

Latitude 38

AUGUST 2006

VOLUME 350

Latitude 38

VOLUME 350 August 2006

WE GO WHERE THE WIND BLOWS

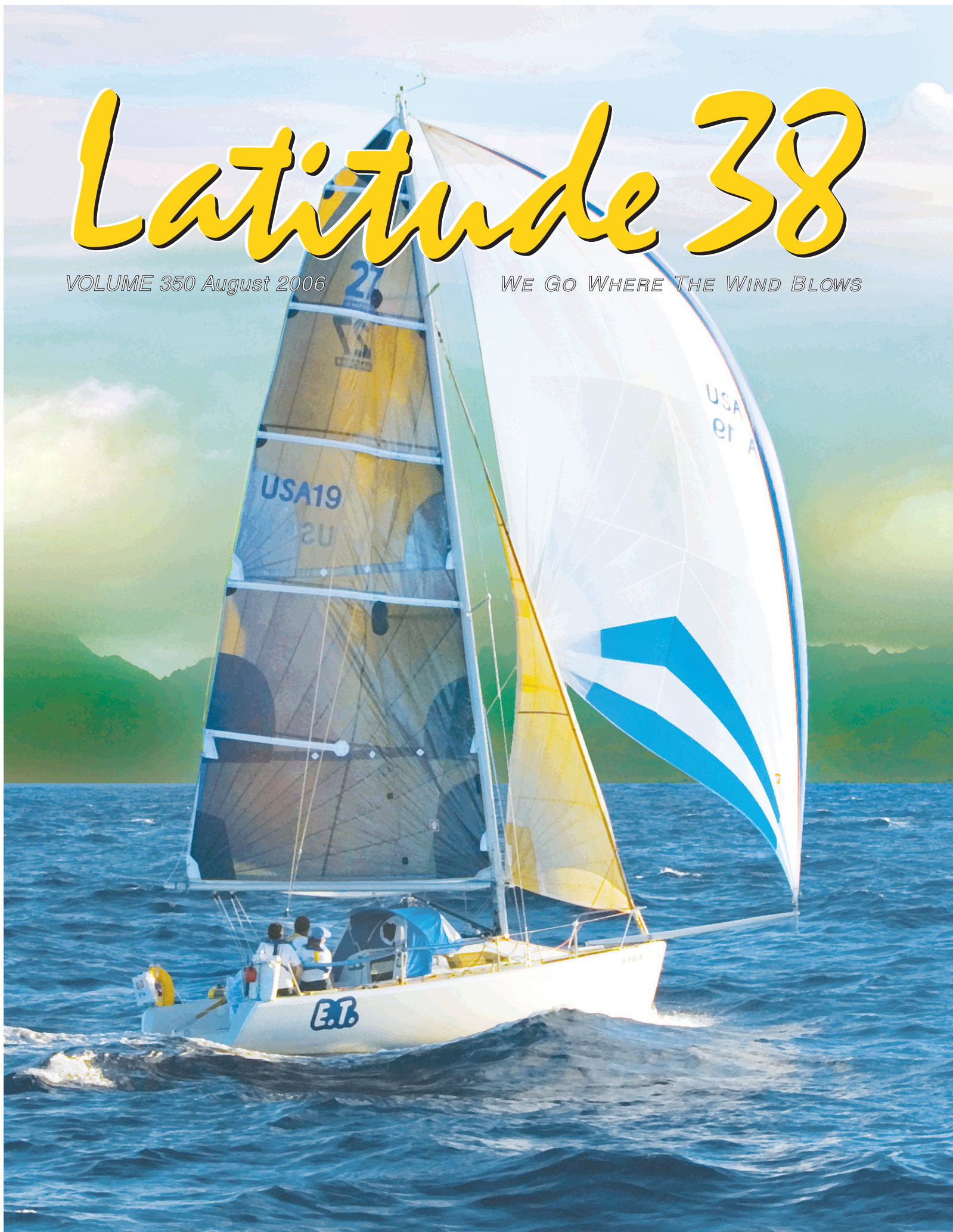




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*E.T.**

Liz Baylis and Todd Hedin, along with designer Jim Antrim, sailed *E.T.*, their Antrim 27, to a stellar first-in-class and second-overall finish in last month's Pacific Cup from San Francisco to Kaneohe, Hawaii.

E.T. crossed the finish line sporting her new shy kite from Pineapple Sails, which Liz described as “shy, but not at all inhibited.”

E.T.'s main and class jib, which substituted for a stays'l after the first few days when the wind was finally back and the spinnaker went up, are also from Pineapple. E-mails from boat to shore and back spawned a mid-ocean contest for renaming *E.T.* and along with entries “Extra Throttle” and “Exceptional Talent” the sail inventory inspired “Elegantly Tailored.”

We still like “Extra Terrestrial.” For sails that are out of this world, give us a call.

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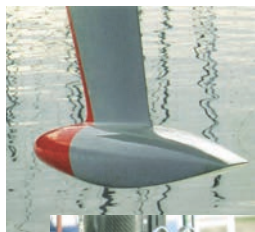
New Boat Models Arriving this Month



Beneteau 49



The **Beneteau 49** marks a new level in the history of Beneteau's bluewater cruisers by breaking away from traditional approaches in production building and reaching out to the best design sources to conceive a truly modern and exceptional bluewater cruiser.



Beneteau First 10R

LOA: 36'9" LWL: 38'8" DISP: 9,715 lbs.



To develop a **fast, fun, facile competitor** was the challenge that Farr Design and Beneteau shared in the development of this new First 10R.

The First 10R possesses a revolutionary hull – both stable and powerful, with a large bowsprit forward, allowing big spinnakers to be carried to advantage when reaching. A real winner's profile.



In Stock

BENETEAU 423



In Stock

BENETEAU 323



In Stock

BENETEAU 343

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ISLAND PACKET 440

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In Stock

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In Stock

WAUQUIEZ 41 PILOT SALOON



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BENETEAU 373



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Dealers for: Beneteau • Island Packet • Wauquier • Swift Trawler • See our brokerage boat listings on page 229

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*Gold Medals, London, 2001
San Francisco, 2003 & 2005*



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Charles Tobias
Charles Tobias, Chairman

IMPORTED BY SHAW-ROSS INT'L. IMPORTERS, MIAMI, FL. PUSSER'S RUM 42% ALC/VOL

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Cover: E.T. blazes toward her division win in the Pacific Cup.
Photo by Doug Peebles

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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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38' ATHENA, 1998



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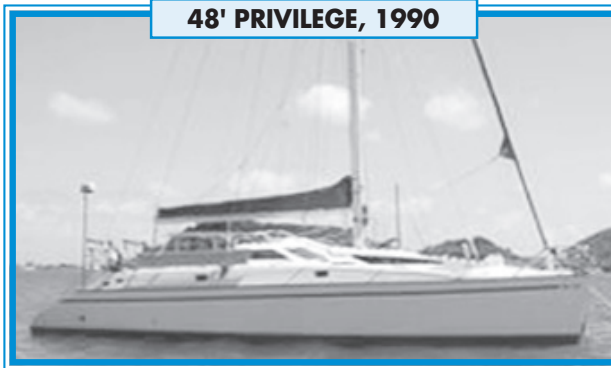
35' ERICSON, 1971



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56' MARQUISES, 1999	€520,000	42' VENEZIA, 1995	\$209,000
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2005 Hunter 41 - Like new! Come see her. \$219,995



2004 C&C 99 - Racer/cruiser. Owner moved up. \$119,900



2001 Hunter HC 50 - Semi-custom & loaded. \$629,000



2003 Sabre 402 - Beautiful trophy yacht. \$223,900



2002 Tartan 37 - This boat is a TEN!!! \$269,850



2005 Beneteau First 40.7 Bruce Farr design \$219,995

55	2004	Custom Kernan	\$549,000	41	2004	Hunter 41 AC	\$229,900	38	2005	Hunter 38	\$209,000
49	2005	Jeanneau 49 DS	\$475,000	45	1999	Hunter 450	\$229,500	38	2005	Hunter 38	\$199,000
51	2000	Jeanneau 52.2	\$429,900	46	2000	Hunter 450	\$225,000	48	1996	TPI ID 48	\$179,500
51	2001	Jeanneau 52.2	\$379,999	40	1996	Sabre 402	\$225,000	41	1999	Hunter 410	\$165,000
48	1985	Dencho Marine	\$290,000	45	1999	Hunter 45	\$225,000	41	2000	Hunter 410	\$159,900
43	2005	Jeanneau 43 DS	\$290,000	42	2004	Beneteau 423	\$223,900	42	1990	Hunter Passage	\$148,000
43	2001	Jeanneau 43 DS	\$249,000	45	1999	Hunter 450	\$219,900	35	2003	Hunter 356	\$124,995
52	1980	Santa Cruz 50	\$245,000	46	2004	Hunter 466	\$219,500	33	2005	Hunter 33	\$121,500
43	1988	Taswell 43	\$239,000	46	2000	Hunter 460	\$219,000	45	1982	Island Trader	\$119,500
37	2002	Tartan 3700	\$239,000	46	2004	Hunter 466	\$215,500	44	1980	Lancer 44	\$119,000
46	2005	Bavaria Cruising	\$231,700	45	1998	Hunter 450	\$210,000	36	1999	C&C 110	\$119,000



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C&C 38, 1979



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Catalina 36
Catalina 36
Catalina 36
Catalina 36
Catalina 34
Catalina 34
Catalina 320
Catalina 320
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Pearson 37 SL	1989	69,000
C&C 34	1982	37,000

Hunter 326

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Hunter 36	2004	125,000
Endeavour 33	1983	39,500
Beneteau 331	2004	114,000
Nonsuch 30	1982	57,500

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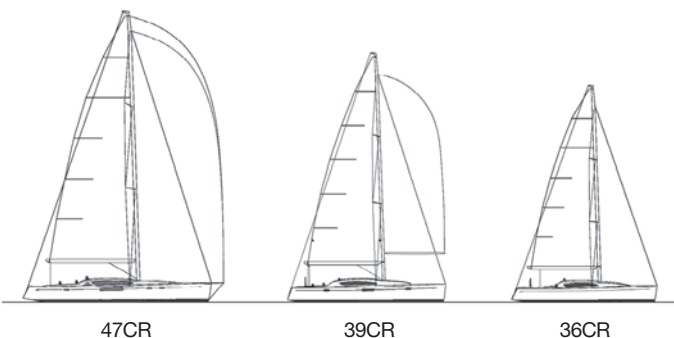
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SYDNEY 39 CR

Cruiser Racer Range

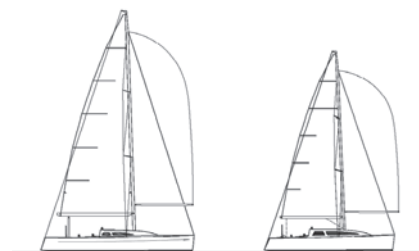


47CR

39CR

36CR

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38OD

32OD

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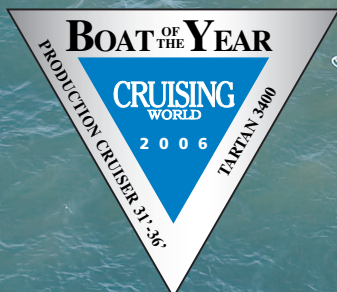


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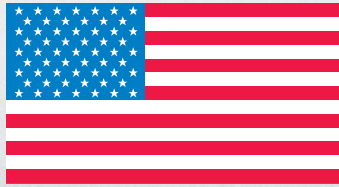
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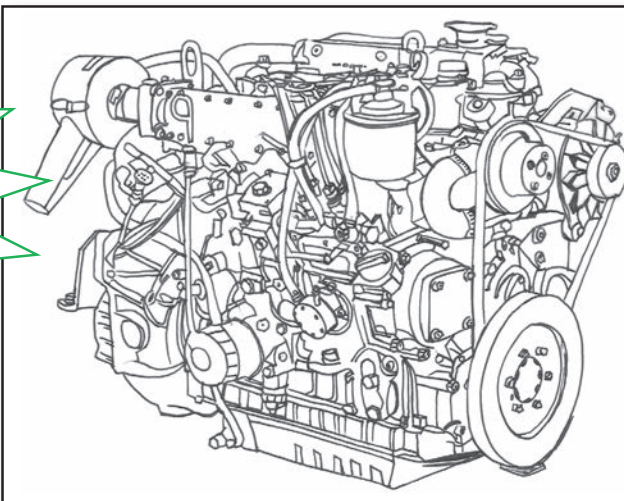
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35' J/105, '01, *Hay Viento*..... 117,000

35' J/105, '01, *Jim*..... SOLD 118,500
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35' J/105, '02, *Hibiscus*.....127,000
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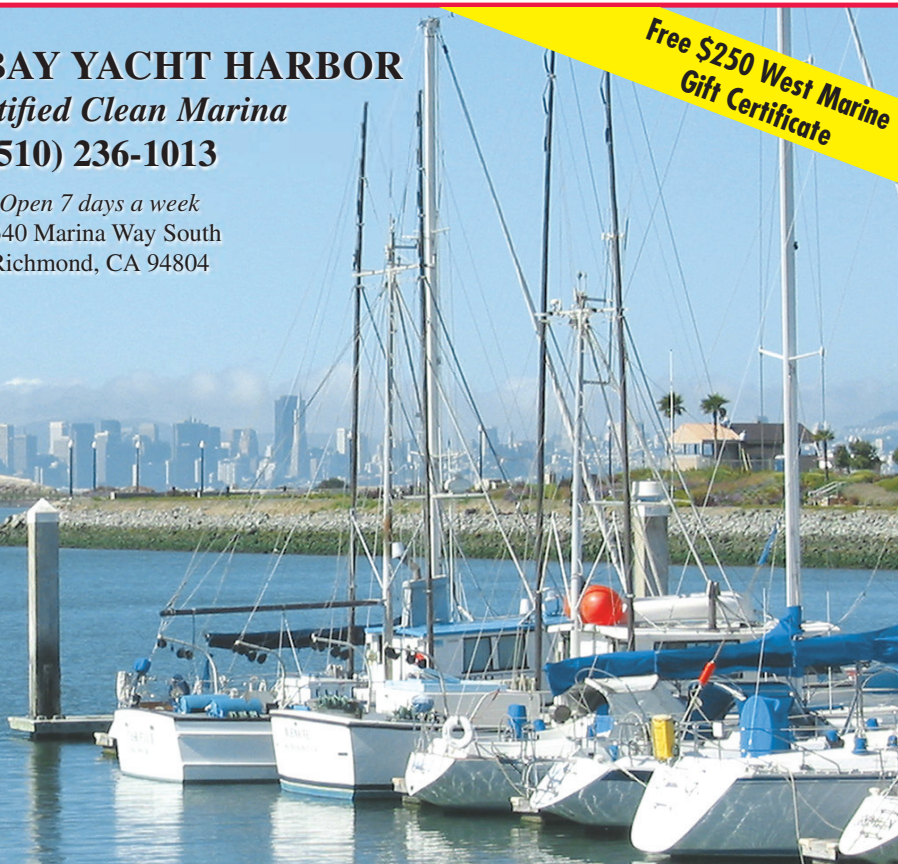
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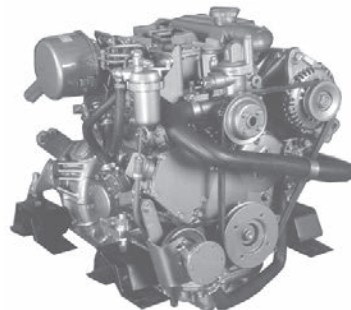
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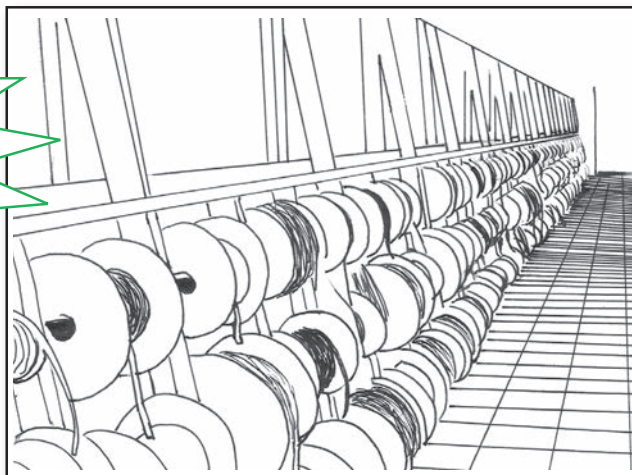
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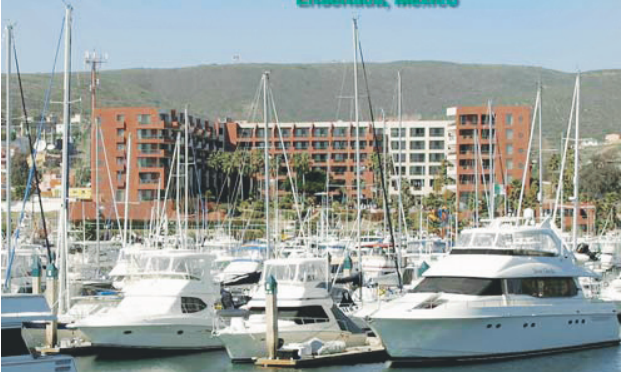

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Jul. 30 — Happy Birthday to the Governor!

Aug., 1981 — Found in *Sightings*:

Tristan Jones, raconteur, explorer, vagabond, misfit, and all-around eccentric, showed up at the Little Willow Books on July 23 for a book signing party before his appearance the next night at the Marin Civic Center. Entrancing the steady stream of autograph seekers with his Welsh accent and handsome white fedora, Tristan spun out a few phrases worth noting.

"Oh, you're from *Latitude 38*? You were the ones who said you believed every thing I say? Well, mate, I called up the IRA and the PLO that very same day. They were real interested to hear from me."

"I'm moving to San Francisco for the winter. Sausalito is a bit too esoteric for me. I'll probably find a place down on Howard Street near the docks. Those are my kind of people down there."

"I met Bernard Moitessier down south in Ventura recently. Bloody Frenchman, I've been trying to get him out of trouble ever since!"

"I'm allergic to water, which isn't such a good thing here in California as near as I can tell."

"The Moslems char the bottom of their wooden boats with fire and then cover it with lamb fat to keep off growth. It lasts for about four years. What about fiberglass? Does that burn real easily? Or isn't that the right question to ask here in Sausalito?"

Aug. 2, 16 — Pt. Fermin Single Sailing YC invites singles to two monthly meetings. 6 p.m. at La Conga Mexican Cantina in San Pedro. See www.pfsyc.org for details.

Aug. 3-10 — Tahoe YC's Wooden Boat Week, including the Concours d'Elegance (Aug. 4-5). Info, www.tahoeyc.com.

Aug. 4 — Coast Guard Day.

Aug. 5 — Marine Flea Market & Maritime Day Celebration at Galilee Harbor in Sausalito, 8 a.m. - 6 p.m. Art, live music, food, boat rides and more. Info, www.galileeharbor.org.

Aug. 5-6 — Victorian House Tours at Angel Island. Visit three lovely houses on the island, open to the public only one weekend every year. Buy advance tickets for \$12 online at www.angelisland.org or call (415) 435-3522.

