1983. \$60,000. Sail the South Pacific without the long ocean crossing. Proven cruiser now in Australia. Fully cruising equipped. Well built, reliable, comfortable sailboat. For details call Tim Vore (509) 220-5052 or email: tim.vore@avistacorp.com.

CAPE DORY 33, 1980. \$59,500. Last 4 years all new: Sails, canvas covers, dodger, refrigeration, electrical panel/wiring, standing rigging, lifelines, stereo, VHF, ultraleather interior cushions etc. Photos: <<http://mace.photosite.com/CapeDory33/>> Call (530) 559-5100 or email: Larry.Mace@gt.com.

WESTSAIL 32, 1977. Lovely interior. Well equipped and maintained. Outfitted for cruising. 28 hp Volvo 2003. Dual Racors. Stove and oven, refrigeration. Documented. Tools and many extras. Located Sausalito. \$60,000. Call (415) 331-0500.

SOVEREL 33. Sleek, spirited sport boat with 5.9-ft headroom, sleeps 6. New LP hull, 16 bags, KVH GPS VHF CD. Survey 10/04 on file. Great owners group: <www.soverel33.com> \$25,000. (805) 279-6813.



NEWPORT 33, GARY MULL DESIGN. Just hauled, bottom paint, all new running rigging. New wiring for lights and VHF antenna on mast. Call for all details. Asking \$28,000. Will consider all reasonable offers. (925) 765-1033.

HANS CHRISTIAN 34, 1977. Full keel, cutter rig, new 42 hp Vetus diesel. 3-year-old main, new dodger and enclosure. ICOM 710 SSB, VHF, Furuno 24-mile radar, new Rutland 913 wind generator, 6-man liferaft, water heater, LectraSan, new Maxwell 800 electric windlass, GPS, DS, 80 gals water, 70 gals fuel, dual Racor fuel filters. Perfect bluewater cruiser. \$90,000. Must see. Located Astoria, Oregon. (503) 325-9141.

CATALINA 320, 1993. Clean boat in pristine condition. New engine and rig, all the extras and a recent survey. Call or email to see her in Berkeley. \$65,000. Call (510) 548-9986 or 320@ideasoup.net.

ISLANDER 32 SLOOP, 1978. Diesel, Profurl 140% genoa, windlass, Horizon digital speed log and depthsounder. Garmin GPS, VHF, Raytheon Autohelm, EPIRB, C.A.R.D. radar detector, 5 new batteries, battery charger. 2 solar panels, 750 inverter, gimbale oven/stove, fridge/freezer, dinghy and Honda. Extensive parts inventory. Outstanding condition inside and out. Cruise ready. Moored in Pto. Escondido, BCS, Mexico. \$23,500. Email: joancraig_393@hotmail.com or VHF Ch.16 Steppenwolf, Pto. Escondido.

GULF 32 PILOTHOUSE SLOOP, 1990. *Tsing Tao* is for sale by original owner. Mexico-ready, she is a true pocket yacht. Extensive equipment and modifications list at <www.redact.org/tingsingtao> or email: pjpolock@hotmail.com.



HANS CHRISTIAN 33, 1984. S/V Carolina. Excellent condition, many upgrades and extras. \$114,000. See website for details: <www.McSpencer.net> Call (415) 531-8271.

HALLBERG-RASSY RASMUS 35, 1973. Hard dodger, center cockpit, radar, autopilot, Harken roller furling, 75 hp Volvo Penta, 4'10" draft. Force 10 stove, refrigerator/freezer. Mexico veteran. (925) 432-0390 or vmhuffer@juno.com.

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SHADOW 34, 1984 STEEL by Dennis Ganley. Kuari interior. Loaded with cruising gear. Ready to sail the world tomorrow. Only for serious cruiser. Owner retired after 14 years of cruising Pacific and Atlantic. \$65,000. For details call Adam (805) 642-2951.

J/33, 1989. Freshwater and/or daysailed until 2004. 21 bags of sails, some barely used. Main used less than one season. Portion of standing rigging replaced. Volvo diesel. Owner buying larger boat. \$47,500. (510) 932-5673.

WAUQUIEZ CENTURION 32, 1974. This tough North Atlantic veteran has thousands of miles of cruising under her keel. Repowered with Yanmar, low hours. New Doyle StackPack, genoa, Furlex, Autohelm, two 35-lb Bruce anchors, chain. \$28,500. (510) 534-4317.



ERICSON 32 SLOOP, 1977. Rainbow colored genoa, roller reef, Dutchman lazyjack for mainsail. Yanmar 2GM20 diesel engine, 18 hp. Needs some TLC. Priced to sell. \$18,500/obo. Berthed in Alameda, CA. Call Jeff (510) 881-5672 or Fred (510) 655-9877.

SANTANA 35, 1979. Excellent Bay boat, ready to race or cruise. Recent survey and significant price reduction. I currently own two boats, my wife says this one must go. \$19,500. Teri (510) 523-8503 or (510) 333-7434.

VALIANT 32, 1979. Beautiful Robert Perry cruising cutter. Turnkey condition, almost everything on this boat has been replaced, renewed or upgraded in the last two years. Recently returned from cruising Mexico and ready to go again. <www.mildredkane.com> for details. (510) 910-0750.

ISLANDER 34, 1978. Motivated seller. Sausalito liveaboard slip. New 30 hp Volvo, new mainsail. Beautiful, custom teak interior with hot/cold pressurized water. New 30 gal water, new diesel tank. Edson wheel, bronze ports, windlass. See website: <<http://www.geocities.com/specializedwood/photopagespiral.html>> \$17,000/obo. (415) 454-0412.

ROUGHWATER 33. Proven bluewater cruiser. Fiberglass. Traditional double-ender. Sloop with removable inner forestay for storm jib. FurlEx roller furling on headstay. Fleming windvane. Tillerpilot (electronic) TP-30 by SimRad. Simpson-Lawrence windlass. Wate-maker. Furuno GPS. Professional epoxy barrier coat on bottom of hull. Reliable 20 hp diesel. \$34,500. (650) 851-7795.

32-FT ERICSON 32-200, 1989. 23 hp Universal diesel. 6.5' draft. Dodger 5 years old. 10'10" beam. Sleeps 6 with master aft cabin. Beautiful teak interior, 12v refrigeration, Harken roller furling. Well maintained. \$53,000. Located Benicia with liveaboard slip available. Call Mike (504) 296-3330.



36 TO 39 FEET

DOWNEAST 38, 1976. Epoxy bottom, Farymann diesel, full keel, needs TLC. Located Ventura, CA. \$29,500. (805) 676-1092 or (661) 245-2814.

CATALINA 36, 1987. Universal diesel, new sails and standing rigging, self-tending roller furling headsail. Dodger and full cockpit bimini and enclosure. Loaded with every option including air conditioning. No blisters, like new, beautiful condition. \$69,500. (925) 228-2852.

TAYANA 37, 1987. Moving to mountains. Boat in Florida, ready to sail back to Caribbean. Original owner, continuously maintained. New Awlgrip. No teak decks, no cast iron tanks. \$115,000. Photos/info: <www.tayanalaes.com> or call (904) 891-6744.



NEW YORK 36 SLOOP, 1983. Draft: 6'4", 10,000 lbs, HD polyester fiberglass construction, fin keel spade rudder, Volvo Penta 15 hp diesel. Good condition. Richmond Marina. \$32,000. Call for survey report. (925) 683-4539 or rodneyfranks@usa.net.

SWAIN 37 STEEL CUTTER, 1996. Beautiful, strong, excellent sea boat, lying Hawaii. Diesel, 310 hours. Double furling headsails, dodger, windvane, autopilot, wind generator, Raymarine C80 navigation system, radar, SSB, electric windlass. Great interior, refrigeration, propane stove. Awlgrip 2003. \$84,000. Dan (808) 293-2251.