Aug. 6 — Lien Sale Auction at Brisbane Marina. Viewing at noon, auction at 1 p.m. Info, (650) 583-6975.

Aug. 6-27 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Aug. 9 — Full moon on a Wednesday night.

Aug. 10 — If you want to meet other single sailors, learn to sail or need crew, go to Single Sailors Association's monthly meeting at Oakland YC, 6:30 p.m. Info, www.sail-ssa.org.

Aug. 12 — Baja Ha-Ha Preview Party at Two Harbors, Catalina Island, 5-9 p.m. The Ha-Ha folks will host a potluck BBQ, show some slides, and answer all your questions.

Aug. 12 — Aeolian YC Swap Meet and Open House (Alameda). 8 a.m. - 1 p.m. Celebrate the club's 100 year anniversary throughout the year. Info, aeolianyc@aol.com.

Aug. 13, 27 — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Aug. 15 — Responding to Emergencies at Sea seminar, Santa Clara Power Squadron at Boater's World in San Jose at 7 p.m. Info, (650) 207-9440.

Aug. 17 — Luau and auction fundraiser for the Encinal Junior Sailing Foundation. Cocktails at 5:30 p.m.; dinner at 6:30, \$15. RSVP, mahersailor@comcast.net.

Aug. 17 — Vallejo YC presents nautical artist and boat designer Jim DeWitt. Buffet dinner is \$8, 6-7:15 p.m. Pre-

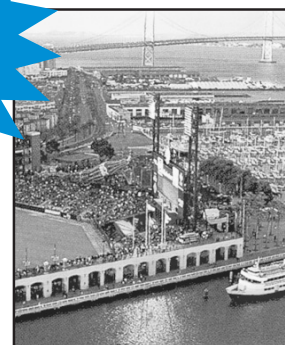


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sentation is free, 7:30 p.m. Info, (707) 643-1254.

Aug. 19 — Diesel Engine Maintenance Seminar at KKMI Boathouse. Info, (510) 235-5564 or ginger@kkmi.com.

Aug. 26 — Vallejo YC's annual Flea Market, 9 a.m. "If it's legal, sell it!" Info, www.vyc.org or (707) 643-1254.

Aug. 26 — Maritime Sketchbook in Color at SF Maritime's Hyde St. Pier, \$35. Info, www.maritime.org/cal-boat.htm.

Sept. 4 — The unofficial end of the season: Labor Day.

Sept. 2-4 — Fantasia 35 Raft Up at Clipper Cove. Contact David Moore at (510) 468-9839 for more info.

Sept. 8-10 — 30th Annual Wooden Boat Festival in Port Townsend, WA. "The Woodstock for wooden boat lovers." Info, www.woodenboat.org.

Sept. 9 — Encinal YC's Nautical Flea Market, 6 a.m. - 1 p.m. Food and drinks available. Info, (510) 522-3272.

Sept. 9-10 — Cal Rendezvous at Encinal YC. Regatta, swap meet, and jazz party. Info, cruisecaptain@encinal.org.

Sept. 9-17 — Northern California Fall Boat Show at Jack London Square in Oakland. Info, www.ncma.com.

Sept. 12, 13, 19, 20 — Boat Smart Class, Marin Power & Sail Squadron in Novato, 7-9 p.m. Info, (415) 883-6777.

Sept. 13-17 — Lake Union Boats Afloat Show in Seattle, including Sailfest NW. Info, www.boatsafloatshow.com.

Sept. 16 — Nautical Swap Meet at Ballena Isle Marina in Alameda, 8 a.m. - Noon. Info, (510) 523-5528.

Sept. 19 — International Talk Like a Pirate Day. Learn the five basic words (*Ahoy! Avast! Aye! Aye aye! Arrrr!*) and more at www.talklikeapirate.com.

Sept. 22 — Autumnal equinox, aka: the first day of fall.

Sept. 23 — California's Free Fishing Day!

Sept. 30 — 10th Annual PICYA Wheelchair Regatta, a powerboat cruise for disabled U.S. veterans followed by a picnic at Encinal YC. Info, www.picya.org.

Oct. 4 — *Latitude 38* Mexico Only Crew List and Baja Ha-Ha Party at Encinal YC, 6-9 p.m. Check out *Sightings* or www.latitude38.com for more info.

Racing

Jul. 29-30 — YRA-HDA/ODCA Second Half Opener, EYC. Info, www.yra.org or (415) 771-9500.

Jul. 29-30 — YRA-OYRA Crewed Lightship II, RYC. Info, www.yra.org or (415) 771-9500.

Jul. 29-30 — Monterey & Back. The name says it all. SCYC, www.scyc.org or (831) 425-0690.

Jul. 29-30 — Vanguard 15 Bay Championships. Info, www.vanguard15.org.

Aug. 4-5 — 34th Annual King Harbor to Santa Barbara Race, SBYC. Info, www.sbyc.org.

Aug. 4-6 — Aldo Alessio Perpetual Trophy Regatta for IRC, J/120s, J/105s and any other big boat one design class that fields six boats. StFYC, www.stfyc.com or (415) 563-6363.

Aug. 5 — YRA-ODCA on the Olympic Circle, BYC. Info, www.yra.org or (415) 771-9500.

Aug. 5 — Single- and doublehanded Half Moon Bay Race, from SF to HMB. SSS, www.sfbaysss.org.

Aug. 5-6 — Melges Summer Open. SCYC, www.scyc.org.

Aug. 5-6 — Wabbit Nationals. RYC, www.richmondyc.org.

Aug. 5-6 — A CAT Regatta. SCYC, www.scyc.org.

Aug. 6 — YRA-WBRA Races. Info, www.yra.org.

Aug. 7-11 — Hobie Tiger and Hobie 17 North Americans. StFYC, www.stfyc.com or (415) 563-6363.

Aug. 12 — Gracie & George Regatta, a coed doublehander featuring 'Gracie' on the helm. Break out the Captain's hat, ladies. EYC, www.encinal.org or (510) 522-3272.



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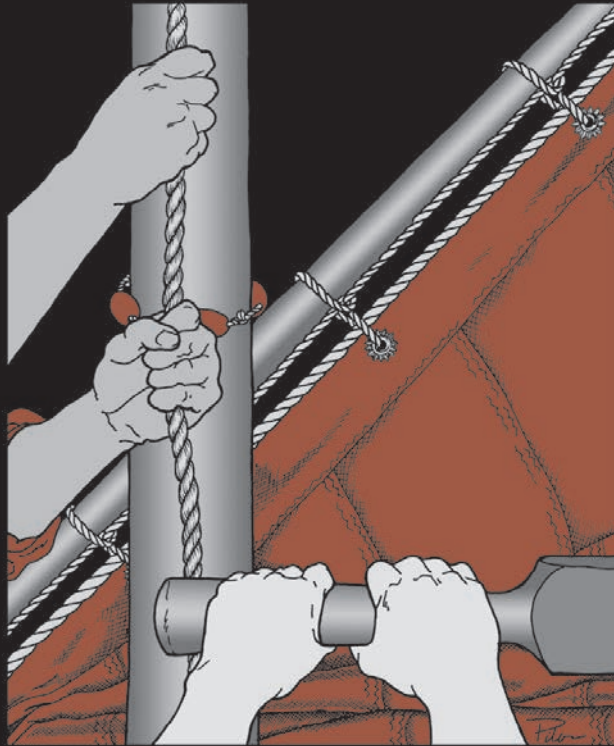
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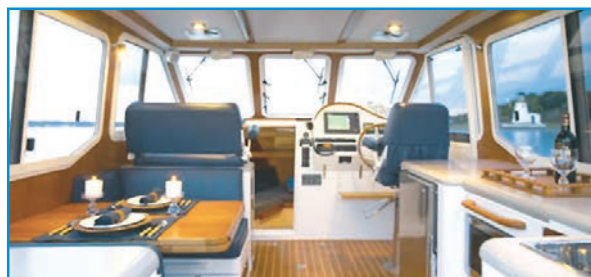


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CALENDAR

Aug. 12 — YRA-OYRA Half Moon Bay Race, HMBYC. Info, www.yra.org or (415) 771-9500.

Aug. 12 — YRA-WBRA Races, SYC. Info, www.yra.org.

Aug. 12-13 — Summer Keel Act I for Melges 24s, Etchells, Express 27s and J/24s. SFYC, www.sfyf.org.

Aug. 12-14 — Laser Masters National Championship. Ages 35 and up. RYC, www.richmondyc.org or (408) 525-6396.

Aug. 13 — YRA-HDA #5, CYC. Info, www.yra.org.

Aug. 13 — 15th Annual Day on the Monterey Bay Regatta to benefit Big Brothers Big Sisters. SCYC, www.scyc.org.

Aug. 15-19 — 505 NAs. StFYC, www.stfyf.com.

Aug. 18-20 — Santa Cruz 27 National Championship Regatta. SCYC, www.scyc.org or (831) 425-0690.

Aug. 18-20 — Moore 24 Weekend at the Gorge, on the spectacular Columbia River Gorge. Info, www.moore24.org.

Aug. 19 — PICYA Youth/CHISPA Regatta, hosted by TIYC. Info, www.picya.org.

Aug. 19 — YRA-ODCA, BVBC. Info, www.yra.org.

Aug. 19 — YRA-OYRA Southern Cross, IYC. Info, www.yra.org or (415) 771-9500.

Aug. 19-20 — Summer Keel Act II for J/120s, Express 37s, 1D-35s, Sydney 38s and J/105s. SFYC, www.sfyf.org.

Aug. 19-20 — Pinecrest Regatta, aka the 'El Toro Worlds'. Info, www.eltoroyra.org or (707) 526-6621.

Aug. 22-26 — 18-ft Skiff International Regatta. StFYC, www.stfyf.com or (415) 563-6363.

Aug. 25 — Ronstan Bridge to Bridge, a mad dash from the Golden Gate Bridge to the Bay Bridge for 18s, boards, and kites. StFYC, www.stfyf.com or (415) 563-6363.

Aug. 26 — 27th Annual Franks Tract Regatta, deep in the Delta. Andreas Cove YC, www.acyc-log.org.

Aug. 26 — YRA-HDA #6 Knox/Bonita, Regatta Pro. Info, www.yra.org or (415) 771-9500.

Aug. 26 — YRA-WBRA Races, Regatta Pro. www.yra.org.

Aug. 26-27 — Opti West Coast Championship, TYC. Info, www.tyc.org or (415) 771-9500.



The big boys (and girls) come out to play on the Bay in the Rolex Big Boat Series, September 14-17.

Aug. 27 — Fall SCORE #1. SCYC, www.scyc.org.

Sept. 1-2 — Windjammers Race, SCYC. Pop the chute and head for Santa Cruz! Info, www.yra.org.

Sept. 2 — 18th Annual Jazz Cup, a 26-mile romp from T.I. to Benicia YC. SBYC, www.southbeachyc.org.

Sept. 2-3 — Labor Day Invitational for Melges 24s and J/24s. SFYC, www.sfyf.org or (415) 789-5647.

Sept. 2-4 — 1D-35 Nationals. CYC, www.cyc.org.

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FARR 395, 2002, Chance

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CALENDAR

Sept. 9 — The Leukemia Cup Regatta, PHRF and one design racing to benefit the Leukemia and Lymphoma Society. Hosted by SFYC. Info, www.leukemicup.org/SF.

Sept. 9 — YRA-HDA #7 Islands Tour, CYC. For more info, www.yra.org or (415) 771-9500.

Sept. 9 — WBRA Races. BYC, www.berkeleyyc.org.

Sept. 9 — SSS East Bay Estuary Race, another short-handed race. Info, www.sfbaysss.org or (415) 302-0101.

Sept. 9-10 — YRA-ODCA Weekend Closer, CYC. For info, www.yra.org or (415) 771-9500.

Sept. 9-10 — Star PCCs. SFYC, www.sfy.org.

Sept. 9-10 — West Marine Fun Regatta for junior sailors. SCYC, www.scyc.org or (831) 425-0690.

Sept. 14-17 — 42nd Rolex Big Boat Series, always the highlight of the local sailing season. StFYC, www.stfy.org.

Sept. 15-17 — Flying Dutchman North Americans. BVBC, www.bvbc.org.

Sept. 16-17 — Governor's Cup. FLYC, www.flyc.org.

Sept. 22-24 — Catalina 34 National Championship Regatta, GGYC. Race and Cruiser divisions. Info, (650) 341-9209.

Sept. 23-24 — Star Pre-Worlds. SFYC, www.sfy.org.

Sept. 23-24 — Veeder Cup. SCYC, www.scyc.org.

Sept. 25-Oct. 3 — Star Worlds. StFYC, www.stfy.org.

Sept. 30 — Banshee PCCs. FLYC, www.flyc.org.

Sept. 30 — YRA-OYRA Full Crew Farallones, BVBC. Info, www.yra.org or (415) 771-9500.

Sept. 30-Oct. 1 — Fall Classic for WBRA Fleets. SFYC, www.sfy.org or (415) 789-5647.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 7/28, 8/11, 8/25, 9/8, 9/22, 10/13, 10/27. Ward Fulcher, (510) 385-4285.

BAY VIEW BC — Monday Night Madness Fall Series: 8/7, 8/21, 9/4, 9/18, 9/25. John, (415) 664-0490.

BENICIA YC — Every Thursday night through 9/28. Joe Marra, (707) 746-6600.

BERKELEY YC — Every Friday night through 9/29. Paul Kamen, (510) 540-7968.

CAL SC — Year-round Sunday morning Lido 14 races, intralub only. Ed Corbett, racing_chair@cal-sailing.com.

CORINTHIAN YC — Every Friday night through 9/1. David Johnson, (415) 435-4771.

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

ENCINAL YC — Summer Twilight Series, Friday nights: 8/4, 8/18, 9/8, 9/22. Charles Hodgkins, (510) 504-4076.

FOLSOM LAKE YC — Every Wednesday night through September. Steve Galeria, galeria@sbcglobal.net.

FREMONT SC — Sundays at 11:00: 8/6, 8/13, 8/27, 9/17. Jim, (650) 856-1122.

GOLDEN GATE YC — Friday nights: 8/4, 8/18, 9/1. Gary Salvo, (916) 363-4566.

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

ISLAND YC — Friday nights: 7/28, 8/11, 8/25, 9/15, 9/29. Joanne McFee, (510) 521-7442.

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

LAKE YOSEMITE SA — Thursday nights through early September. Jim, (209) 383-6149 or ozonejim@aol.com.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through September. Ronald Baxter, (831) 626-9169 or Ron.Baxter@tfdg.com.

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CALENDAR

OAKLAND YC — Sweet 16 Midweek Series, Wednesday nights through 9/13. Ted or Diane Keech, (510) 769-1414.

RICHMOND YC — Wednesday nights: 8/2, 8/16, 9/6, 9/20. Eric Arens, (510) 841-6022.

ST. FRANCIS YC — Folkboat Wednesday Nights 8/2 to 8/30. John Craig, (415) 563-6363.

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

SAUSALITO YC — Tuesday nights. Summer Sunset Series: 8/1, 8/15, 8/29, 9/12. J. Rigler, (415) 332-6367.

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

SIERRA POINT YC — Beercan Saturdays: 8/5, 9/9, 10/7. Beercan Tuesdays, every Tuesday night through 8/29. Larry Walters, (650) 579-3641.

SOUTH BEACH YC — Friday Night Series: 7/28, 8/4, 8/18, 8/25. Nancy, (415) 409-1071.

STOCKTON SC — Every Wednesday night through 8/30. Jim Hachman, (209) 474-6659.

TAHOE YC — Summer Series, every Wednesday night through 8/30. Laser Summer Series, every Monday night through 8/28. Valerie Melucci, (530) 581-4700 x102.

TIBURON YC — Friday nights: 7/28, 8/11, 8/18, 8/25, 9/15. Ian Matthew, (415) 883-6339.

VALLEJO YC — Every Wednesday night through 9/27. Jerry Halterman, (925) 788-8283.

VANGUARD 15 FLEET — Vanguard 15 team racing every Tuesday night through 9/12, and Laser and Vanguard 15 fleet racing every Thursday through 9/7. Catherine King, (916) 752-5802.

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

August Weekend Currents

date/day	slack	max	slack	max
8/05Sat	1201	0109/3.8E	0530	0841/2.7F
	2233	1352/1.9E	1656	1951/1.9F
8/06Sun	1252	0207/4.3E	0619	0931/3.3F
	2328	1452/1.5E	1753	2046/2.3F
8/12Sat	1029	0054/3.7F	0353	0655/4.8E
	2255	1328/4.1F	1638	1925/4.2E
8/13Sun	1110	0149/3.5F	0453	0744/4.0E
	2356	1409/3.6F	1715	2013/4.3E
8/19Sat	1208	0132/4.0E	0537	0856/3.3F
	2253	1502/1.4E	1726	2021/2.1F
8/20Sun	1254	0237/4.2E	0629	0945/3.5F
	2348	1548/1.7E	1819	2114/2.3F
8/26Sat	0955	0024/2.9F	0322	0617/3.8E
	2211	1249/3.1F	1556	1840/3.3E
8/27Sun	1021	0102/2.8F	0404	0654/3.4E
	2251	1318/2.8F	1621	1917/3.4E



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LETTERS

↑↓A FATHER REFLECTS ON AN UNSPEAKABLE SAILING TRAGEDY

My 18-year-old son Andy Brinkley, who had sailed most of his life, was swept overboard and lost in very rough conditions at 7:45 a.m. on June 6 about 30 miles west of Pt. Reyes.

A short time before the tragedy, I'd bought the Cal 29 *Fat Chance* in the Bay Area, and was taking her north to her new homeport in Portland, Oregon. The crew consisted of my longtime sailing buddy Paddy Tillett, my son Andy, Paddy's son Marcus, and my son's friend Max Hamlin. All the boys were 18 and had just graduated from high school earlier in the week. The sailing trip north was their graduation present.

Andy, who had been on watch, came below to use the head. When he was about to go on deck again, I suggested that he use my offshore foul weather jacket. One of his buddies had suffered a touch of seasickness, so my son's last words to me were, "Does it smell like vomit?" It didn't, so he put it on.

Ten seconds after Andy went back into the cockpit, but before he had time to clip on, a 20-ft wall of green water hit the boat. Much of the water cascaded down the companionway. The next thing I heard was, "Man overboard!"

I ran topside to find that Paddy had been swept off the boat. I saw a hand clinging to the starboard side of the boat, and looked over the side to see my buddy Paddy. His face was bloodied, and he was struggling to maintain a one-handed grip on the boat. He later told me that the D-ring on his life-line had failed, and he was just about to lose his grip when I pulled him back aboard.

As I was helping Paddy get back on the boat, I realized that my son had also been washed over. I yelled for the other two boys to come on deck, then spotted my son 10 boat-lengths astern. I turned the boat around, then let her drift down to him until he was just three feet from my outstretched hands. I will never forget the look on my son's face. He was unconscious and his eyes were rolled back. Unfortunately, I hadn't thought ahead, and had nothing ready with which to try and reach him. My foul weather coat was keeping Andy's upper body well out of the water but, God help me, I couldn't jump in and grab him. The boat's engine wasn't working, so I couldn't use it to try to get any closer.