BENETEAU 361, 2001. Bristol condition, roller furling main and jib, Westerbeke diesel, 150 hours. Custom dodger with covers, electric windlass, Garmin GPS, Raytheon ST60 wind, speed, depth. Absolutely beautiful interior, exterior. Many upgrades. Located Marina Bay, Richmond. Moving, very much priced to sell \$119,900. (510) 672-3037 or email: GeoTurner1@aol.com.

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CHEOY LEE 36+, 1968. Luders sloop. \$29,000. Well maintained, rebuilt Perkins 4-107, low hours. New Profurl roller furling, wheel steering, custom built V-berth, mattress, enclosed head, no stuffing box. Must see to appreciate. (707) 823-6045.



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BLACK & McANDREWS 38, 1976. Converted to cruising 1984. Two singlehanded circumnavigations by all five southern capes. Set up for singlehanded. Extensively proven in harsh conditions to be strong and fast. See <www.rockisland.com/~flit/> Lying Orcas Island, WA. \$47,800. (360) 376-7661.

CATALINA 36 Mk II, 1999. Meticulously maintained, Universal 35 with 250 hours, serviced July 2005. Starter battery, full electronics, radar, plotter, GPS, A/P. 45-lb Bruce, windlass, double-reefed main, furling jib, many extras, photos available. Alameda. \$115,000. (916) 417-7205.

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PEARSON 365 KETCH, 1976. Great live-aboard and Bay cruiser. Diesel, radar, new water heater, walk-in shower. Hauled and new bottom paint in April 2005. For pictures go to: <www.asdwindsurfing.com> Possible owner financing. \$39,000/obo. (650) 921-1513.

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CATALINA 36, 1987. Excellent condition. Brand new standing and running rigging. Bow roller / lifelines new 2003. New bottom Nov. 2004. Professionally maintained. Just completed total engine service. 3 batteries, 2 new. Radar, GPS, wind, speed, depth, VHF, Autohelm ST4000. Self-tacking jib, Harken roller furling. New main, rigid vang. \$64,500/obo. Call (925) 408-6927 or email: pettyd@bsci.com.

HARTOG 36 STEEL SAILBOAT, 1992. Full keel, heavily built, Perkins 4-108. Great cruiser, storage, 140 gal fuel, wheel, GPS. Beam 10'1". Disp: 16,000+. Needs rigging to boom. Selling: health. Berthed San Francisco. Photos/info at website: <www.usedboats.com>, Ad #404648. \$19,500. fairwinds55@yahoo.com.

COLUMBIA 36, 1969. Wheel steering, new batts, dodger, 4 jib sails and mainsail. Needs work. \$10,000/obo. Call (415) 595-2573.

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40 TO 50 FEET

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KETTENBURG K-40, 1959. Classic in excellent condition. Galley, head, V-berth, sleeps 6. Nav station with electronics. Westerbeke 30 diesel. Self-steering Hydrovane, Autohelm, new transmission and prop shaft. Engine gone through. \$28,900. San Diego. (760) 344-6480.



HUDSON SEAWOLF 44, 1979. Cutter rig, full keel, center cockpit ketch. Fiberglass deck, recent new aluminum masts, standing and running rigging, hydraulic windlass, bow pulpit, roller furling. Dodger, windvane, refrigerator, freezer, TV, stereo, DVD, i radar, and d and legant 5,000/obo. Sc (760) 504-571

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MILLER 44, 1981. Center cockpit, cutter rigged. 85 hp Perkins, MaxiProp. Cruises at 8 knots under power. Galley with double sinks, separate freezer, refer, 3-burner gimbaled stove with oven. 2 heads with Skipper heads and shower. Aft master stateroom, large V-berth, quarter berths, sleeps 9. Complete electronics: Radar, 2 GPSs, chartplotter, 3-way sonar, SSB, VHF. Teak and cherry interior. 3 solar panels, watermaker. Brand new mainsail. 250 gals fuel, 250 gals water. 1,000+ mile range. 2 anchors: 65-lb CQR, 44-lb Bruce with 300-ft chain, electric windlass. 10' Avon RIB with new 15 hp 4-stroke. A real eye turner. Located La Paz, BCS, Mexico. \$129,000. Contact via email: capricious1943@aol.com.