Passing the tiller to one of Andy's friends, I told the other boy not to take his eyes off my son, and scrambled below to get a boat hook and some line. But when I got back to the cockpit seconds later, my son had disappeared, having been swept away from the boat by a big wave. I would never see him alive again.

We set off the EPIRB and threw in the man overboard pole. We also tried to contact the Coast Guard, but had problems with the radio.

About an hour later we could hear Andy blowing on his safety whistle, but we were never able to find him.

The Coast Guard responded with a C-130, an 87-ft cutter, two 47-ft patrol boats, and two helicopters. They spotted our boat about 9 a.m., but didn't locate and recover Andy's body for another 3.5 hours. By that time he was three miles northwest of our boat.

I lost my boy. He was good swimmer and I'm convinced he passed away from hypothermia rather than drowning.

I'm writing about this tragic experience to remind all sailors to be careful. A freak wave hit *Fat Chance* and washed two of our crew over. It wasn't as though we were unprepared. We had three experienced sailors aboard, three radios, two GPS units, and tons of safety gear. We thought we were ready, but we were wrong. I'm urging everyone to please review their man overboard procedures — especially the procedures for cases



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LETTERS

where the victim is unconscious. Things might have turned out differently had Andy been conscious.

God help me, my life will never be the same without my son. As I write this, it's been 26 days since I lost Andy. It's the longest time I've ever been without my little buddy. I'm a very distraught father and a much sadder sailor.

Ken Brinkley
Portland, Oregon

Ken — On behalf of all our readers, thank you for taking the time during your grief to share your experience. Hopefully it will save the lives of others. We can't imagine the torment you're experiencing, and hope that someday you'll be able to find some peace.

↑↓ WE LOVED SAILING IN THE MASTER MARINERS

I wanted to express how much I enjoyed *Latitude 38* sponsoring my 71-ft schooner *Dauntless* in the 2006 Master Mariners Race. We love sailing on San Francisco Bay!

Even though the weather was a little bizarre behind Angel Island this year, we still really enjoyed the event. For other than

that little bit, we had great weather. We particularly enjoyed dicing across The Slot in 25 knots of wind alongside the schooner *Volunteer*. And I want to congratulate Paul and Chris Kaplan and their 55-ft schooner



'Dauntless', having come from San Diego, has a slight lead over 'Volunteer' in the windward leg.

Santana — they smoked us! Although we were humbled, we'll be back again.

We enjoyed having *Latitude's* Christine Weaver along on our boat, and thank her for the terrific action photo she took for the opening Master Mariners spread. Wow!

As usual, we'll be out to see the Ha-Ha off when they start from our homeport of San Diego in late October.

Paul Plotts
Schooner *Dauntless*
San Diego

Paul — Thanks for the kind words, but it's we who should be thanking you for again making the long trip up the coast from San Diego to grace the waters of San Francisco Bay with your lovely schooner.

↑↓ WE LEFT SOMETHING BESIDES OUR HEART OFF MCNEAR'S BEACH

Just a heads up about an underwater gremlin at McNear's Beach. My wife and I sailed there on July 2 to join up with other Oakland YC members on a club cruise. We anchored in 11 feet of water with a 22-lb Bruce anchor with 15 feet of chain and 55 feet of 3/4-inch rode.

Our fin-keeled Hunter 34 always runs amok at anchor there, so I slid a sentinel weight eight feet down from the bow to prevent getting the keel wrapped when the tide ebbed and the wind pushed the boat past the anchor. This worked very



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LETTERS

well, even with the anchor behind us for the entire duration of the ebb.

I marked the anchor with a float attached separately to the hole in the top of the anchor. Relative bearings to shore for the next two days showed no movement, and the anchor rode did not foul the keel or rudder when the tides changed.

However, we were awakened at 6 a.m. on the Fourth of July by a loud knocking on our hull. "You're dragging like mad," announced the kind skipper from the Island Packet *Mama Bird*. He also informed us we'd been all over the anchorage.

I pulled up the anchor rode, and found that it had been completely chafed through 22 feet from the bow. That meant there was 33 feet of line and the chain still on the bottom. My sentinel was still attached to the boat by a 1/4 inch line. It's a small grapnel-type anchor on a carabineer with four folding flukes — all of which were deployed and covered with mud. So we passed through at least eight feet of shallow water sometime that night.

We motored back to our original anchor spot — 38.0°03'15"N, 122.27°24'W — and there was no float to be found! We can't figure out where it went, as the float labeled with our boat name, *Alchemie*, and OYC was separately attached directly to the anchor. Did someone pick it up between daybreak and 6 a.m. while we were drifting around the anchorage? Or could the rode have crossed over and held it below the surface before it parted? I'd last seen the float at 10 p.m. the night before. It's very strange. There was no bottom paint on the rode at the break point, which leads me to conclude we snagged something big and sharp on the bottom.

I'm glad we didn't damage anyone's property while we were drifting freely for however long, and I'm very grateful to the skipper of *Mama Bird* for alerting us to our situation. But stay away from the above listed location unless you have all chain rode. And if my anchor float turns up, I'd be happy to offer a nice dinner at the yacht club for its return.

Allan & Debbie Hadad
Alchemie, Hunter 34
Oakland YC

Allan and Debbie — We have no theories to solve your mystery of the deep, but can tell you that we've always thought *McNear's Beach* — thanks to some often-strong winds and powerful reversing currents — is one of the least secure anchorages on the Bay. Many years ago, we moored our *Freya 39* to a mooring buoy at *McNears Beach*. Our boat was still attached to the mooring buoy when we woke up the next morning, but we were under the *San Rafael Bridge*.

↑↓ WHEN IS THE SEASON?

My sister and I — we're 21 and 25 respectively — are giving serious consideration to posting on the *Latitude 38* Crew List. When is the season to sail to Mexico, and what are the other seasons? Also, when do the new postings come out?

Kelley Walker
Planet Earth

Kelley — The Mexico season pretty much starts off with the *Ha-Ha* on October 30. If we do say so ourselves, the *Ha-Ha* would be a good event to begin with because you'll have no problem making a hundred new sailing friends at the Halloween costume kickoff party and at the R&R stops at Turtle Bay and Bahia Santa Maria. This means by the time you reach Cabo, you'll no doubt have any number of options should you wish to continue on. And when it comes to gals your age, who probably attract more attention than you'd like from guys

Michael Carroll's *New Wave* won the Melges 32 class at 2006 Key West Race Week with 1, 1, 2, 1, 3, 1, 2 finishes. *New Wave* carried a North Gradient V-Series spinnakers and North 3Dr upwind sails.
J.H. Peterson photo.

FAST

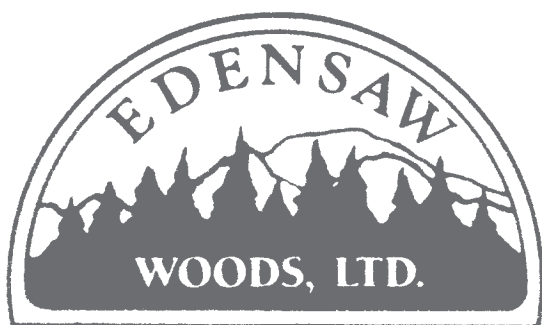
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LETTERS

sometimes, the Ha-Ha is great because you'll have about 300 'big brothers' in the fleet to make sure nobody annoys you.

In this and next month's issues, you'll find forms for the Mexico Only Crew List, the results of which are published in the October issue. There will also be a Mexico-Only Crew List Party at the Encinal YC in Alameda on October 4. The party is a great opportunity to meet potential skippers face to face.

If you're interested in sailing to Central America and Panama, the 'season' really begins in early February after SailFest in Zihua. However, there won't be as many choices or opportunities as in the Ha-Ha.

If you're looking to do the Puddle Jump from Mexico to the Marquesas and South Pacific, you'll want to be around Puerto Vallarta and Marina Paradise during the last week of February for the Latitude / Marina Paradise Village Puddle Jump Kickoff Party.

If you want to go deep into the South Pacific, you'll want to be in Papeete around the July 14 Bastille Day celebrations. A lot of the Ha-Ha and Puddle Jump boats will be changing crew there around that time for the passages through the South Pacific to New Zealand.

Looking to fool around in the Caribbean a little and then sail across the Atlantic to the Med? The one and only place to be is Antigua during the month of April for the Classic Sailing Regatta and Antigua Sailing Week. As soon as Sailing Week is over, lots of big boats immediately head across to the Med.

In addition, if you're looking to work on a big boat in the Med or in the Caribbean, Antigua in April is the place you want to be. You make your bones crossing the Atlantic to Palma and/or Antibes, during which time you bond with scores of others in the game. If you can't land a job on a boat in Antigua at that time, you're either not trying or don't have what it takes.



Looking to get a job on a boat? Antibes is one of the better places.

If you want to come back across the Atlantic to the Caribbean, the only place to be is Las Palmas in the Canary Islands in early November. This is the staging ground for the start of the Atlantic Rally for Cruisers to St. Lucia in the Eastern Caribbean, and is about the only rally in the world that is larger than the Ha-Ha.

Naturally, you can try to hitch rides on boats to almost anywhere at any time of year, but trust us, your odds and choices will be many times greater at the places we've mentioned above.

Good luck!

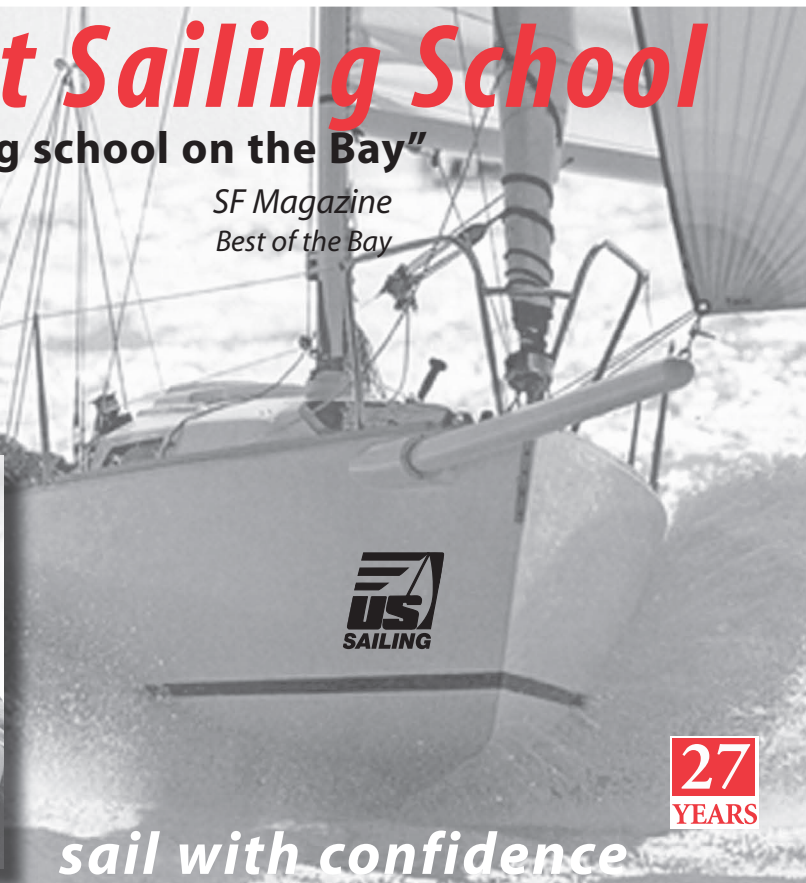
↑↓ **THE SAME PLACES AND THE SAME SUNSETS**

I'm firmly in the 'go small, go now' camp of cruisers. I'm now 50, but my wife and I began cruising more than 20 years

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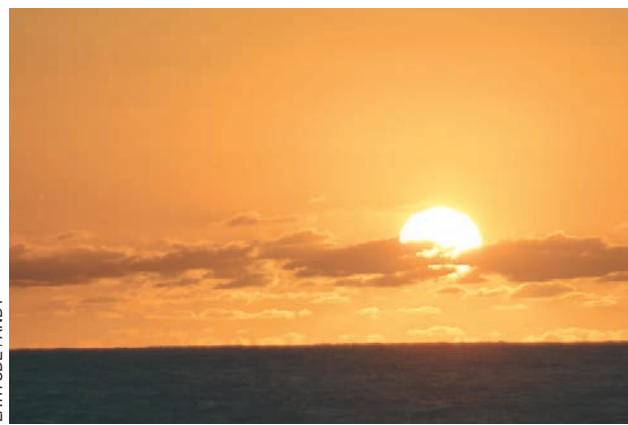
LETTERS

ago when we were relatively young.

Why go before you get too old? We now receive emails monthly from our friends and contemporaries with news of cancers, heart problems, and death. We went home for Christmas, and soon received news of a good friend who died shortly after a holiday get together. My wife has had multiple brain surgeries. It happens.

But if I die tomorrow — which will happen to someone — I will die happy for the things that I did, not the things I planned on doing but didn't get around to.

We never had a lot of money. So we took off on boats that



The view of a sunset is just as good from a \$10,000 boat as it is from a \$10 million boat.

we could afford — which meant starting out with a 30-footer that cost \$10K. We worked along the way, or we worked hard for a few years then went back out again.

We're currently cruising with our two children aboard our Finnsailer 38, working when we can and when we need to — and we're loving it. We're currently in Panama at the beginning of what we expect will be a circumnavigation. It's true that we don't have the ideal boat, and we don't have all the latest stuff, but we go to the same places and enjoy the same sunsets as those who do. We say don't wait, because tomorrow may be too late.

John J. Kettlewell

Minke, Finnsailer 38

Westport, MA / Colon, Panama

↑↓BANKRUPTCY OF PURSE OR LIFE?

There has been a lot of advice and comments in *Latitude* recently about when or at what age people should go cruising. Some say go while young, some say go while old, but one very important point has been carefully avoided in most comments. That point is that people should go cruising when they can afford it.

I have worked for 65 years, and cruised for 43. But I don't think what age you go cruising is of great importance. You have more muscle when you are young, but less wisdom and money. Those things usually reverse themselves when you get older. I enjoy both cruising and working, and am always excited when making the change back and forth.

But far too many times I've seen the damage done to both the cruising and boating communities when inevitable expenses are incurred during extended cruises. Those expenses must be paid, and if the cruiser cannot afford it, other boaters or locals must pick up the tab.

This puts the under-funded cruisers who started out by

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LETTERS

thinking he/she could ignore surprise expenses in the same category as Joe Dimaggio when he supposedly gave up smoking. The Yankee great was notorious for being parsimonious, so his friends said, "Joe didn't give up smoking, he just gave up buying cigarettes."

Here are examples of cruisers who have shortchanged others and therefore the cruising community. One circumnavigating couple told other cruisers they stretched their budget by taking all the toilet paper and paper towels they could from the bathrooms at marinas and yacht clubs. Another couple described how they would sneak into marinas late in the day and just dock in a vacant slip hoping the tenant would not return that evening. Then they would leave early the next morning, in effect stealing a night's slip fee from the marina. That rankled me because I had been paying rent in one marina they mentioned for many years.

Another young man who had grown up cruising on the cheap wrote a magazine article advising other young cruisers to save money by doing things like quickly making friends with someone who had a washing machine so they could do their laundry for free. Another couple sat on our boat and bragged about how many oranges and other stuff they had been able to get from a native on the island of Ua Pou in exchange for a couple of worn out T-shirts.

The ages of these people ranged from very young to well into middle age, so age was not the principle factor — but rather cruisers who couldn't afford to be cruising.

While in Whangarei, New Zealand, we experienced first hand the damage such behavior does to the cruising community. Having come to Whangarei to have some extensive woodwork done on our Cheoy Lee Offshore 50 *Orient Star*, we made inquiries at a real estate office about renting a house for several months. The woman in the office was polite, but told us that the local community had been stiffed by cruisers so many times that she doubted she would be able to find anyone willing to rent to us. After meeting us and seeing our boat, she was able to find a place for us, but I've often wondered how many cruisers weren't so lucky, and suffered because of the bad behavior of cruisers who had come before them.

This happened nearly 20 years ago, but I'm sure it's even worse now.

Similar things happen close to home, too. We arrived in San Diego before the start of the 2000 Ha-Ha, and there were no places to dock. But the Marlin Club, next to the fuel dock on Shelter Island, had some docks. Because it's a non-profit club, they aren't allowed to charge rent for slips. But they graciously advised Ha-Ha entries that they could use the slips. Although they couldn't charge for the use of the slips, they could accept contributions from those who used the slips.

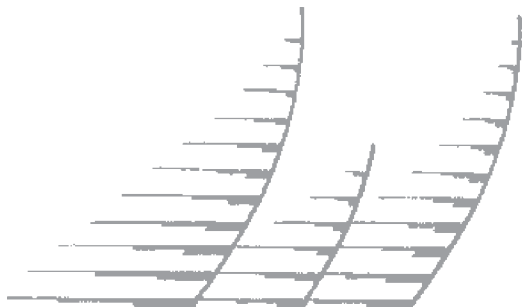
It was very easy to discover that the going price for slips in San Diego at the time was about \$50/night. So a number of boatowners, including myself, gladly made donations of about that amount. But several other boatowners used slips without giving anything — or maybe just a token donation.

The members of the Marlin Club weren't very happy about this, so when we returned in the spring, they were no longer allowing sailboats to use their docks. However, the person in charge of the docks remembered us as one of the boats that had paid what would have been a typical slip fee, and by special permission allowed us to berth there again. But the damage by those sailors who either couldn't or wouldn't pay had already been done.

So in my mind, the most important factor in deciding when you can go cruising is not how old you are or how big your boat is, but whether or not you can afford it. Everyone has to

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LETTERS

be ready for all the basic expenses — as well as those caused by things like losing a mast or having a hospital bill.

And there is no hurry to go cruising, for although the harbors will probably get more crowded with time, the open ocean will always be there.

So as I said before, the best time to go cruising is when you can afford it.

Ernie Copp

Orient Star, Cheoy Lee Offshore 50
Long Beach

Ernie — This is one time that we're going to have to disagree with you, as it's been our experience that those people with a lot of discretionary funds are just as likely to be tightfisted and dishonorable as are those who get by on small budgets. Indeed, there's a world of completely self-sufficient and honorable folks out there cruising on minute-to-modest budgets.

Of course, there are exceptions. Who can forget the author of a French cruising book who advocated stealing dinghies when leaving ports as a way to finance the cruising life?

And certainly you must realize that your 'cruise when you can afford it' philosophy flies directly in the face of Sterling Hayden, who cleverly insisted that the very best time to take to sea is precisely when you can least afford to:

"To be truly challenging, a voyage, like a life, must rest on a firm foundation of financial unrest. Otherwise, you are doomed



Captain Mandrake (left, Peter Sellers) confers with Brigadier General Jack D. Ripper (right, Sterling Hayden) in 1964's brilliant film 'Dr. Strangelove'.

to a routine traverse, the kind known to yachtsmen who play with their boats at sea . . . 'cruising' it is called. Voyaging belongs to seamen, and to the wanderers of the world who cannot, or will not, fit in.

If you are contemplating a voyage and you have the means, abandon the venture until your fortunes change. Only then will you know what the sea is all about.