BENETEAU 40 CENTER COCKPIT cutter, 1997. Two cabins, two heads, professionally maintained, cruise-away loaded. OSC Category 1. Do Baja Ha-Ha, PacCup, TransPac. Safety equipped, bowsprit, sails, heat, air, vac-flush head, watermaker. SSB/email, davits, dodger, bimini, many upgrades and extras, complete list available. Liveaboard in Sausalito possibility. Owner will provide cruising/sailing instruction, delivery. \$165,000. Call (415) 265-9292 or oceansailor@gmail.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. \$125,000. Located in San Diego. See details at: <www.custombrewerketch.us>



BENETEAU 40.7, 2002. Excellent Northwest racer/cruiser. Extensive Raytheon instrument package, complete set of North 3DL sails, ESPAR furnace, 12v refrigeration, inverter, extra battery, upgraded winches, custom dodger and sunshade. Many extras. \$199,000. (253) 838-6510 or helmsman069@yahoo.com.



STEEL ADAMS 40, 1985. Cruise ready. Located San Diego. \$89,500/obo. (619) 297-3209.

HARDIN FORCE 50, 1973. \$60,000/OBO. New Ford Lehman engine runs great. Needs work, but if you can do it, here's your chance to own a \$150k family-sized cruiser/liveaboard yacht. Classic looks, great design. Lots of new parts. Duane (928) 345-3290 or frogman180@aol.com.

J/40, 1986. New Yanmar 3JH4E 2004, 3-blade Maxprop, autopilot, radar, inverter, battery package, solar panels, Muir windlass, extra ground tackle, MOB gear, liferaft, Profurl, Navtec hydraulics, dodger, bimini, lots of cruising gear. New bottom August 2005. \$146,000. (510) 339-1445.



BENETEAU 400, 1994. 2 cabin, 2 head layout. New Samson windlass, new Bruce anchor, 100' chain, 200' line. Roller furl main and jib. Built-in cooler in big cockpit. Martek feathering prop. See: <http://www.boats.com> listing # 10180337. \$129,000. (619) 850-7318.

WAUQUIEZ CENTURION 40, 1986. Cruise ready, located in Greece's beautiful Ionian Islands. PUR 80E watermaker, 16,000 BTU built-in Cruiseair A/C, engine rebuild has only 200 hours, sunshade, winter cockpit enclosure, dodger, bimini. Raytheon 6000 autopilot with new quadrant-drive motor. MaxProp, Heart 1000 inverter/charger, large Princess 3-burner stove/thermo controlled oven. Delta 45-lb anchor, 200-ft 3/8" chain. Lofrans Cobra windlass, much more. Unusual shoal draft Scheel keel allows transit of French Canal system. \$135,000 USD. Email Glenn and Dana: mahalo1dg@yahoo.com for pictures/complete inventory.



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HYLAS 42, 1987. Two-stateroom, single-head layout. 50 hp Yanmar. Excellent condition with refit/upgrades: Hasse sails, canvas, standing rigging, stove, refer/freezer, watermaker, solar panels, bimini, removable inner stay. Cruise ready. \$169,000. Currently in Mazatlan. barcablanco@hotmail.com.



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SLOCUM 43, 1984. Bluewater cruiser. \$145,000. Perkins 4-108 diesel, radar, GPS, VHF, ICOM 710, autopilot, solar panels, inverter, windvane, Windbugger, diesel heater, watermaker. Berthed at Brick Yard Cove, Pt. Richmond. (708) 343-6641 or email: clark@ensolv.com for photos and equipment list.