"I've always wanted to sail to the South Seas, but I can't afford it.' What these men can't afford is not to go. They are enmeshed in the cancerous discipline of 'security'. And in the worship of security we fling our lives beneath the wheels of routine - and before we know it our lives are gone.

"What does a man need - really need? A few pounds of food each day, heat and shelter, six feet to lie down in — and some form of working activity that will yield a sense of accomplishment. That's all — in the material sense — and we know it. But we are brainwashed by our economic system until we end up in a tomb beneath a pyramid of time payments, mortgages, preposterous gadgetry, playthings that divert our attention for the sheer idiocy of the charade.

"The years thunder by, The dreams of youth grow dim where they lie caked in dust on the shelves of patience. Before we know it, the tomb is sealed.

"Where, then, lies the answer? In choice. Which shall it be: bankruptcy of purse or bankruptcy of life?"

For younger sailors who may not be familiar with Sterling Hayden, he was a successful Hollywood actor who abandoned



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MARIAH'S EYES PHOTOGRAPHY

LETTERS

the business at the height of his career, walked out on a shattered marriage, and defied the courts by setting sail for the South Pacific with his four children and Spike Africa aboard the 98-ft schooner Wanderer. Broke and an outlaw when he sailed to the South Seas, he spent his last years in Sausalito where he died at age 70 in 1986. He was the author of the much-acclaimed autobiography Wanderer.

↑↓THE WHOLE STORY ON SANTA BARBARA CRUDE

I recently read about how the U.S. House of Representatives approved an Offshore Drilling bill. As I did, I kept thinking of our sail around Pt. Conception aboard *Daydreams*, along with our buddyboat *Tiki Iti*, on our way to the '05 Ha-Ha. The sun rose on the Santa Barbara Channel, and we decided to get our lines wet and do some fishing. After a couple of hours with no luck, I reeled in our line to see if we had picked up some kelp or something. We could smell oil, and we could see it on the surface of the water every so often.

When the leader surfaced I could see raw crude oil caked on the line. I thought I might clean it off with my fingernail, but it was hard and very sticky, and increased the diameter of our fishing line to about 1/8-inch.

This sticky crude brought back another memory from 35 years ago when I visited the Southern California beaches shortly after another oil spill that left the beaches covered with the sticky goo. I remember it pretty well, as I got it on my new shoes and couldn't get it off. You could only imagine what it would be like to get it in your hair, fur, feathers or skin.

All these repressed memories remind me of when I felt our country was moving forward with environmental concern and protection. Now I am reminded of Arnold's backwards commercials and the administration's willingness to ruin the world — all for the price of some crude. I'll continue to do my part by razzing the powerboaters at the pump about how little fuel I'm burning, and try to keep our little part of reality really moving forward.

During our year of cruising, we covered almost 3,000 miles and only burned 300 gallons of diesel and 12 gallons of propane.

My family thanks you for a great Ha-Ha, and we hope to see you down Mexico way this next season!

Joe, Melinda, Joseph & Jacquelyn Day
Daydreams, Pearson 385+
Nevada City

Folks — Things aren't always how they appear, and the Santa Barbara Channel throws a lot of visiting environmentalists for a loop. They all remember the 1969 rig blowout at Platform A that allowed three million barrels of oil to escape and create a very large oil slick. When they visit the Channel today and see and smell oil and tar, they seem to get the idea that the spill has continued for the last 36 years, and that for some inexplicable reason, nobody is doing anything about it.

This is a complete misunderstanding of what's going on. While attending UCSB before the spill of '69, we did a lot of surfing in the Santa Barbara Channel, and every surfer and beachgoer knew damn well about the infinite number of blobs of tar and oil that bubbled to the surface from the thousands of cracks in the surface of the earth in and around the channel. If you surfed Isla Vista or Ellwood, for example, you knew you were going to get tarred, and there was no telling where you were going to get it. The worst was if you somehow managed to get a blob of gooey tar on your pubic hairs and happened to have a date with one of the stimulating Gaucho coeds that night. You either had to chop all your pubic hair off — a pretty



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LETTERS

weird thing to do in the early '60s — or you were going to be in for some major pubic discomfort when things hopefully got a little physical later in the evening.

The U.S. Department of Energy explains the current situation as thus: "The Santa Barbara Channel has huge, natural



WEB PIERCE

Curiously beautiful, the crudely colored waters of the Santa Barbara Channel are courtesy of Ma Nature.

seeps where gas bubbles to the surface and oil oozes into the ocean from cracks in the sea-floor — causing an oily sheen on the water and, to the dismay of beachgoers, collecting onshore

as globs of tar. These seeps have been known for millennia. Archeological evidence shows that Native Americans used the tar to waterproof woven water bottles and plank boats, and to cement fractures in broken bowls and vessels."

But here's where it gets kind of interesting. "In the 1980s, two 350-ton, 50-foot high steel pyramids called 'seep tents' were positioned on the ocean floor to capture gas and oil from the seeps in South Ellwood field. Collecting the gas and oil has eliminated the oily sheen on the ocean, reduced pollution of the sea water, made the Santa Barbara Channel healthier for marine mammals, and eliminated new tar on the beaches."

↑↓SO HOW DID THEY DO IT?

Initially, these two tents eliminated 25% of all hydrocarbon pollution in Santa Barbara County. While the figure is no longer that high, and Venoco has taken over maintaining the two tents, they still eliminate the equivalent of hydrocarbons from 35,000 cars in Santa Barbara County. So this is actually a case in which an 'oil company' is preventing rather than creating hydrocarbon pollution.

You often write about how difficult it is for boats to sail from Panama to the Eastern Caribbean. If that's true, how did the Spanish galleons get the Inca gold from Cartagena, Colombia to Spain? After all, the city was founded 470 years ago for just that purpose.

P.S. I'm currently cruising Hurley Burley, a Hurley 20, from Baltimore to Canada.

Sally Adamson Taylor
Auggie, Santana 22
South Beach Harbor, San Francisco

Sally — Good question. Because galleons didn't have canting keels and therefore weren't particularly weatherly, they had to utilize courses that allowed them to sail off the wind and with the current as much as possible. Here's how they did it:

The Tierra Firme flotilla, comprised of ships bound for the Spanish Main, usually left Seville in August, and its main purpose was to go to Nombre de Dios, in what's now Panama, to collect treasure from the Peruvian mines. All the way across the Atlantic and the Caribbean was downwind. The vessels in this fleet would continue on and/or rejoin the other members of the flotilla at Cartagena, where they stayed until January of the following year. Although you're going west to east when you sail from Nombre de Dios to Cartagena, it's not particularly difficult, as you can dip down into the bay to often escape the

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LETTERS

worst of the wind, and there's a rather strong countercurrent that flows east down there.

After January, the Tierra Firme flotilla would sail northwest in the easterly trades — meaning a reach to a broad reach — to round the western tip of Cuba, and then on to Havana. For those not familiar with the geography of the Caribbean, Havana is even further west of the Eastern Caribbean than is Cartagena. And it's downwind and down current of it, too.

It didn't hurt that once in the Western Caribbean, the Tierra Firme flotilla started to ride the escalator that is the Gulfstream, which carries warm water all the way from the northwest-

ern Caribbean across the Atlantic to Europe. While in Havana, the Tierra Firme flotilla was joined by the New Spain flotilla, which had left Spain the previous April to collect treasure in the Greater Antilles, Honduras, and Mexico at Vera Cruz. The combined Spanish fleets would then attempt to



WEB PIERCE

Sailing in circles in order to get following winds is the only way galleons could make it to and from the Caribbean.

sail back to Spain. With any luck, they'd have favorable current and following winds almost the entire way.

So the galleons basically sailed a circular route that allowed them to be off the wind and with the current almost all the time. It's true that in Columbus' first voyage, he landed in the Bahamas, then Cuba, and managed to work his way east to Hispanola (modern Haiti and the Dominican Republic). But even that's a long way downwind and downcurrent from the Eastern Caribbean. It didn't take mariners long to realize how to 'go with the flow' in both the Atlantic and Caribbean.

As we've mentioned before, it's not uncommon for cruisers to use this same strategy to get from Panama to the Eastern Caribbean. They sail up around the western tip of Cuba, and ride the Gulfstream as far northeast as it takes to get above the northern limits of the easterly trades. Then they have to sail as far east as they can so that when they flop over on the other tack, they lay St. Martin or the Virgin Islands. Such a route may be four or five times as long as the direct route from Panama to St. Martin, but for galleons — and even many cruising boats — it's the easiest way to do it. Nonetheless, we wouldn't recommend it in either a Hurley 20 or Santana 22.

THE RETURN OF ECLIPSE

Earlier in the year, there was a report on the SSB Nets in the Central America region that the catamaran *Eclipse* had been abandoned during a big blow in the Gulf of Tehuantepec. The captain and crew were rescued by the Coast Guard, although I can't remember if it was the Mexican or U.S. Coasties.

That catamaran, minus her mast and rigging, is mooring at the La Playita anchorage at the end of the causeway here at Panama City, Panama. It appeared in the anchorage during the first week of June.

By the way, my wife Ellen and I cruised and raced San Francisco Bay for 30 years before stepping up to a cruising



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LETTERS

boat and leaving on what we hope will be a circumnavigation. We have no specific schedule, and are sticking to it.

Our beloved boat is *Hot Ice*, a Robert Perry-designed Cheoy Lee 44 based out of San Francisco. We're now spending the rainy season at the Balboa YC and the Perlas Islands. Last year we spent the Central American rainy season in Ecuador. We plan to continue west in March of next year.

Frank & Ellen Atteberry
Hot Ice, Cheoy Lee 44
San Francisco / Panama

Frank and Ellen — We forwarded your information and photo to Richard Woods, the Brit who designed and built *Eclipse*, and who, along with his girlfriend Jetty Matzke of Oakland, was taken off the cat in the black of night by a helicopter from the U.S. Navy. We had complete coverage on the incident in the February Latitude.

Here's what Woods, who is currently at Saturna Island in British Columbia, had to say in response to your report:

"Thanks very much for that information. Based on the photo, *Eclipse* is now missing her mast, davits, rudders, com-



FRANK ATTEBERRY

The core of 'Eclipse' easily survived her no-handed trip around the Pacific, but her extremities didn't fare quite so well.

panionway door — even cockpit loud-speakers! It also appears that the interior headlining is down, and all the stanchions are bent. But someone has cleaned the decks. We're still not sure what is happening with *Eclipse*, but two people building my boats are looking into it.

"At this stage, I think *Eclipse* will stay in Panama and be refitted by someone else. Dockwise quoted us \$17,000 to ship the boat up to British Columbia, where we are now. And if we also had to pay even a small salvage fee, it could be more than I spent building the shell. After that, it would cost about \$50,000 for a new engine, rig, electronics, interior, rudders, and so forth. I think it would be less expensive to start from scratch.

"We are now no worse off than we were on January 20th when we got off the cat. In some ways we're better off, as we now know that an *Eclipse* can survive storm-force winds unaided, and continue to float for six months in the Pacific without anybody aboard.

"Jetty and I are now sailing our Merlin catamaran, a smaller design of mine. But I still have to convince her to trailer it south in '07 so we can sail it on San Francisco Bay."

ARE CROCS IN MEXICO DANGEROUS?

In the March '06 *Changes* titled *What's Shaking In Banderas Bay This Winter*, you opine that crocodiles are not dangerous to humans.

In August of '93 on the Rio Ameca near Marina Vallarta, an 8-year-old girl was seized by a crocodile, but fortunately was saved by her quick-acting uncle and a neighbor, who forced the croc to release the girl. She only suffered a few cuts. This was reported in *Conservacion de up reptile prehistorico en la bahia de Banderas in Mexico*, Vol 3, 2001-02.

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LETTERS

In addition, you stated, "Actually, there are countless crocs in the lagoons of mainland Mexico, from Mazatlan at least as far as Acapulco." Au contraire. The latest scientific study of the Bay of Banderas area, which was done in '97 by the University of Guadalajara, counts between 13 and 27 adult crocs (meaning two meters or longer), 37-55 juveniles (meaning one to two meters), and 31-41 hatchlings (meaning under one meter). In March of '06, Senor Rafael Garcia de Quevedo, of the University of Guadalajara, told me that there are roughly 100-200 crocs in the entire area. In the '06 edition of *Centro Universitarios de la Costa*, it was estimated that there are 271 crocs in the Banderas Bay area. In addition, there is only one known crocodile in an estuary of Mazatlan, this according to a newspaper in Mazatlan. There are no known crocs in the estuaries of Banderas Bay south of El Salado estuary near Marina Vallarta.

The bottom line is that the American crocodile is protected in Mexico because it is threatened with extinction.

You also stated that "they must not have big saltwater crocodiles at Radcliffe-on-Trent." Let your readers be assured neither are there any saltwater crocs anywhere in the Americas, much less in Mexico. The only crocodiles in Mexico are the American crocodile, the Moreletii crocodile, and the common caiman. Saltwater crocs live on the northern coast of Australia and islands to the north.

You posit, "Maybe humans and crocs really do peacefully coexist in Mexico." You do your readers and sailors in Mexico a very dangerous disservice to suggest that this is the case. Yes, crocs do eat foolish dogs, but also foolish humans. It is impossible to spot a croc submerged six inches in murky water. Beware. The chief biologist at Ude Guate-Ixtapa, Rafael Garcia de Quevedo Machain had his forearm opened up by the sharp teeth of a year old 12-inch croc that he was holding.

John W. Greer
Sacramento

John — We don't think the facts support your claims, so let's look at them one by one.

We never wrote that "crocs aren't dangerous." We did report that we'd been told that crocs "don't eat humans" because they prefer the taste of cats and dogs. We said that while this sounded ridiculous, it might actually be true. And if the only croc attack on humans in Mexico you can cite is a young girl suffering a few cuts from a croc 13 years ago, that's not much of a refutation.

After all, it's certainly not that crocs don't have plenty of chances to attack humans. For example, fishermen stand knee-deep in the water throwing their nets in Nuevo Vallarta lagoon, which is the well-known home of several very large crocs. And down in Zihua Bay, mothers and infants roll around on the beach within a few feet of the still-fresh tracks of an 8-foot croc, which often spends his afternoons less than 15 feet from patrons at the Paradise Restaurant. Up at San Blas, the Jungle Ride Tour advertises "swimming with wild crocs" because, as they say, "swimming with dolphins is too boring." And during a visit to Cocomex, a government-approved crocodile farm, the reporter wrote, "Francisco León, the production manager, opened the gate to the croc corral with the same caution he would have done should there have been rabbits in it." At La Tovar spring, it's reported there is a croc named Felipe who likes to unexpectedly emerge among swimmers, scaring the hell out of them, but never attacking. Another croc there allows swimmers to pet him. It's commonly believed that crocs in Mexico aren't hostile to humans because it's so easy for them to find plenty of food that is more to their liking.

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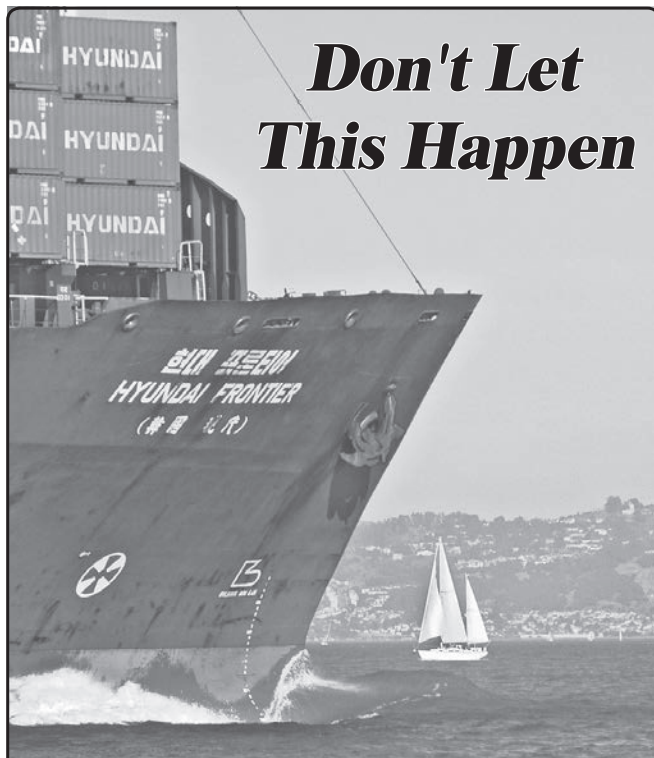
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LETTERS

When we mentioned "countless crocs," we specified that we were referring to the area between Mazatlan and Acapulco, not just Banderas Bay, which doesn't have that many croc-friendly rivers or lagoons. In your count, you ignored the 180 or so miles of mostly coastal lagoons between Mazatlan and Punta Mita, which is home to . . . well, countless crocs. You totally ignore



LATITUDE / RICHARD

We don't know why, but Mexican crocs just don't seem to have an appetite for human flesh.

all the crocs at La Manzanilla on Tenacatita Bay, home to more large crocs than we've ever seen in one place. And what about the crocs known to inhabit the waters of Ixtapa and Zihua? And then there is Cocomex, where as many as 8,000 crocs are born a year under government supervision.

We're not recommending that anybody ignore the risks of crocs in Mexico or anywhere else, but the truth of the matter seems to be that there is little, if any, problem between humans and crocs in Mexico.

As for the comment about crocs at Radcliffe-on-Trent, that was just a joke, as we were confident our readers know there aren't any crocs in the cold waters of Old Blighty.

↑↓ WHERE CAN WE GET A LIST OF THE '98 ENTRANTS?

My wife and I did the '98 Ha-Ha aboard our Freeport 36 *Phaedra IV*. We thought we'd saved the listing of all participants, but can't find it. Is there any way we can get that list?

P.S. It was a great trip. We wish we could do it again, but age and the selling of *Phaedra* prevent it.

Frank & Betty Rausch
Phaedra IV, Islander Freeport 36
Belmont

Frank and Betty — We're glad you enjoyed the adventure. If you go to www.baja-haha.com, all the boats that have ever done the Ha-Ha are listed by year. Unfortunately, it's not presented in as clear a form as it should be, so we're going to talk to the Ha-Ha folks to see if they can't make it more readable.

↑↓ I FLIPPED OVER THE LETTER ABOUT LIFERAFTS

Latitude's editorial reply to the *Liferafts Often Open Upside Down* letter — regarding the quality and stability of liferafts — was very informative. However, your statement, "That's why candidates for Coast Guard six-pak licenses have to get into a pool and prove they have mastered the techniques necessary for righting such liferafts — in a swimming pool, at least," is not correct. It is not one of the requirements to receive the Operator of Uninspected Vessel (six-pak) license.