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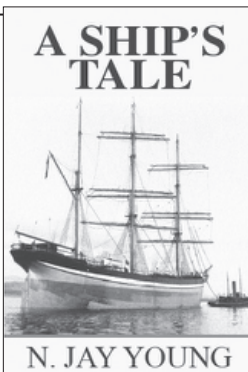
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CSY 44 FIBERGLASS CUTTER, 1979. Exceptional local/long-distance cruiser, 3 cabins. Perkins diesel, GPS/AP/Ham. Electric windlass, 4 anchors, windvane, huge cockpit with hard dodger, sailing dinghy. Recent haulout paint and survey. SoCal. \$79,000. Bruce (360) 966-7374 or nashira_sail@hotmail.com.

51 FEET & OVER

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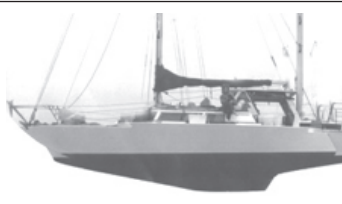
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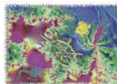
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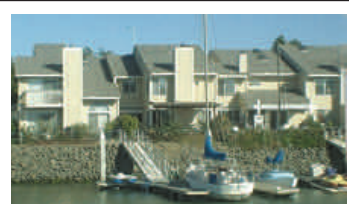
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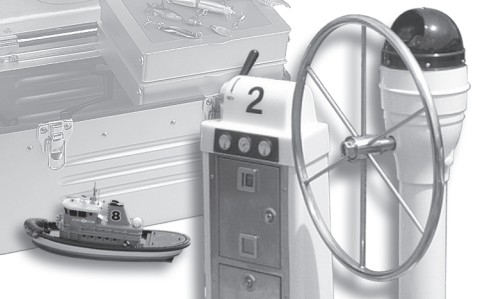


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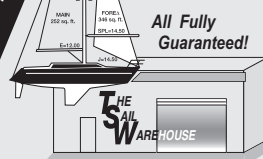


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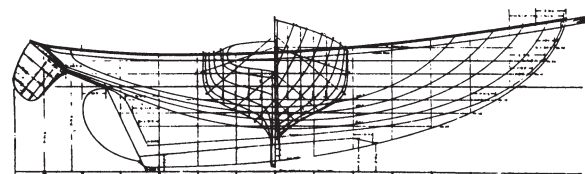
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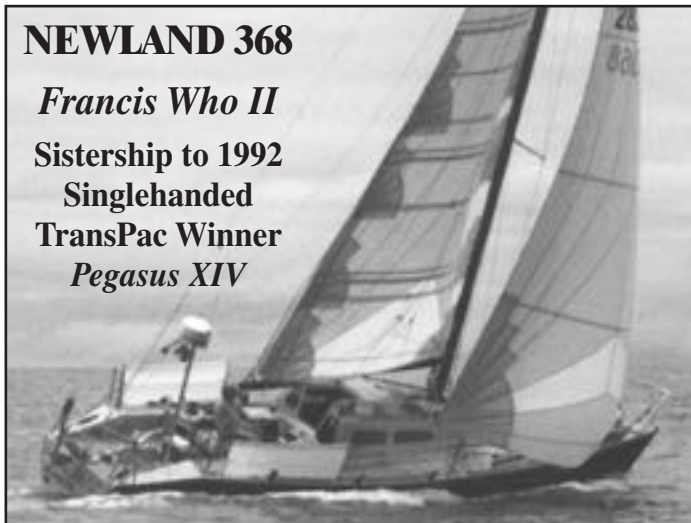
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42' CHRIS CRAFT COMANCHE, 1969 This lovely fiberglass classic, designed by Sparkman & Stephens and built in the U.S. during Chris Craft's heyday, is in outstanding shape and, with almost \$45,000 in improvements over the last 3 years, shows much newer than her age. Transferable Sausalito Yacht Harbor slip. **\$68,000**



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33' WAUQUIEZ GLADIATEUR, 1984 Classic European sloop in fantastic condition above and below, shows much newer than actual. Major refit '97 including repower, electronics, windvane, sails, dodger, etc. Interior shows as new, no teak decks but teak in cockpit looks new. Transferable Sausalito Yacht Harbor slip. **\$64,900**