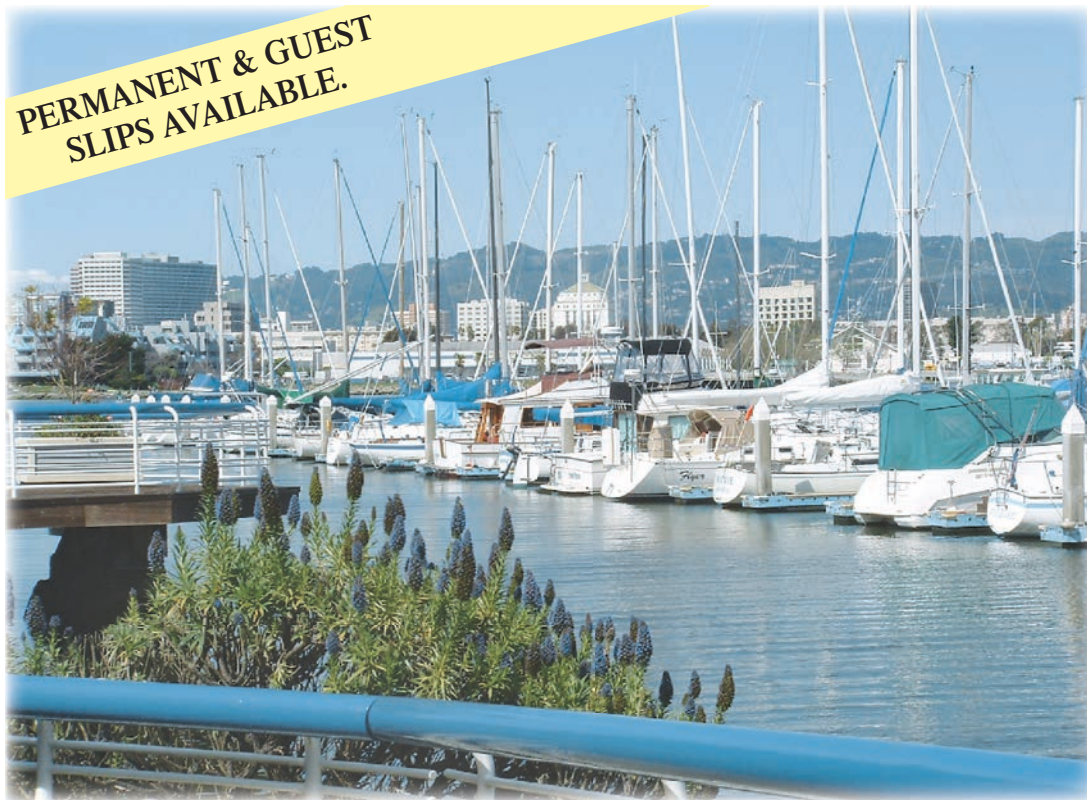
Righting liferafts is only necessary if a mariner wants to obtain the Standards of Training Certification and Watch-keeping (STCW-95) certificate. In addition to the Survival Training, that basic Safety Training course includes CPR/First Aid, Basic Fire Fighting, and Personal Safety and Social Responsibility. It isn't a substitute for the actual experience, but is designed to familiarize the crew with proper safety standards.

Rags Laragione
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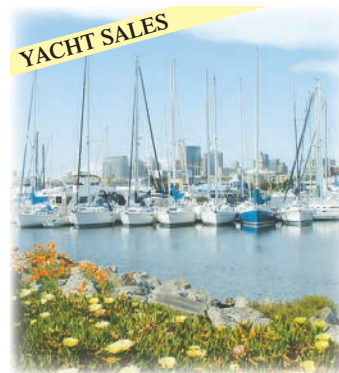
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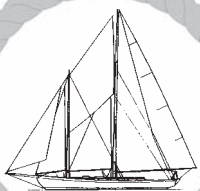
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↑↓ I DIDN'T HAVE TO FLIP A LIFERAFT

I've been an avid reader of *Latitude* for many years, and especially enjoy the *Letters* section. But, I'm totally confused about your response to the letter about having to flip liferafts in order to get a six-pack license.

I have an Operator of Uninspected Vessel license, with near coastal and towing endorsements, but there wasn't any requirement to flip a liferaft. Has something changed in the last year?

I think it would be a great requirement, but perhaps you were thinking of the STCW '95 — which only applies to mariners employed on vessels greater than 200 Gross Register Tons (Domestic Tonnage), or 500 Gross Tons (ITC Tonnage), operating seaward of the boundary lines specified in Title 46 CFR Part 7."

Jonathan Ganz
Northern California

Jonathan — We made that statement because when Doña de Mallorca got her six-pak certification from the Cal Maritime



COURTESY CAL MARITIME

Academy a couple of years ago, she and the others in the class had to flip a liferaft. Indeed, that's where the photograph that accompanied the letter came

from. But now we've learned that she was flipping the liferaft because she was also getting a 100-ton certificate, not just a six-pak. We regret the error.

↑↓ LOOKING FOR WEST COAST CRUISING GUIDES

I'll be joining the Ha-Ha fleet later this year, then shipping my Pacific Seacraft 37 *Solstice* back to Vancouver on a Dockwise ship in '07.

Right now I'm scouting out how I will sail my boat from the San Juans to Redondo Beach. The only cruising guides I have found for this trip are:

- 1) *Exploring the Pacific Coast* by Don and Reanne Douglass.
- 2) *Charlies' Charts* to the Pacific Coast by Charles Wood.
- 3) *Cruising Guide: Central and Southern California*, by Brian Fagan.
- 4) *Reeds Nautical Almanac*, West Coast.

Have you written any articles about sailing from the Northwest to join the Baja Ha-Ha? Have you reviewed any of the above cruising guides and suggested which may be the best choice? We'll be bringing *Reeds* along regardless.

Are you aware of any other cruising guides for the trip south from Cape Flattery?

John Alden
Solstice, Pacific Seacraft 37
Pacific Northwest

John — The latest cruising guide for the area in question is Cruising The Northwest Coast, From the Golden Gate to Port Angeles: An Aid To Near Shore Cruising Along The Northwest Coast of the United States. It's written by George Benson, who



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LETTERS

cruised the entire West Coast of the United States aboard Teal, a Coronado 25 he stretched to 27 feet. It's certainly not the most detailed guide, but it does have 125 photos.

The truth of the matter is that we don't have enough north-of-San Francisco experience to give an intelligent review of the cruising guides, so we're tossing your question out to our readership.

↑↓THE FIRST AND MOST IMPORTANT RULE

I've been singlehanding for a long time. A while back I wrote on the subject, and said the first and most important rule is not to fall overboard — because there is nobody to come back and pick you up.

I wear a PFD when out of the cockpit, and have a mirror, whistle, and strobe in the pockets. But I still don't want to have to use them.

I'm 78-years old.

Shep Wagoner
Abaris, Ranger 28
Deltaville, Virginia

Shep — Still singlehanding at age 78 — we love it! Nonetheless, what's the deal with the mirror and a whistle? We'd much rather have a VHF or cell phone in a waterproof pouch tucked away in our PFD pocket, and maybe even a waterproof iPod so we could listen to some tunes while waiting to be rescued.

It's also important never to give up, as overboard singlehanders have been rescued in some most improbable circumstances. Who can forget the late Joliga John of Oxnard, who fell off his Ranger 29 some 50 miles south of the Pacific entrance to the Panama Canal. After swimming around for nine hours, a woman on the deck of a small cruise ship passing in the middle of the night thought she heard a cry for help. She convinced the captain to turn the ship around, and dang if they didn't find John. He lived another 10 years or so, long enough to leisurely cruise across the Pacific.

And more recently, of course, there was Craig McCabe,



CHERIE SOGSTI

Back on the boat again, former singlehander Craig McCabe (right), helps Chuck Brewer sail 'Heartbeat' in a Balboa YC race.

The last we heard, there's going to be a Hallmark made-for-television feature about that incident.

↑↓THE NEXT LEVEL FOR THE GIFTED AMATEUR

Early this year, I became determined to upgrade from my Nikon Coolpix 950, with its terrific twist body — to get prepared for summer shooting on the water. Thankfully, I recalled

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Tahiti - Suvarrow - Pago Pago	2000 miles	Aug 20 - Sept 10	21 days
Pago Pago - Tonga - Fiji	900 miles	Sept 13 - Oct 2	18 days
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LETTERS

the review you did at one point, and took the time to search, with the help of Google, the *Latitude* archives. I found quite a bit of helpful information, thanks, and then went to the tech world for detail.

The key to all this was your guidance in identifying the criteria most important to those of us who would shoot under such extreme conditions on the water. Given the state of the digital camera world now, it got pretty easy — color and shutter lag — and my history with a collection of Nikon screw-on lenses made built-in optical zoom really attractive!

As you prescribed, Fuji color is definitely one part of the solution. Further, their shutter lag time is far better than average. The Fujifilm E550 is certainly one of the best deals out there, but I suggest going one step further and taking a look at the Fujifilm S5200. With a shutter lag of 0.4 seconds, and cycle of 0.7 seconds, it shoots faster than I can find the frame. And the built-in 10X optical zoom really makes my results reflect much greater skill than I possess. This may be the next level for the gifted amateur.

John McNeill
San Francisco

John — We checked out Steve's Digicam, a digital camera review site we hold in high regard, and this is a highlight of their review of the S5200:

"Fuji has struck gold with this winning combination of versatility, great image quality, and robust performance. With a street price of \$399 or less, the S5200 offers an excellent value for an SLR-style 'super zoom' model . . . whether you've expecting the typical 4x6-inch print or a massive 13x19-inch."

In our estimation, the S5200 has two drawbacks worthy of mention. The first is that the widest angle you can shoot is 38mm — so if you going to want to take a photo of a cockpit full of people, you won't be able to easily get them all in. A somewhat lesser complaint is that the camera is almost SLR size, and therefore won't slip right into a pants or shirt pocket. Where the S5200 would excel is at being an all-in-one camera for shooting boats sailing the Bay, as its optical zoom is an astonishing 380mm.

The 'problem' with the most recent digital cameras is that they are all so incredibly good that we hesitate to recommend

one over the other. The thing to remember is get a camera that was released in late '05 or '06, so it benefits from all the latest technology, and has all the features you need. For many folks, the convenience of a slip-in-your-pocket model — such



LATITUDE / RICHARD

The post-World Cup mess at Vieux Port, Marseilles, was easily captured without a flash by a modern-day digital camera.

as an E550 — is preferable to a bulkier S5200-like model, which has a much longer focal length zoom and less shutter lag. For others, the reverse is true. But as long as you buy a recent model name brand, it's becoming almost impossible to get a bad digital camera.

⬆️⬆️ A CURE FOR SHUTTER LAG

Regarding shutter lag of the Fuji E550 digital camera re-

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viewed in the May *Latitude*, an internet review of the camera states that the shutter lag on "full automatic" is .64 second to .75 second, the lag becoming longer as the lens focal length extends from wide to telephoto. On pre-focus — which is either a setting and/or occurs after half-pressing the shutter button — lag is dramatically reduced to .076 second.

I guess what this means is that a close reading of the camera manual might reveal a means by which the shutter lag defect can be, in at least some situations, overcome.

Your occasional camera reviews are very helpful, and as a result of this latest one I may buy an E550.

Darryl Skrabak
San Francisco

Darryl — It's true, shutter lag can be reduced in many cameras by pre-focusing and not zooming. The problem is, if you're taking photos of active people, you can't pre-focus, and if you're taking photos of boats, you need to be able to zoom to fill the frame. This means that you can indeed eliminate shutter lag if you're taking still life photos of bowls of fruit — the kinds of shots where it makes no difference how much inherent shutter lag the camera has.



LATITUDE / LADONNA

Smile! Today's inexpensive digital cameras are superb pieces of equipment.

While we hope our reviews are helpful, we're not in any way endorsing the E550 or any other camera. The Fujifilm E550 and the Nikon D-50 with interchangeable lenses have proven to be great products at reasonable prices for our needs, and they may or may not be for your particular needs. But as we previously stated, if you know the features you want, it's almost impossible to go wrong with any of the recent models by any of the major manufacturers.

↑↓ DRIVING IN MEXICO AT NIGHT

I don't usually write to magazines, but I recently read a letter in a recent *Latitude* from a person who was driving from Puerto Vallarta to Guadalajara and was involved in an accident. The writer emphatically advised people not to drive in Mexico at night.

I shook my head when I wrote this, as we had just driven home to the States from Puerto Vallarta. We basically make the trip nonstop, as when I get tired, I climb into my bunk in the backseat of our 3/4-ton pickup and my wife drives. This was our sixth trip to Puerto Vallarta and back. It takes us 32 to 36 hours, with the longest wait being trying to cross the border at Nogales.

Having an accident is bad enough wherever you are, but Mexico is just as safe as the United States — if you drive defensively and expect the unexpected. We've driven in southern Baja from Cabo to La Paz and back several times at night.

When I was working for a large multi-national company, I made over 80 trips in my rental car into Mexico to visit the plant. Most of the driving was at night. Accidents can occur any place, anytime, but according to statistics, most happen within 25 miles of home. Statistics also show that Costa Rica — we've driven there, too — has the worst accident rate per capita of any country in the world. Now that I can believe! But

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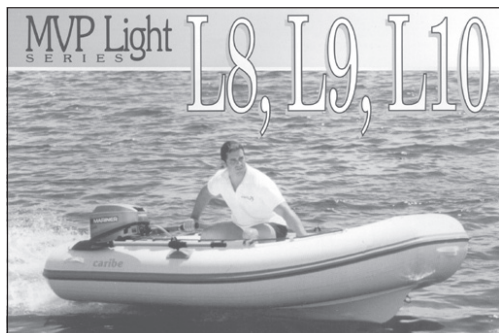
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LETTERS

to warn against driving at night in Mexico is, in my opinion, a little unrealistic. Yes, you can run up on stray cattle, pedestrians in dark clothing, dogs, and who knows what else, but defensive driving usually forewarns you of the dangers ahead.

One time I was driving west along I-40 late at night in Arkansas, when I was followed closely by a newer black Thunderbird with darkened windows. The car pulled alongside. The Thunderbird mimicked my every move — until I swerved suddenly at the last second to make an exit north on another major highway. I had finally shaken them off me but, believe me, I was quite frightened.

Being in California, you're familiar with the excessive speed and non-thinking drivers. The *Orange County Register* once reported that police estimate that 3 in 10 drivers on Orange County highways have been drinking. At any rate, it doesn't matter where you drive, just be defensive and watch out for the unexpected.

By the way, Desperado Marine in Puerto Vallarta Marina is no more. The little lunch stand is gone, and so is Flor, the pretty waitress who had worked there for 13 years. A big company has purchased the complex and built a nice restaurant, internet cafe, Oxxo, and such. The restaurant management is very friendly and welcomes everyone.

We just bought some land in Nuevo Vallarta and are planning on building our home there, soon.

Dana Vincent
Gladys Erzella, Cape Dory 25
San Diego

Dana — Random statistics can be misleading. For example, the overwhelming reason that most accidents occur close to home is not because of road conditions or driving habits, but because most people do 95% of their driving close to home. So that's an impressive statistic, but not very meaningful.

On the other hand, statistics about the number of driving accidents/deaths per capita in a city, region, or country do have meaning. While it's true that accidents can happen any time and any place, there is no doubt they happen much more often in some countries and regions. And there is no doubt they happen more often at certain times of the day than others. For example, there tends to be fewer accidents at 1 p.m. on a Tuesday than at 1 a.m. on a Saturday.

We don't have any statistics, but we believe there are far more accidents/deaths per vehicle mile in Mexico than in the United States. As reported last month, Jim Elfers, author of *The Baja Bash*, says there is almost a death a day on the road he drives between his home near Todos Santos and his job at Puerto Los Cabos. And given the relatively small number of cars in Mexico, there sure are a lot of roadside shrines.

We've driven up and down Baja during the day and night, and thought it was safe because there aren't many cars out in the middle of nowhere. And what accidents there are tend to be single vehicle mishaps where careless drivers missed a turn or lost control from driving too fast. What scares us in Mexico are the crowded two-lane roads, where relatively inexperienced drivers, too many of whom have been drinking, tend to be overly aggressive about passing other vehicles. Alas, it's in situations such as this when you have little chance to drive defensively.

Our advice on driving in Mexico is to pick your time, day, and road with care.

As for Orange County, we were recently in Newport Beach acquiring a new photobooth, and had a chance to ask a police officer if it's really true that 3 out of 10 drivers in Orange County

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LETTERS

have been drinking. "It is true," the officer told us. "And after breakfast it's about 9 out of 10."

Seeking a more pleasant subject, let's talk about Flor, who has been as sweet as she's been a flirt for the many years



LATITUDE / RICHARD

What a sweetheart! Flor's dazzling smile and effervescent personality made her a favorite with cruisers.

we've known her. We first bumped into her in the early '90s at the fuel dock at Puerto Vallarta. It was early in the morning, and she was pumping diesel into Big O while still wearing her disco outfit from the night before.

She might have even been wearing high heels. Each time we returned to the fuel dock and Desperado Marine over the years, it was always fun to see what phase of life and clothes Flor was going through. We'll miss Desperado Marine, but not as much as we'll miss Flor's big smile.

↑↓ HE GOT PISSED AT ME, SAYING HE'D HAD ENOUGH OF MY SUGGESTIONS

What do you think when a landlubber buys a 36-ft sloop, having never sailed more than a day on the Bay, having never set or reefed sails, having no navigation skills, and zero, zip, nada seamanship skills? I asked the fellow — a friend — if he knew about time, speed, and distance. He told me that his wife was going to do the navigating. So I asked her if she knew the difference between true and magnetic headings? She thought that I was joking, and looked to her husband for reassurance. He said there was indeed a difference. Then I asked her if she knew about local variations? Same look! As you might imagine, I was a little concerned, but I didn't want to discourage him.

Anyway, the guy's new-to-him boat is a beautiful steel boat that has sailed two oceans, and is equipped with an SSB, Monitor vane, watermaker, good sails, and other good stuff. Standing in the cockpit of the boat, I looked around for a compass, and didn't see one. The owner told me he didn't need one. Well, this was getting better every day!

In fact, he went on about how the boat had come with a big, ugly compass with two balls — and he'd thrown it out! "Didn't need it," he said, "I have a readout from the autopilot."

I sent him an email about the smallest steel boat binnacle that I could find on the net. When I talked to him a couple of weeks later, he said there was no place to mount it, as he had a tiller boat. When I stopped by a few more weeks later, he showed me a compass with a 3-inch card he'd bought and mounted on the hard dodger. It was a compass for a nonferrous hull. When I mentioned that he should have it adjusted and a deviation card made, he got pissed at me, saying that he'd had it with all my suggestions.

I know that I'm no Bruce Schwab, but I have 40 years and 25,000 miles of offshore experience, one singlehanded trip from Cabo to Hawaii and back, and two other San Francisco to Hawaii deliveries.

Anyway, the reason I'm telling you this little story is I'd



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LETTERS

like to know what other people think of boatowners like this? I can't even put a word to this blind romance with the sea, being born into a sailing family and having my own Lido 14 at a young age. Anyway, the guy who bought the boat sailed south in December of '05.

One last question. Does the publisher have an uncle in Southern California who makes fast powerboats?

Brad Niblack
California

Brad — Last question first. There is not now and never has been anyone in the publisher's extended family who has had anything to do with powerboats. And except for a brother who briefly owned a couple of sailboats 30 years ago, there's nobody in the family who has anything to do with sailboats either. We're the only boat junkie in the family.

We navigate using our eyeballs, multiple GPS units, a depthsounder and radar. There's probably a magnetic compass

somewhere on Profligate, but we couldn't tell you where. Doña de Mallorca has grouched about the lack of "a real compass" for so long that she may have gone out and bought one, but we've never felt the need for one. It's nice to know the difference between true and magnetic headings, as well as how to take account for local variations, but they've never been a significant factor in all the sailing we've done. And we've been a few places. A round of smelling salts for all the old salts who have just keeled over.

We can understand that it might sound alarming to a lifelong sailor for

You know, a GPS is a lot less expensive than a compass — which is not to say you shouldn't have a compass.

somebody without any sailing experience to just go out and buy a relatively large sailboat. And we don't recommend it, unless there is a competent mentor involved. On the other hand, there are countless people who have done just that, and many of them have gone on to enjoy great racing and cruising success.

↑↓A FEW THOUGHTS FOR NEW CRUISERS

Discussions about equipment and maintenance are a lively topic among cruisers. Having spent the past six years along the San Francisco to Panama route, I would like to share some thoughts with new cruisers heading to Latin America.

One boat manufacturer included a low-priced Racor diesel fuel filter housing in their package. However, replacement filters for that model were either unavailable in many places south of the boarder or at \$35+ were expensive. Filters for Racor's more expensive housings cost a third of the price and are easily available — as are other popular filter brands. Over years of use, a housing upgrade makes the switch worthwhile. Carrying four or fewer spare filters is marginal, while eight or more is adequate. Why? One tank of contaminated fuel — especially in a blow when it will get all sloshed about — can quickly make a mess of three or four filters.



LATITUDE / RICHARD

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Guaranteed for Ten Years

A Garhauer rigid boom vang will ease the load on the mainsheet and provide simpler and better sail control. Better sail control will make steering easier. The hassle of adjusting the topping lift will be eliminated.

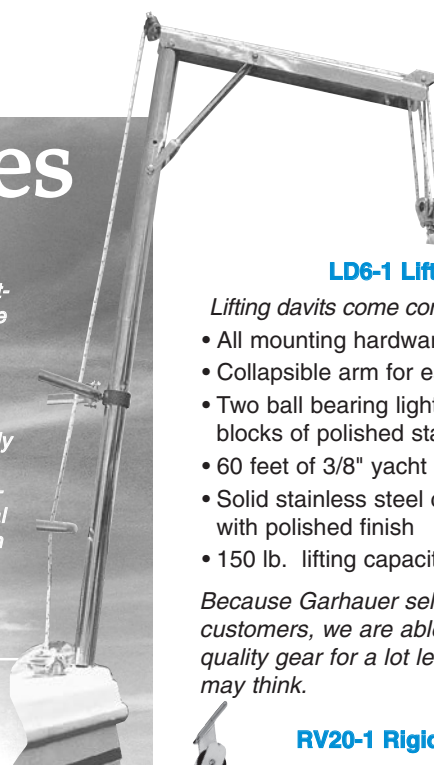
Garhauer Rigid Boom Vangs



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Garhauer Mainsheet Travelers



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LETTERS

Carry large, impressive locks and chain or extra thick cable to secure tenders — even when storing them aboard. Theft is rampant in popular harbors. Weather is hard on locks — even ones supposedly suited for external use. Master Lock replaced or upgraded my locks when they didn't perform as promised, and even refunded the shipping cost. Congratulations Master Lock.

Honda outboards have an excellent reputation — but cruisers should think twice before taking them to Latin America, where there is no service or parts available. Calling the factory for phone assistance is not rewarding — unless the suggestion of taking the outboard back to the States is your idea of help. Latin American mechanics are wizards, but Honda is not their specialty. Most other outboard brands are plentiful.

A company with an exceptional return policy is Taylor Made. They promptly replace damaged fenders — that haven't been improperly punctured or badly misused — as long as you own the boat, typically without a sales receipt. A cruiser I know replaced a 12-year-old, ugly deflated specimen with no questions asked. Incidentally, take one or two sizes larger than recommended, and have several spares when headed south. Otherwise, be prepared to need cosmetic work on your hull. Too bad Taylor Made doesn't make refrigeration systems.

In contrast to Taylor Made, Polyform required their fenders to be returned to the factory for inspection at owner expense — unless you find a kindly retailer willing to exchange the fender and battle with the manufacturer. Also, Polyform employs a much more stringent determination for warranty consideration, although they were willing to discount the price for a new replacement. Given a choice between two good manufacturers, stick with the company — Taylor Made — that has a liberal warranty policy.

Several cruisers experienced paint-blistering problems on both fiberglass and steel hulls. The problem stemmed from overprotection by zinc anodes. More protection is not always best.

Be prepared for frequent bottom cleanings in the warm waters of Central America. Cleanings at longer than 3-4 week intervals allow substantial barnacle growth, with more paint then having to be removed during the process of cleaning. Hired cleaners can be hard on sloughing paint, especially fresh paint,



The tropical waters of Central America are so hard on bottom paint that you want to be careful not to blast too much of it off.

as they sometimes scrape rather than lightly scrub. Unless you are born with gills, hookahs or extra long scuba hoses with a tank top-side make the job much easier. Expect to repaint with antifouling at 18-24 month intervals. While some captains claim much longer intervals, I have not found magic in brands or application methods that account for those lucky experiences.

Watermakers are fussy, complicated things, and useless when in the dirty waters of many harbors. It's worth the effort to devise a simple rain catcher to help fill water tanks. The system doesn't need to be fancy, although it could double as

LATITUDE / RICHARD

as they sometimes
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LETTERS

a sun shade. Use filters, as rainwater can be dirty inshore.
Welcome to the adventure, new cruisers.

Roddy Mac, Ph.D.

Delusions

Friday Harbor, WA

Roddy — We can confirm that Taylor Made is wonderful about backing their fenders — we'd never buy another brand. The only point where we might disagree with you is with regard to watermakers. The first one we bought 20 years ago was a disaster. Our much newer model has been simple to use and has required very little maintenance.

↑↓ BAJA COULD DISAPPEAR IN 10 YEARS

Most of my life, I have relished the relief I felt while retreating to Mexico. But after reading the following, I had a knot in my stomach. It was written by Serge Dedina, Director of the environmental group Wild Coast, and sent to me by Martha Armenta, my business consultant in Mazatlan:

"Summertime's coming and just about everyone who lives for the long point waves of Baja believes in the Pristine Myth — the conviction that Baja will be empty, desolate and wild forever. This delusion is erroneous at best and dangerous at worst. The Baja California that drives us to live for that frenzied first round-the-bend glimpse of a pumping swell at a 'secret' point we've surfed for the past quarter century is going fast and could disappear in 10 years.

Here are five reasons why the Baja you love, the Baja you dream of, the Baja that makes you feel like a primeval surf explorer, will no longer exist in a decade — unless you take action to save it:

1) Energy Development. In the past four years, some of the world's biggest energy companies — Sempra, Shell, Chevron-Texaco, and Marathon Oil — have either built or proposed the construction of liquefied natural gas (LNG) terminals along Baja's Pacific coast. Sempra-Shell is already halfway through a terminal that destroyed famed Harry's. Next on the list of doomed sites — the Coronado Islands, where Chevron-Texaco plans a massive facility, and Cabo Colonet, where a LNG terminal would also be housed next to a major new port and industrial complex.

2) Port Construction. The Port of Ensenada is planning a massive \$5 billion industrial, LNG, and urban complex on one of the last pristine stretches of coastline between Ensenada and San Quintin at Cabo Colonet. This new port will be larger than the Ports of Long Beach and Los Angeles combined. The city associated with the port will eventually rival Ensenada, and will envelop every surf spot around Cuatros.

3) Marinas and Mega-Resorts. In 2003, John McCarthy,

Mexico's Chief of Tourism Development (FONATUR), announced plans to roll back a plan to build marinas at six point breaks on Baja's Pacific Coast — including Scorpion Bay and Punta



The only marina in Loreto is this one for pangas.

Abreojos. Unfortunately, FONATUR recently announced plans for new marinas at Punta Abreojos and La Bocana. These projects are planned despite the fact that a similar marina at

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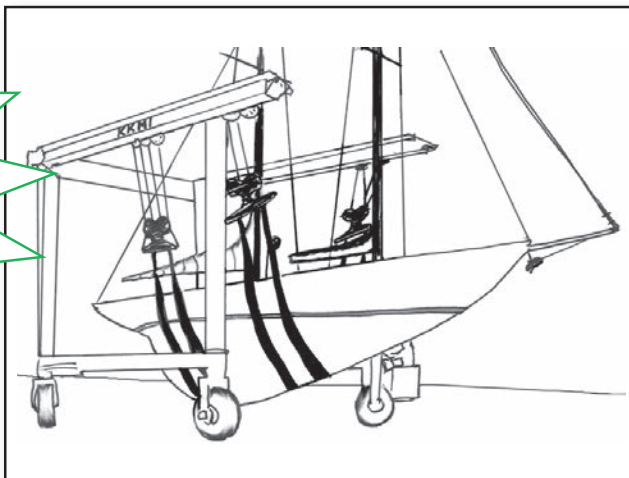
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Caveat Emptor

Main Entry: caveat emp^{tor}

Function: noun

Etymology: New Latin, may the buyer beware: a principle in commercial transactions: without a warranty the buyer takes a risk as to the condition of the property or goods

Source: Merriam-Webster's Dictionary of Law

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LETTERS

Santa Rosalilita is filed in with sand and will forever sit idle. Major resorts and marinas are also now on deck in Bahia de los Angeles, San Jose del Cabo, and Loreto.

4) The Baja Land Race. With the detonation of the second home market in Baja and the availability of once previously locked-off coastal property — due to the previous inability of ejidos or collective agrarian cooperatives to sell land — the race is on to buy up and develop every speck of coastal Baja.

5) Coastal Pollution. Runoff from the Tijuana River has made Imperial Beach, Coronado, one of the most polluted surf breaks in California. Just north of Baja Malibu, a creek at San Antonio delivers about 12 million gallons of sewage to the coast every day, 365 days a year. Expect new coastal development to pollute your favorite wave in Baja."

Ray Thompson
Planet Earth

Ray — While we probably share many of the same environmental sentiments as the author of that piece, our eyes glazed over when we read the typical activist hyperbole such as, "the race is on to buy up and develop every speck of coastal Baja". This is such monumental bullshit that it makes it nearly impossible to put credence in any of Dedina's other claims.

The coast of Baja is some 1,500 miles long, for God's sake, much of it is all but inaccessible, there's little water, and it's never going to be that popular because it's often very cold in the winter and the Sea of Cortez side sizzles in the summer. If the real estate rush for every speck of Baja coast really was on, why hasn't there been any development at Turtle Bay, the most protected bay on Baja, one which, with the addition of greenery, would also be one of the most beautiful on the coast? Why have the series of attempted developments at beautiful Puerto Escondido been nothing but failures for the last 30 years? Why did FONATUR back off of many of their initial — and idiotic — plans for resorts, airports, marinas, and golf course projects on Baja? We'll tell you why — because such projects weren't financially viable.

The truth of the matter is that there is very serious interest in developing certain strategic parts of Baja — such as a huge port at Punta Colnet — but we'll bet a nickel that most of the projects Dedina is getting hysterical over won't ever see the light of day.

Dedina also bemoans that there are "major resorts and marinas now on deck at Bahia de Los Angeles, San Jose del Cabo, and Loreto." This is just more bullshit. Nobody is going to build a major resort and marina at Bahia de Los Angeles because there is no airport anywhere in the vicinity, and because it's way too hot in the summer and way too cold in the winter. Loreto has had an international airport for 30 years, but it still hasn't been able to support any significant amount of tourism. Again, the problem is that it's extremely hot in the summer, and sometimes very cold in winter. When we were in Loreto a couple of months ago, most of the waterfront hotels were boarded up. Nobody is building a big marina at Loreto — nor even at the much more likely spot of nearby Puerto Escondido.

On the other hand, it is true that the very large Puerto Los Cabos development, which will include a 500-berth marina, continues to march toward completion. But it's not "ruining the last pristine stretch of Baja." Puerto Los Cabos is just one small part of the enormous — and much developed — Los Cabos resort area, one that receives 1,500,000 visitors a year. Los Cabos is Baja's Waikiki, and as such, it brings in an enormous amount of tourist dollars and creates lots of much-needed jobs.

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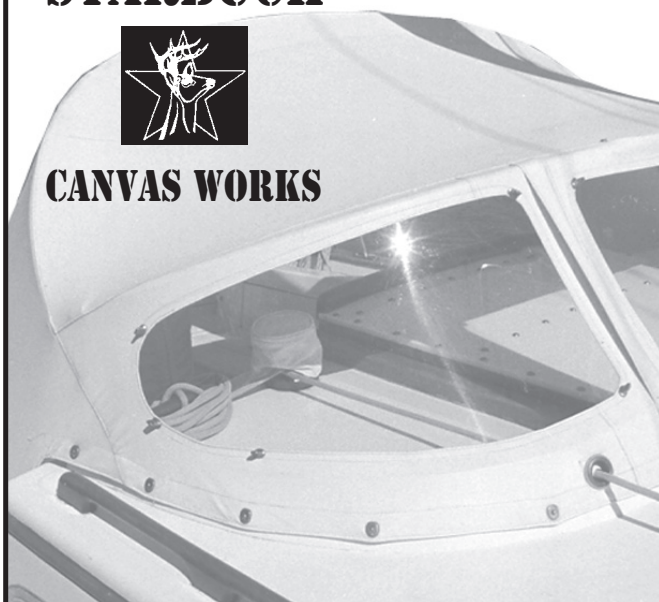


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LETTERS

We're all for protecting the environment and saving surf spots, but one can't be simplistic about the problems and solutions. After all, what's more important, a much-needed new west coast port at Punta Colnet, which would bring lots of good paying jobs to Baja and take much of the strain off the ports of Long Beach and Los Angeles, or saving a couple of surf breaks for affluent American surfers? It's important to note that every ship diverted



LATITUDE / LADONNA

Preserving surf spots is important but shouldn't be society's only consideration.

from L.A. / Long Beach would have a significant positive impact on the air quality and traffic problems in the Southland.

Any surfers or environmentalists who thought / think that Baja will remain an undeveloped playground forever for rich gringos was/is/are, as Dedina points out, delusional. As such, the most intelligent thing to do is not to work for a prohibition of all development, but for limited and intelligent development.

In a somewhat hilarious ending, Dedina notes that the "surf industry" will be holding their annual Waterman's Weekend, "a summertime gala that provides a serious source for funding for organizations working to save Baja's surf breaks, at the luxurious St. Regis Monarch Beach Resort and Spa in Dana Point," where the nightly rate for a room costs about as much as a surfboard. Odd, isn't it, that the industry is patronizing just the kind of wealth and job-creating development they piously want to prevent from ever being created in Baja.

↑↓ OVERPRICED, OVER-RATED, AND OVER-POPULATED

Last year we wrote in with a question — is it possible for a couple to get by on \$2,500/month while cruising in Mexico? We were delighted by the editor's inspirational response, and the letters that followed from readers.

Now we're responding to the June issue letter, *We Don't Want To Live In A Crappy Apartment*, which was all about planning for a post cruising life.

First, what to do with a current house you might own. There are so many ways to approach this, and so many 'experts' willing to give advice, that the choices are baffling. If you truly like/love your house, its location, and can afford to, by all means rent out the house. Be aware, however, there are lurking dangers that come with renting, because once you rent it, it changes from being a home to being an investment.

Single family houses rarely provide positive cash flow — unless you have minimal debt. You will need a leasing agent, who will take 10%. There is no guarantee of a return — remember the '89 earthquake, the '91-'94 recession, and so forth. We owned and managed rental real estate in the Bay Area for almost 15 years, and can attest there is nothing fun about it. In addition, keeping the house means you keep one foot on the beach, so if cruising gets tough for awhile, will you long to return to your home?

However, if six months of cruising alternated with six

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LETTERS

months back home is what you're looking for, by all means rent — at least until you completely embrace — or not — the cruising lifestyle.

If you are going to sell, now is likely to be the best time you will see for many years. We chose to sell three years ago because we wanted a life change. We moved aboard, cut our expenses to the minimum, and are retiring at ages 47 and 51. It's funny how much money you can save living on a boat. And, there are no lawns to mow. We may also buy a small home in Mexico, for cash, during what we believe will be the upcoming U.S. recession. Yes, there is always another one, when home prices will plummet — or at least sag.

Second — the boat. It's amazing how many wealthy individual's first boats seem to be some 47-footer. They are told that such boats are safer, faster, more comfortable, and so forth, by all of the pundits wanting to sell them something. Balderdash. Go with what you can afford. And we suggest that you pay the boat off before you leave. Make a plan to go cruising and stick to it. And by all means, get all the experience you can before taking off. Never lived aboard? If it's too difficult to find a berth to do so in the Bay Area, how about chartering up here in the Pacific Northwest in November — the rump season, when it's windy, cold and grey. If you can live-aboard in that weather with your significant other, you can liveaboard anywhere.

As for ourselves, we started with a 34-foot boat, sailed her year round in all conditions for three years, developed our skills and escape plan, and then traded up. Our maximum size boat was going to be 39-41 feet. In 2001, we bought a fancy new boat — a Malo 39 — but by living aboard it made financial sense. Because we'd sold our house, we have no debt. We cannot imagine ever wanting to return to the Seattle urban megacenters — it's overpriced, overrated and overpopulated. And we think once you have a few years of 'sea change', the Bay Area will be the last place you want to live.

Gary Barnett
Gallant Fox, Malo 39
Seattle

Gary — Thanks for the warning that renting out one's house is not as simple as just cashing the rental checks. We know cruisers who have had very good experiences doing it, but also others for whom it wasn't such a good experience.

We tend to agree that urban areas are overpriced and overpopulated, and usually overamped, but obviously lots of people like them — including a lot of 'six and six' cruisers and 'commuter cruisers' who are still maintaining jobs or businesses. To each their own.

↑↓HOW TO AFFORD THE POST-CRUISE LIFE

I read in the June issue letter about the couple that doesn't want to end up living in a crappy apartment when they are done cruising. They were expressing the concerns of a lot of boomers — how to afford an active lifestyle, in their case fulfilling a dream to go cruising, after they stop working. As a sponsor of the Ha-Ha, a cruiser, and a financial advisor, I hopefully can provide a methodology for solving the cruising financial dilemma.

I would like to commend Anonymous for having the forethought to start planning a couple of years before 'switching gears'. First of all, I'd suggest the couple develop what I'd call a 'cruising plan'. This would consist of a timeline for going cruising, where and how long they would probably cruise, and what kind of boat and equipment would fit their needs and financial constraints. Second, they would need to put together

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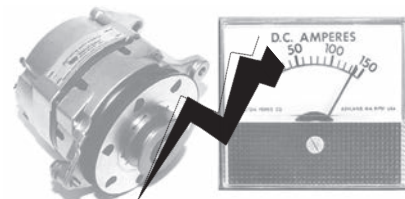
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LETTERS

some budgets of what it costs to live under various scenarios. Third, they would need to look at their assets, pensions, social security, to see where the income is coming from, and then get professional help to model various cash flow scenarios. Lastly, they'd have to implement the plan they decided on.