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43' SWAN TOURING MODEL, 1986
Perfect for two couples. Two cabins, two heads, great galley. **\$235,000**



35' BABA, 1979
Clean, new dodger. **\$77,500**



SLOCUM 43, 1984
Turnkey cruiser. Best priced one on the market. **\$149,500**



37' ENDEAVOUR, 1979 (pictured), Monitor wind-vane; new ports, hatches & electric winches. **\$60,000**
Also: 31' ISLAND PACKET
32' RHODES TRAVELLER
30' CATALINA, SSB, Monitor

SAIL			POWER		
55' Marco Polo	'83	40,000	86' Pacific Tender	'45	325,000
53' Amel ketch	'98	440,000	65' Pacemaker cert	'72	499,000
52' Hartog schooner	'99	195,000	62' Elco Classic MY	'26	450,000
51' Jeanneau	'94	169,000	58' Hatteras	'73	360,000
50' Gulfstar, Mex.	'77	89,000	57' Chris Craft	'5	from 119,000
49' Gus March Cust.	'91	195,000	53' Grand Banks Alaskan		219,000
48' Hughes yawl	'72	60,500	50' Stephens (2)	'65	149,000
48' C&C	'73	199,000	49' Kha Shing	'84	179,000
47' Vagabond	'80	150,000	45' Fellows & Stewart	'26	65,000
44' Hylas	'86	185,000	42' Chris Craft	'68	99,000
43' Swan	'86	235,000	42' Grand Banks	'67	89,900
43' Slocum	'84	149,500	42' Post SF	'81	97,000
43' Hans Christian	'88	219,000	40' Pacemaker	'76	149,000
42' Custom schooner	'72	39,000	38' Stephens	'48	36,000
42' Bavaria	'05	235,000	38' Californian	'76	49,000
41' Newport	'79	51,500	38' Californian AC	'84	139,000
40' Brewer PH	'88	129,000	38' Hatteras MY	'69	49,900
40' Cheoy Lee MS	'75	79,000	38' Bayliner	'87	106,000
40' Newporter	'62	19,500	34' Tollycraft	'79/'80	54,995
38' Catalina	'84	46,000	34' Tollycraft	'73	25,000
38' Catalina	'83	41,000	34' Bayliner Avanti	'87	38,500
38' Ericson	'81	45,000	34' Uniflite	'77	20,000
38' Ingrid	'74/'84	95,000	34' CHB	'79	48,000
38' Colin Archer	'51	58,000	32' Bayliner, diesel	'89	79,900
37' Irwin CC (2)	'73/'80	40,000	30' Sea Ray 305 DB	'88	59,900
36' Hartog	'92	24,500	30' Sea Ray Sedan	'79	20,000
36' Islander (3)	'76/'78	49,500	29' Silverton	'85	26,000
36' Steadfast		49,500	28' Fiberform	'76	10,000
34' Islander	'75/'85	31,500	27' Sea Ray	'83	14,000
34' Hunter	'85	41,000	27' Sea Ray 270	'88	28,900
33' Newport	'84	36,500	26' Calkins	'63	15,900
32' Nantucket yawl	'71	15,000	26' Star Fire	'86	25,000
32' Pearson Vanguard	'63	24,000	24' Orca		88,500
31' Hunter	'98	53,900	24' Bayliner	'98	25,500
30' Catalina	3 from	24,500	24' Regal 242, trailer	'98	37,000
30' Isl. Bahama	4 from	20,000	24' Slipjack	'76	14,000
30' S-2 CC	'78	26,000			
30' Pacific	'71	15,000			
30' Pearson 303	'85	29,500			
30' Nonsuch	'82	57,500			
29' Gulf Pilothouse	'84	23,000			



WOODIES
Two 50' STEPHENS (pictured: 1963, \$179,000)
Three 57' CHRIS CRAFT CONSTELLATIONS
53' GRAND BANKS



HATTERAS 58 (pictured) and HATTERAS 38
Two 34' TOLLYCRAFTS
34' CHB



JEANNEAU 51, 1994 Fast, safe, dependable cruiser. Four staterooms. **\$169,500**



HUNTER 310, 1999
Real roomy on deck and below. **\$53,900**



40' BREWER PILOTHOUSE CUTTER, 1988
Ted Brewer design, large open salon area with galley. Cruise equipped pullman berth plus V-berth. **\$129,500**



39' O'DAY, 1983
New survey, new bottom paint. Super clean! **\$76,500**



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35' MARINER KETCH by Wm. Garden. '66 Far East Yachts launch. Major refit near done. Copper-riveted, dsl, wheel, new sails. Well-built traditional bluewater cruiser. **Try \$17,200**



41' ISLANDER FREEPORT. Ctr cockpit ketch. Aft stateroom. Less than 100 hrs on new 100 hp Yanmar dsl. Radar, GPS-chart & more! Big & comfy & looks great! **\$74,950 Ask**



33' RANGER SLOOP. A great Gary Mull, NA design. All glass, diesel, enclosed marine head, full lifelines/pulpits, 4 bags sails incl. 2 genoa's & more. These are WONDERFUL boats. **\$28,500 Ask**



34' DUFOR SLOOP. Dsl, spinnaker, full lifelines & pulpits, wheel steering, teak & holly interior, sleeps 6, enclosed head, galley, dinghy, stereo/TV/VCR, more. Great sailer, nice shape. **\$34,000**



ISLANDER 36 Watermaker & full cruising gear. Dsl, furling, 2 spinn, dodger & full covers, vane, vang, self-tailers, inverter, solar, radar, ham, 2 VHF's, AP, color/map GPS, EPIRB, more! **\$34,000**



42' ED MONK CLASSIC CRUISER. Launched by Washington's famed Tacoma Shipyard in 1942. Low hours diesel. Full boat cover. Just cruised Alaska to S.F. Oil heat, radar, etc. Great condition & charm. **\$59,900**



52' HACKER CLASSIC COMMUTER, 1931. Beautiful art deco interior, 2 great staterooms, big salon, twin 700 ci Scripps mains & much more. **try \$65,000/offer**



36' LAPWORTH
Hawaii veteran and very well set up traditional performance cruiser. **\$19,500**



35' CONTESSA Sloop by Doug Peterson. Famous for great sailing & high quality. English-built performance cruiser w/dsl, furling, 2 spinn, good inventory, dsl heat, radar, etc. Computer w/nav. programs, more. **\$39,000**

SAIL

56' HERRESHOFF MARCO POLO Schooner by Legendary Yachts. Shows as Perfect. Absolutely breathtaking. Ask 600,000

50' ALDEN MALABAR IV Schooner. Needs restoration. Dsl. She'll be a beauty when done. Illness forces sale. Asking 5,950/offers

48' CAMPER NICHOLSON PILOT CUTTER by Laurent Giles, diesel, fascinating history. Real estate acreage trades OK. Ask 47,000

48' STEEL PILOTHOUSE SCHOONER, '85, Dsl., 14' beam, 32 tons...135,000obo

47' VAGABOND ketch. Project...86,000obo

41' BLOCK ISLAND CTR. Proj...24,950 obo

40' NEWPORTER ketch. Perkins 4-108 diesel. Big, lots of potential Ask 27,500

37' SEARUNNER TRIMARAN. Dsl/elect drive. Nice, clean & fast...Asking 38,000

35' MARINER KETCH...11,000

32' ENGLISH-BUILT NANTUCKET yawl by Offshore Yachts, Ltd. Diesel, wheel and more! Sally cruiser...Asking 18,950

32' COLUMBIA SABRE. Race/cruise, 5 bags including spinnaker, Honda 4 stroke, good condition...Asking 5,000

32' CLIPPER Slp. F/G, O/B...Ask 4,600

32' YORKTOWN, F/G, diesel, recent upgrades...29,950

30' ERICSON sloop, I/B, dodger, roller furling, new sails in 2003. Try 15,500

28.5' PEARSON TRITON. F/G, dsl. Near total refit of Alberg's legendary Pocket World Beater...Ask 16,000