As *Latitude* suggested, taking equity out of a house and renting in order to buy a cruising boat is one option to selling the house to buy a boat. But what if the couple couldn't find a renter, or the rent didn't cover the cost of the boat payments? I believe it's very important to explore all the options in order to determine the potential effects of each.

Having advised many couples on how to achieve the cruising lifestyle, I've found the key is to be flexible. Remember that the goal is to cruise, not to have the fanciest boat on the water. One's cruising dreams can almost always be accomplished with a little creativity. And with a little planning, boomers should be able to cruise, and not have to settle for living in a "crappy little apartment" afterwards.

Stuart I. Kaplan, CMFC

Senior Vice President – Investments, Piper Jaffray

Stuart.i.kaplan@pjc.com

Duetto, Norseman 430 cat

Readers — Normally we wouldn't include an email address in a letter that could be potentially so self-serving, but Kaplan has been a Ha-Ha participant and sponsor for the last two years without requesting any special treatment — so what the heck?

⬆️⬆️ **WE'RE ASKING FOR A GOOD HOME, NOT MONEY**

My father has that sickness called 'old age', and therefore is no longer capable of maintaining *Mareve*, our family's 51-ft ketch. We would like the boat to go to a good home, but are not asking for money because we don't need the funds. We just want *Mareve* to sail in good hands again.

I care because I grew up aboard *Mareve*, and sailed her all over the Sea of Cortez and the Pacific Rim for 13 years of my youth. This was back in the '70s when I was a young buck. Now my brothers and I are spread all over — I'm in Auckland building John Kilroy's new TP52 *Samba Pa Ti* — and we're just not able or interested in caring for the boat anymore.

Could you let people know about *Mareve's* availability? She has a teak hull and decks, and was built at the famous Cheoy Lee Yard in Hong Kong in 1940 to a George Wayland design. She has a 80-hp Mercedes diesel.

She's currently located in San Carlos, Mexico. My dad kept her up as well as he could, with annual haulouts and painting and so forth, but due to his failing health, hasn't been able to visit her in some time. So she does need some work.

We members of the Arndt family would like to see *Mareve* go to a good home. I can be reached at (805) 570-3651 in California or 011-64-210-407-924 in New Zealand, or via skype at Samba52EricArndt.

Eric Arndt

California/New Zealand

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

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

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

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LOOSE LIPS

Eight bells — Chuck Streach.

For the most part, journalism isn't like in the movies, where cutthroat Woodward wannabes will do anything to screw another reporter out of a story. Like anybody, we enjoy one-upping the



Chuck Streach.

other guy now and then, but in the world of sailing journalism, we mostly know and respect one another. In any given year, we share much more information than we covet. So it is with sadness that we report the passing of one of the 'family' patriarchs. Charles Streach, publisher of *48° North* died on June 25 after a long battle with cancer. He was 79.

Chuck was born in Canada. When he made his way to the U.S. as a teenager, he was earning a living playing jazz trumpet(!). He became a citizen in 1954, and graduated from the University of Oregon five years later with a degree in Journalism (and a minor in Chemical Engineering). He did stints as a technical writer for Boeing and as an advertising director for a group of local newspapers before founding *48° North* in 1981. His continued guidance made it one of the better regional sailing magazines in the country, and made sailing more fun and accessible for his large readership in the Seattle area.

Chuck is survived by his wife Mary, step-daughter Marcia Fox of Phoenix, Arizona, and several cousins still in Canada. Our condolences to his family and the whole crew at *48° North*.

Bud Lowrie.

The local sailing community also lost one of its elders — Bud Lowrie, founder of Lowrie Yacht Harbor in San Rafael, passed away at home on May 28. He was 89.

Bud's life was forged in hard times. His father died when Bud was two, leaving him, five siblings and a pregnant mother. The family drove from Texas to the 'promised land' of California in a Model T, but things didn't improve much. Bud left home at the age of 8 (not a typo) and lived for a time under the Stanislaus Bridge. He ate what he could pick from nearby fields and got a job cleaning a slaughterhouse. He later worked in San Francisco as an autobody man. Still later, Bud's innate mechanical ability and wild streak got him a position as a professional motorcycle racer for Triumph.

Bud married Christie Banfield of San Anselmo and had two children, Lance and Bonnie. He started Lowrie Boat and Steel Works in San Rafael in the early '40s and built Lowrie Yacht Harbor in 1948. He was the West Coast distributor for several lines of boats over the years, and owned the molds (in Taiwan) for the PT line of trawlers. He loved to sail the Bay, did several TransPacs, and visited some of the far-flung ports of the world. In addition to all his other gifts, he had a great talent for remembering and telling jokes. He lived a full life and will be missed.

— Bonnie Lowrie-Preston

Dear Latitude 38,

We would like to commend Latitude 38 on your efforts to bring the issue of boating safety to the forefront. In particular, your educational campaign to increase PFD usage has likely contributed to saving the lives of sailors.



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As you can see from the accompanying photo of our dutiful crew, we are following your example by wearing PFDs on watch. However, while we feel safer afloat, we can't help thinking that some of the thrill is gone.

— Dudley Gaman
and 'Torpedo'
Coyote Point Marina

The sailing diet.

Soul/blues singer Joss Stone, who we swear is Billie Holiday reincarnated as a white British teenager (go figure), unveiled her weight loss strategy in a recent issue of the British magazine *Grazia*: She goes sailing. According to the in-depth article — well, actually, just according to her friends — "her new hobby of sailing burns 170 calories an hour." The piece didn't say what kind of boat she sails on or how exactly she participates, but we're guessing she doesn't run the grinders on a Volvo 70.

Conversation with an autopilot

Mark Deppe has sailed a lot with autopilots. The one on his J/120 *Alchera* steered 95% of the time in his recent overall win of last month's Singlehanded TransPac — as well as during division wins in the two races prior to that. It's also done most of the driving during the last two years he spent cruising Mexico. But as anyone whose ever used an autopilot will know, it's at best a love-hate relationship. During the almost windless early days of the Solo TransPac, *Alchera's* autopilot had trouble steering the boat in the very light air. "It signalled its distress by flashing every instrument panel red and green, while beeping and showing 'error 104 fault' on its display," says Mark, who — having lots of time on his hands while waiting for wind — proceeded to chronicle a typical conversation between himself and the recalcitrant autopilot. It all starts when you're down below and the sails start slatting . . .

autopilot — beep, beep, beep; flash; error 104 fault! (translation — "There's not enough boatspeed! I can't turn the boat if there's not enough boatspeed!")

me — press several buttons twice until I hit the right one. (translation — "You're not going to get any more boatspeed. I know you think we're not moving, but there's enough boatspeed to turn the boat slowly. So just be patient and do your job.")

autopilot — beep, beep, beep, etc. (translation — "Mark, I really don't think there's enough boatspeed.")

me — press buttons again, turn the boat the right way, re-engage autopilot. (translation — "See, I just did it! And so can you. Now stop your whining and do what you're told!")

autopilot — beep, etc. etc. (translation — "Boatspeed! I want more boatspeed!")

me (no buttons pushed, spoken out loud) — "Look, you piece of s**t — see, I'm turning the boat! It's not that hard! So just do your job and shut the f**k up!"

autopilot — beep, beep, beep. . . (translation — "Up yours, a**hole. If you like steering so much then go ahead and steer til your arms fall off. Ha ha ha ha ha ha!")

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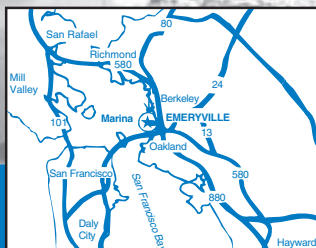
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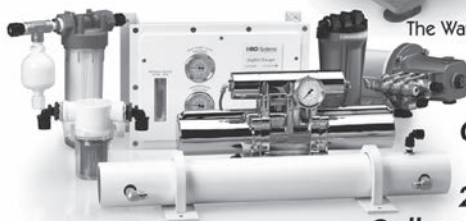
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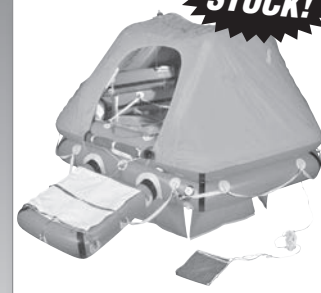
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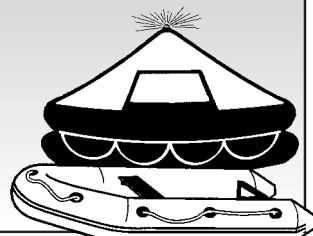
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SIGHTINGS

orange ii claims big three

C'est magnifique!

In our November, 2001, issue, in an article titled *The Perfect Run* — PlayStation's *Atlantic Record*, author/crewman Peter Hogg told the story of the 125-ft catamaran's breathtaking west-east Atlantic run. When Steve Fossett's big cat passed the Lizard on October 10, it shattered a 10-year-old record by more than 2 full days and lowered the bar on this prestigious mark to 4 days, 17 hours, 28 minutes, an average of almost 26 knots. It was sailing's 'shot heard round the world' and a mark that Peter was certain would last another 10 years. We thought more like 20.

continued on outside column of next sightings page



Spread, the perfect storm rider, Bruno Peyron's mighty 'Orange II'. Above, the broken port rudder continued to delaminate — and disintegrate — the whole way across.

boozin'

If you listen to the radio, you've probably heard the recent ads warning boaters against BUI — boating under the influence. While it's hard to imagine a day on the boat without brewskis, getting a BUI is no laughing matter. Here are a few things to think about before you stock the chill pill locker next time:

- The legal blood alcohol limit is .08%. For most adults, this means two drinks will put you over the limit, and it will take your body two hours to burn it off.

- It's just as illegal to drive a boat under the influence as a car, and the penalties can be the same. You could lose your driver's license, get slapped with a \$1,000 fine, and/or get a year in jail. That's assuming you didn't cause damage or injury.



and cruisin'

- 40-50% of boating fatalities are related to alcohol. BAC is harder to pinpoint the longer a body is in the water, so it's likely these statistics are on the low side.

- Designated drivers don't work on boats. *You* may be okay to drive, but your intoxicated passengers are more likely to fall overboard, interfere with your driving, or capsize the boat. Nearly 70% of all alcohol-related fatalities are people who fell overboard and drowned.

- Alcohol opens blood vessels close to the skin which makes you more susceptible to hypothermia if you fall overboard.

We're certainly not proposing abstinence — heaven knows we like to throw back a cold one now and again — just hold off until your docklines are secured.

orange II — cont'd

How wrong we were.

On July 6, Bruno Peyron's 120-ft *Orange II* beat *PlayStation's* mark by more than 9 hours. The official time for this 'next generation' maxi cat (which wasn't even a gleam in Bruno's eye in 2001) over the 2,925-mile Ambrose Light-Lizard course was 4 days, 8 hours, 23 minutes and 54 seconds — an average 28.02 knots.

Not dramatic enough? Okay: for the first three days out of New York, she averaged — *averaged* — almost 32 knots and never did less than 750 miles a day. *And* in one 24-hour period between July 2-3, she covered 766 miles, a new day's run record. *And* she did it wounded — on the third night out, while doing (ahem) 37.38 knots, she hit what is thought to have been a small submerged iceberg, shearing off most of her port rudder. Between having to stop to assess the damage and sailing 'conservatively' from then on (Bruno imposed a 30-knot curfew on helmsmen), that cost them six to eight hours. *And* Bruno thinks they can do it faster. "When we did our route planning before the collision with this bit of ice, we were setting a time of less than four days," he said. "So, yes — crossing

continued on outside column of next sightings page



PHOTOS COURTESY ORANGE II

SIGHTINGS

orange II — cont'd

in less than four days is possible.”

The benchmark sailing record for the Atlantic run was set in 1905 by the three-masted schooner *Atlantic*. That 12-day record stood for 75 years before being broken by a (ahem again) French multihull,

something old,

Spotted sailing the Bay on the same day last month were the two grand yachts below — *Viveka* (spread) is one of the oldest; *Janice of Wyoming* is one of the

COURTESY JANICE OF WYOMING



Eric Tabarly's 54-ft foiler trimaran *Paul Ricard*. It would be another decade until another monohull beat *Atlantic*. (The current monohull mark — 6 days, 17 hours, 52 minutes — is held by Bob Miller's 140-ft canting-keel schooner *Mari Cha IV*.)

Continuing the 'gee whiz' stuff, crossing the Atlantic in less than four days transcends the sailing realm and ventures into the hallowed ground of the Blue Riband. Since the 1830s, this fabled award has been given to the windships and later ocean liners that made the fastest west-east crossings. When you slot *Orange II*'s new mark into that timeline, the mind once again reels — the 12 men on this big modern sailboat 'beat' 31 of 35 Blue Riband winners, including the legendary liners *Lusitania* (1907) and *Mauretania* (1909). An under-three-day mark would put her in the company of such luminaries as the *Normandie*, *Queen Mary* and the last liner to hold the Blue Riband, the *SS United States*. The *Big U* did it in 3 days, 12 hours in 1952 — an average of 34.5 knots.

But for now, back to reality, and the final and perhaps most amazing 'and' of all. With the Atlantic record, the new day's run record and the Jules Verne record (fastest nonstop around the world, which *Orange II* set last year), *Orange II* is the first craft to own all three of sailing's most prestigious marks at the same time.

Vive la France!



something new

newest.

Viveka, a 70-ft Payne, Belknap and Skene schooner, was launched in 1930 and by the '40s, as *Seaweed*, was the top racing yacht on the Bay. Merle Peterson, the current President of the Pacific Ocean, has owned the boat for the last several decades, has sailed her around the world once and restored her twice.

Janice is a 130-ft Dubois sloop built in New Zealand and launched just last September. She's as pretty inside as out — think state-of-the-art video conferencing equipment and fossil-stone counters from the owner's home state of Wyoming. She stopped over in the Bay last month on her way to Europe.

collision course

On the afternoon of Saturday, July 8, the 30-ft Sea Scout whaleboat *Viking* was on its way back to its Aquatic Park base from a picnic on Angel Island. About 2:30 in the afternoon, it was reportedly T-boned by the Catalina 36 *Escapade*.

Fortunately, none of the 12 people aboard *Viking* — nine teenage Scouts and three adults — nor the four aboard the Catalina were injured. And we're happy to note everyone was wearing lifejackets. But the open whaleboat suffered several broken planks and immediately swamped. After the hit, the crew of *Escapade* did all the right things: they dropped their sails, started their engine and rendered assistance. They eventually got all nine teenagers aboard, either by taking them directly off *Viking*, or by pulling them out of the water. At one point during these maneuvers, the whaleboat capsized and the three adults still aboard climbed onto the upturned bottom. They were taken onto a St. Francis YC race committee boat, which had been stationed nearby for the San Francisco Longboard Classic and

continued on outside column of next sightings page



LATITUDE/JR

SIGHTINGS

collision — cont'd

had heard a 'pan, pan' call for help on the radio. Several boardsailors in the event also stopped racing and came over to stand by or help out, some pulling floating Scouts onto their boards until a boat could pick them up. Just about the time everybody was finally out of the water, two Coast Guard boats arrived. Eight of the Scouts were transferred to the 47-footer. One, suffering from mild hypothermia, was transferred to a smaller boat and later taken to a hospital where he was checked out and released.

Viking, an open keelboat built in Puget Sound in the '30s, was eventually righted and towed back to Aquatic Park by a commercial salvor. Despite being dismasted and sustaining lots of damage, Sea Scout director Nick Tarlson hopes she will sail again. "At one time, almost every high school in the Bay Area had a Sea Scout team and one of these boats," he notes. "Now there are only two left, *Viking* and *Corsair* (which is currently undergoing renovation at the Scout's Aquatic Park base). We'd definitely like to keep these last two boats

continued on outside column of next sightings page

moroccan

In the June 14 *'Lectronic Latitude*, we encouraged everyone to visit www.svsereia.com to have a look at the 'Pimp My Ride' streaming video in the 'photo' section of that site. It's a hilarious video, and apparently thousands of you took our advice. Since some readers can't figure out how to download streaming video, herewith we present some 'stills' from the 'pimping'. What you see here is the work of Peter and Antonia Murphy, who first met in 2003 as follows:

Peter was in Richmond getting his new 32-ft Rhodes Traveller ready to sail around the world. He was minding his own business in the marina laundry room when a young woman walked in. They got



'Sereia' before (above) and after (rest of photos) the makeover. Love it or hate it, you have to admit that this is one boat you'll never have trouble finding in any marina or anchorage. That's Antonia and Peter at right.



ALL PHOTOS COURTESY SEREIA

makeover

to talking.

"So . . . what kind of boat do you have?" Antonia asked flirtatiously.

Peter told her it was a 32-footer.

"Mine's bigger," she declared.

And so, a love affair was born.

A year or so later, the couple were married, sold the Rhodes, and put their combined efforts into getting *Sereia*, the 36-ft Mariner ketch that Antonia owned, ready for a circumnavigation.

The couple departed California for Mexico just before last Christmas. Originally they planned to cross to the Marquesas this spring, but got to liking Mexico a little too much to spend just one short

continued in middle column of next sightings page



collision — cont'd

alive and sailing."

As to exactly what happened, Tarlson (who was not aboard at the time) says the Scout skipper reported that *Viking* was on starboard tack and that *Escapade* was sailing on port on a non-intersecting course — when suddenly they turned right into the smaller boat. We were unable to reach the owner of *Escapade* to hear his side of the story.

The incident is currently under investigation by both parties' insurance companies as well as the Marine Division of the San Francisco Police department (to whom the Coast Guard defers all boat accidents not involving commercial craft).

In the meantime, *Viking* needs help — about \$5,000 worth (not including the salvage bill) to get her sailing again. Anyone who can help is encouraged to do so by contacting Nick Tarlson at ntarl@dictyon.com.



COURTESY NICK TARLSON

'Viking' in better times. Hopefully, the historic boat is not down for the count.

baja ha-ha update

With the midsummer heatwave engulfing most of the United States, it's hard to believe that in just three months it's going to be gray and cool, with rain in the forecast. And, that on October 30, the 13th annual Ha-Ha fleet will be setting sail from chilly San Diego for the tropical waters of 750-mile distant Cabo San Lucas. And yes, there will be the usual R&R stops along the way at Turtle Bay and Bahia Santa Maria.

Ha-Ha Honcho Lauren Spindler reports that 53 paid entries had been received as of July 21, and that at least another 100 are expected by the September 11 entry deadline. "I base my estimate on the fact that there were 150 paid entries last year, and this year's requests for entry packs are running 25% ahead of last year," she said. "Nonetheless, our goal is not to be the biggest cruising rally in the world, just the safest and most fun for the participants."

The Ha-Ha, of course, is open to boats over 27 feet in length that were designed, built, and have been maintained for offshore sailing. So far, this year's fleet includes four catamarans — three of them Seawinds — and four motoryachts. All boats must have at least two crew who are experienced in overnight sailing and offshore navigation. For less fatigue and more pleasure, the Ha-Ha suggests a minimum crew of four.