28' SAMURAI Sloop. Just refitted & overhauled. Diesel, mahog/oak/bronze, full cover & more...Asking 9,999

28' H-28 HERRESHOFF ketch. Classic beauty, I/B, very nice!...Ask 18,000

27' EXCALABAR Slp, O/B, clean...3,700

25'1" FOLKBOAT classic wood beauty at Lake Tahoe...Ask 10,000

25' YAMAHA Sloop. Dsl, skeg rudder, spinn & good inventory, full lifelines/pulpits & more!...REDUCED! Asking 7,900

24' RHODES/MacCarty by Seafarer. O/B, main, jib, genoa, all glass...Ask 3,500

24' O'DAY Slp. Honda 8 hp, solar charge, great shape!...Ask 7,500

22' CATALINA 22 Sloop, O/B...Ask 1,200

POWER

63' FERRY conversion, 671 diesel, 19.5' beam, excellent condition. Ask 28,000

50' STEPHENS, 1965, flush deck motor yacht, twin dsls & much more...Ask 129,000

48' LIVEABOARD cruiser. Full galley, salon & more! Must see!...Offers/Ask 19,500

45' STEPHENS 1929 classic...Try 75,000

43' STEPHENS 1955 classic sedan. Absolutely Bristol. \$40,000 worth of new Volvo V8s just installed. Must be seen...175,000

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42' HUNTER, twins, Sausalito liveboard berth...19,950

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33' CHRIS CRAFT SPORT FISHER, fiberglass, flybridge, twin V8s, radar, VHF, dual helms, aft enclosure, shower, galley, autopilot, more!...REDUCED: Ask 29,500

32' CRUISERS INC. F/G, full canvas, fully equipped and ready for fun 29,950

31' TOLLYCRAFT EXPRESS. Twin V8s, shower & much recent upgrading. Ask 21,000

30' ALUM. CREWBOAT, 671 dsl...Try 25,000

29' TOLLYCRAFT EXPRESS cruiser. Twins, good boat, runs well, great potential...3,250

28' MAXUM 2700 SCR EXPRESS CRUISER. Under 100 hrs, 350 V8, full canvas, shower, fast & super clean Ask 37,500

28' SEA RAY Sundancer w/new twins, 3 axle trl, shower, full cover & more!...35,000

28' CARVER 2827 Voyager. F/B, twin 220 Crusaders, glass & more...Inquire

28' OWENS FLAGSHIP. Twins. EXCELLENT 1959 GEM!...Ask 25,000

26' CAULKINS BARTENDER, new heads & manifolds...Try 7,500

25' BAYLINER CIERRA, '88, very nice. Full Delta canvas...Asking 39,500

25' APOLLO cruiser. Dbl. axle trl, V8, refri, very nice!...Try 6,500

25' FARALLON SF w/tr. Nav. twm 180 hp Volvo's, radar, etc...Asking 35,000

22' CHRIS CRAFT CAVALIER cuddy, inboard, beautifully restored...12,500

OTHER

60' STEEL BARGE, 20-ton A frame, spuds, deck house, more...Offers/55,000

56' LCM-6 w/dive support, steel, W/H, twin 671's, full elect...49,500

ALDEN MALABAR



32' loa, ALDEN MALABAR JR. Lovely classic auxiliary sloop by John G. Alden. I/B, mahogany, bronze & oak. Cut away forefoot, full keel, full lifelines. Rare offering of a famous design by a master. **Asking \$17,000**

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65' CLASSIC, '31 WHEELER M.Y. 16' beam. Over \$40K hull refurbishment in October '04, and she is ready for you to finish restoration. Wheel House, diesels, three heads, huge salon, crew's quarters, more. **Asking \$64,500**



34' ANGELMAN SEA SPIRIT KETCH. Copper riveted, mahogany, diesel, shower, full galley including fridge, cabin heat, inflatable and more. A BEAUTIFUL BOAT. **Asking \$30,000**



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