So far the smallest entry is Randolph Rowland's Auburn-based Pacific Seacraft 27 *Aphrodite*, while the largest is the Orange Coast College Sailing School's mighty S&S 79 *Kialoa III*. Female skippers have always gotten a big welcome in the Ha-Ha, so we're glad to see

continued on outside column of next sightings page

SIGHTINGS

ha-ha — cont'd

that Anne Slater has entered her Richmond-based Allied Luders 33 *Walkabout*. A complete list of paid entries can be found at the *www.baja-haha.com* website. The following is the list of the most recent entries.

LATEST HA-HA ENTRIES

18. <i>Far Fetched</i>	Bnteau. Ocns 390	Steve Albert	Grants Pass, OR
19. <i>XTerra Firma</i>	Formosa 47	Axel Heller	Temple City
20. <i>Aloha Willard</i>	40 PH Trawler	Patrick Gerety	La Quinta
21. <i>Willow</i>	Westsail 32	BJ Loew	Pasco, WA
22. <i>La Storia</i>	Morgan 45	Burt McChesney	La Quinta
23. <i>Misjudged II</i>	Hunter 460	Patrick Magers	Irvine
24. <i>Wiz</i>	Nautor Swan 44	Darrell Clark	Polson, MT
25. <i>Espiritu</i>	Hunter 430	Patrick McIntosh	Sacramento
26. <i>Equinox</i>	Island Packet 440	Hank Martin	Bothell, WA
27. <i>Imagine</i>	Catalina 42	Tom Miller	San Diego
28. <i>Ketch 22</i>	Frdm. Express 39	Tom Marlow	Sunnyvale
29. <i>Aphrodite</i>	Pac. Seacraft 27	Randolph Rowland	Auburn
30. <i>Fafner</i>	Dufour 45	Geoff Arnold	San Jose
31. <i>Cabernet</i>	Hunter 460	Chuck Drake	Benicia
32. <i>Freedom</i>	Offshore PH	David Dury	Monte Sereno
33. <i>Bellavia</i>	Passport 40	Milton Tanner	Emeryville
34. <i>Wildflower</i>	Passport 40	Todd Eversole	Alameda
35. <i>Nomad</i>	Rival 36	Robert Aronen	Oakland
36. <i>Salt Whistle</i>	Cheoy Lee 53	Justin Malan	Carmichael
37. <i>Kinship</i>	Cartwright 44	Chris Golian	Seattle, WA
38. <i>KatieKat</i>	Seawind 1000 cat	Joe Siudzinski	Los Altos
39. <i>Canopuz</i>	Isldr. Freeport 33	Jim Wilkinson	San Leandro
40. <i>Mistress</i>	Swan 53	Tom LaFleur	San Diego
41. <i>So Cal So Good</i>	Beneteau 473	Richard Merrall	San Diego
42. <i>Pantera</i>	44-ft catamaran	Robert Smith	Victoria, BC
43. <i>Pacifica</i>	Defever 38 Trawler	Steve Wedi	San Mateo
44. <i>Valkyrie</i>	Roberts OS 44	David Eberhard	Stockton
45. <i>SeaEsta</i>	Seawind 1160	John Peterson	San Pedro
46. <i>Paradise Express</i>	Seawind 1160 cat	Richard Hutson	Big Bear Lake
47. <i>Rondeau Bay</i>	Passport 40	Jim Ellis	Danville
48. <i>Walkabout</i>	Allied Luders 33	Anne Slater	Richmond
49. <i>Stainsby Girl</i>	Catalina 470	Garry Dobson	Livingston
50. <i>Andante</i>	Island Packet 350	David Reed	Olalla, WA
51. <i>Apollo II</i>	Fountaine Pajot 45	Vic Kelley	Sonora
52. <i>Romany Star</i>	Ohlson 38	Paul Moore	Seattle
53. <i>Kiskedee</i>	F&C 44	Peter Behman	Morro Bay

Why do the Ha-Ha? The sailing is usually mellow and fun, the weather is great, the parties are terrific, and the swag bags full. But the best reason of all is, you'll meet scores of great new sailing friends, more than a few of whom are likely to become lifelong friends.

If you're thinking you might want to get in on the Ha-Ha fun, send a check for \$18 to Baja Ha-Ha, Inc., 21 Apollo Road, Tiburon CA 94920. Please don't send your request by FEDEX, Express Mail, or any of those — 'snailmail' only.

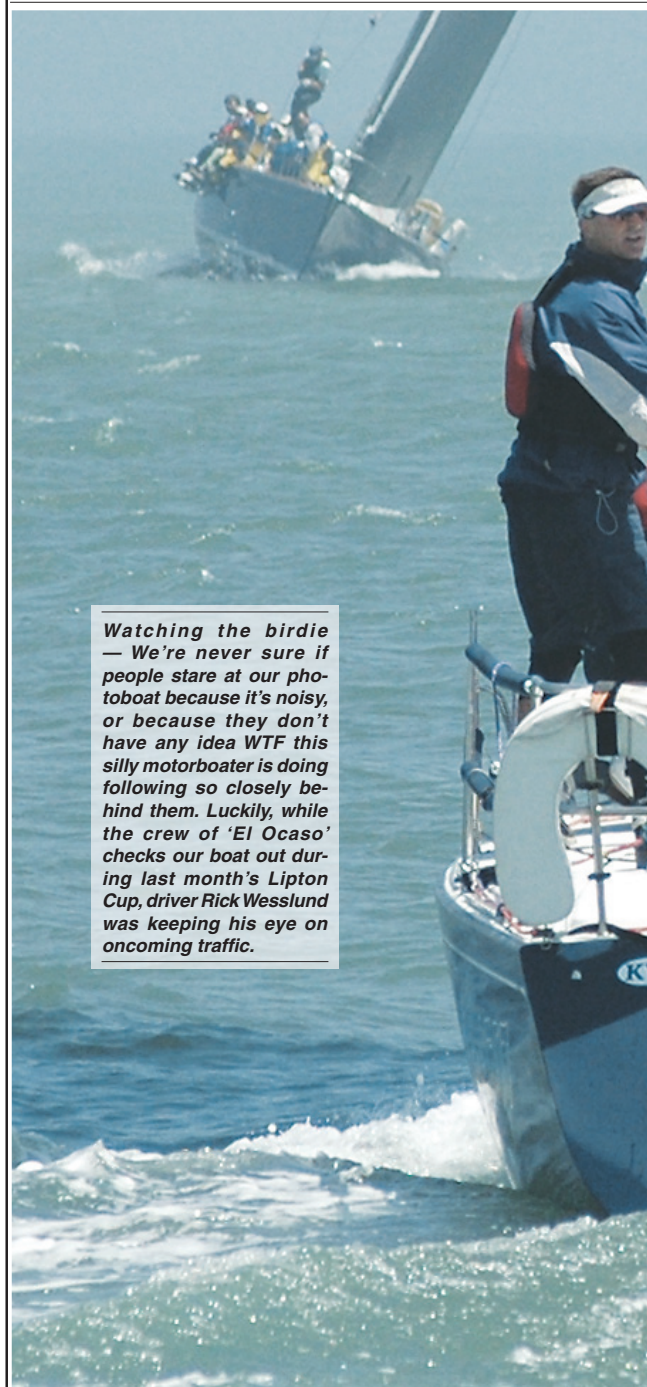
Latitude's 63-ft catamaran *Profligate* will once again serve as the mothership, with the Wanderer, Banjo Andy, and Doña de Mallorca serving as the volunteer Grand Poobah, Assistant Poobah, and Chief of Security, respectively. Among them they have more than 30 Ha-Ha's to their credit, and wouldn't miss one for their lives.

The Ha-Ha will be hosting a very casual (and free!) Ha-Ha Preview and Potluck at Two Harbors, Catalina, on August 12 from 5 - 9 p.m. at the bandstand. We'll fire up a big BBQ pit, show some slides, and answer whatever questions you might have. We hope to see you there — and on the Ha-Ha starting line.

makeover

season there. So finding themselves with a little too much time on their hands, and apparently a lot of little bottles of bright paints, they decided to abandon the ranks of owners of boring white boats by giving *Rei-Rei* a "sexy Moroccan makeover."

The photos (on previous page) show the



Watching the birdie — We're never sure if people stare at our photoboot because it's noisy, or because they don't have any idea WTF this silly motorboater is doing following so closely behind them. Luckily, while the crew of 'El Ocaso' checks our boat out during last month's Lipton Cup, driver Rick Wesslund was keeping his eye on oncoming traffic.

— cont'd

results of that effort. Their work evokes fond memories of the artsy-fartsy movement that swept the Sausalito waterfront and boats in the late '60s and early '70s. We like what they've done . . . but aren't too sure how well the paint is going to hold up in a tropical marine environment.

guidebook cartography

Ever wonder how charts in foreign guidebooks are made? And why each one says "not for navigation" on it?

The US government hasn't updated its large-scale DMA (NIMA) charts of Mexico and Central America for decades. Most of the surveys they're based on were made more than 100 years ago. As such, they don't show the popular cruising anchorages with sufficient

continued on outside column of next sightings page



SIGHTINGS

chartbooks — cont'd

detail for safety.

That puts the burden on guidebook authors like us and Point Loma Publishing to try to fill the voids. *Mexico Boating Guide* (2nd edition) is a huge improvement, but voids remain, to be sure.

For example, the first time we charted Isla Isabela in the Sea of Cortez, we circled the island and sounded the bottom from sea level using the boat's own depth sounder, accounting for the tide and correcting to MLW.

We anchored in two spots, South Cove, then Las Monas. (Like at Isabela, we have visited chartable spots many times in different boats and different weather conditions.) We took photos of the radar screen showing the general layout of each anchorage, along with the boat's GPS position at anchor.

Then, by dinghy, we sounded the anchorages and shorelines using a handheld depth sounder and a lead line. Using a handheld GPS, we recorded triangulations (GPS positions in at least three prominent locations, which form a triangle), along with compass bearings to prominent land features from each GPS position.

We snorkel the anchorages to check out the bottoms and note any underwater dangers. Going ashore to pace off distances is important, too, because we compare distances derived from hand-bearings to those recorded via the 'shoe leather' method.

Meanwhile, we're clicking photos like mad. For example, during just one 90-day research voyage around the Sea of Cortez, we shot more than 1,500 Fugichrome slides. Now that we're fully digitalized, we shoot way more. Our portable hard drives and IPOD hold almost 10,000 high-res photos and GPS positions.

Back in our San Diego office, we create the charts digitally. We purchase and download satellite images from LandSat 7, which are geocoded and high resolution — but not free like the Google stuff. We scan the newest charts, topo maps and our radar-screen images. All these become oversized background layers that we align and then flip back and forth (the same method astronomers use for locating new comets) to find any shoreline discrepancies — deferring to the satellite images as most accurate — and checking the shoreline features against our onsite GPS positions and cross bearings.

Finally, we digitally trace the land outlines, place our master GPS approach waypoint and scale, insert soundings and hazards in reference to the known shore positions, and add the secondary shore stuff like topos, roads, villages, etc.

In the second edition of *Mexico Boating Guide* (and upcoming 6th edition of *Cruising Ports*) we used hi-res satellite imagery not only to make new charts, but to correct the shorelines of our previous charts wherever we found errors. Changing all our charts into four-color (what most of you would term "full color") was expensive, but it makes them much more readable.

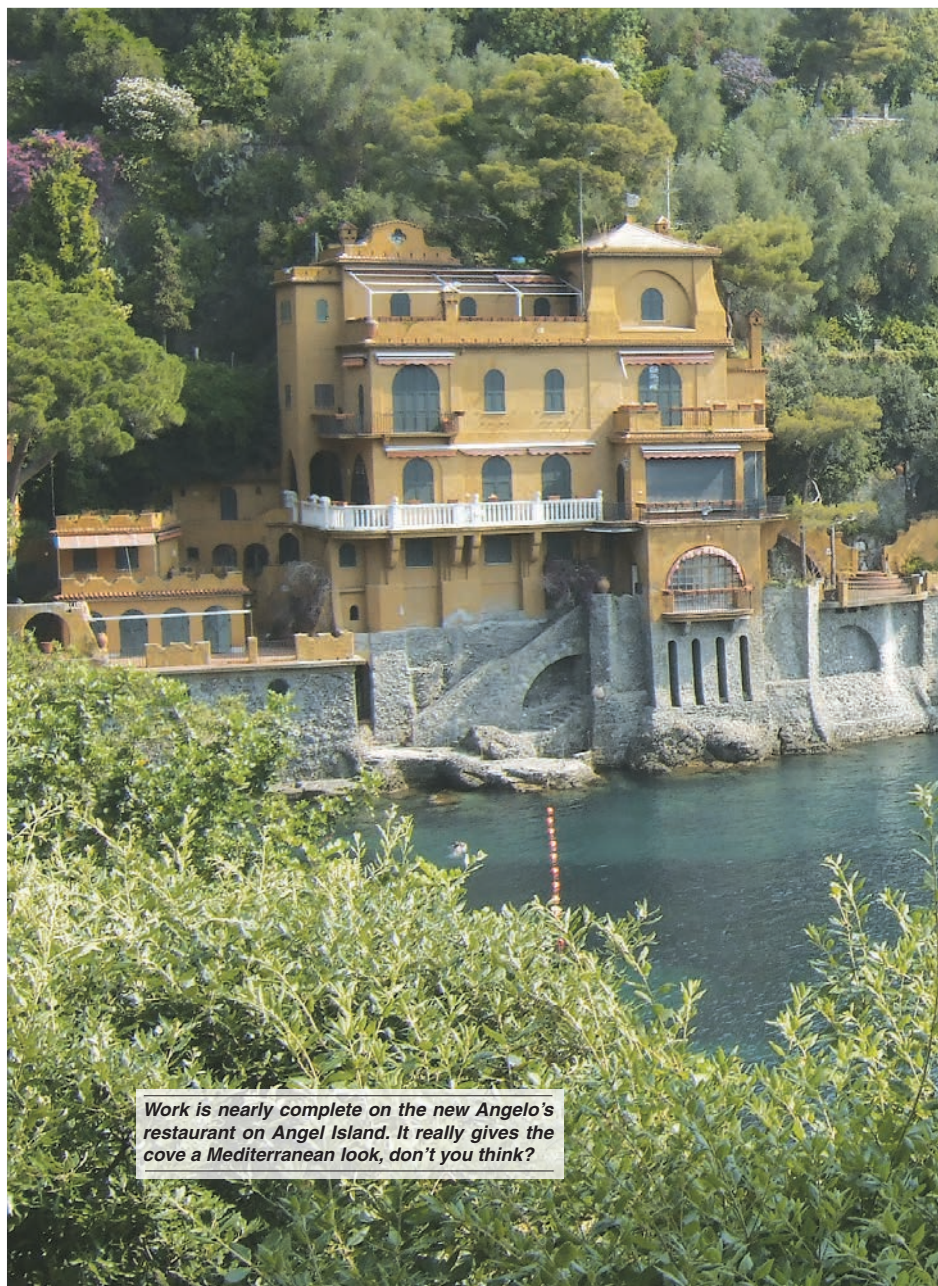
We do the best job we can on our charts, but

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heart of

Steve Martin once observed, "Comedy is not pretty." But when you're 1,000 miles from land, trapped in pitch darkness in a tiny locker with only a screwdriver while the boat rolls on under autopilot. . . well, it may not be pretty, but it's pretty dang funny.

The unwitting comedian in this case was Bill Merrick, who at the time was racing last month's Singlehanded TransPac race. He'd been having SSB transmission



Work is nearly complete on the new Angelo's restaurant on Angel Island. It really gives the cove a Mediterranean look, don't you think?

darkness

problems and decided to check the antenna connection, which on his Ericson 35 *Ergo* was located inside the lazarette. So Bill emptied all the stuff out of it, grabbed a screwdriver and climbed down — whereupon the hatch lid slammed shut and somehow hooked its own latch.

Oops.

So now, like we said earlier, Bill is down below in this tiny little cramped space, in

continued in middle column of next sightings page

chartbooks — cont'd

please use them cautiously for planning, not for navigation. Only governments have the financial and personnel resources to do a thorough job of hydrographic surveying and cartography. Unfortunately, Uncle Sam presently lacks the incentive to chart peaceful foreign shorelines — at least for public consumption.

Good news: the Mexican Navy has been updating all its SM paper charts for publication starting in 2008. Commercial harbors will be first, and we hear that Ensenada is near the top of the list. Now that the Sea of Cortez has just been proposed as an Ecological Control Area, we hope its re-charting priority will be raised.

— captain pat rains



BON HOMME RICHARD

SIGHTINGS

the harbormaster of hanalei

After Jim Kellam finished second overall in the 2004 Singlehanded TransPac (he finished first overall in the 2002 race), he left for a cruise around the world in his Spencer 35 *Haulback* with only one scheduled stop: Be back in Hanalei Bay in time to greet the Solo TransPac Class of '06. A week before the first boat crossed the finish line, *Haulback* dropped anchor in Kauai's sapphire-blue waters.

How's that for perfect planning?

Kellam, a logging crane operator in his hometown of British Columbia, has an unconventional philosophy toward cruising. "I don't want an idyllic anchorage with a crystal-clear lagoon surrounded by coconut trees and no people," he said. "When I get to land, I want a little village to wander around in." But for Jim, it's not the destinations that drew him to world cruising, it was the sailing. "I really love the passages," he explained. "People talk about nine-year circumnavigations — I'd shoot myself!"

Kellam's love for ocean passages is evidenced by the itinerary he sketched out: Vancouver to San Francisco to Kauai to Raritonga, and that was just the beginning. He slowed down to kick around Tonga and Fiji before heading to New Zealand and Australia, where he was unexpectedly forced to spend some time when his mast "fell off." "It couldn't have happened at a better place," Jim said, never losing his sunny outlook. "It could have been worse — it was just some bits of metal and a little money. Besides, everyone likes new sails!"

From Australia, he picked his way to Bali, Cocos Keeling, and finally to South Africa, where his daughter flew in to get married. By the time the festivities were over, he was on the verge of losing his weather window so he got into passage mode and kicked *Haulback* into high gear. "The passage from Cape Town to Panama was 47 days," he related. "I got there and wished it was another 2,000 miles away. It was lovely sailing and I was having a ball." Of course, he had the 36-day jaunt from Panama to Hilo to look forward to, not to mention the upcoming trip home to Vancouver.

Just what is it about passages that Jim finds irresistible? "It's a real luxury not to have to do things," he said. "You get to just dork around on the boat — adjust course, fiddle with the sails, read. You can really reflect on your life and think about stuff."

While Kellam does have an introspective side, he's also something of a class clown. As unofficial Race Committee Comm Officer, Jim spoke with the racers twice daily during check-in. During one check-in, he detailed his plan for clearing out the anchorage to make room for the fleet: He'd run up and down the beach waving his arms and making funny noises . . . naked. If that didn't do it, nothing would. Fortunately for everyone, it didn't come to that.

Despite his campy nature, 54-year-old Kellam was front and center in the committee boat for each finisher, clambering aboard with the agility of a 12-year-old. "I like to grab the helm while the rest of 'em do all the work," he laughed. In reality, Jim had already scouted out the perfect spot for each boat before they arrived. Without exception, the sleep-deprived sailors were grateful to put their boats in Kellam's capable hands. The race committee expressed their gratitude by giving Kellam special recognition at the awards party and officially dubbing him 'Harbormaster of Hanalei Bay'.

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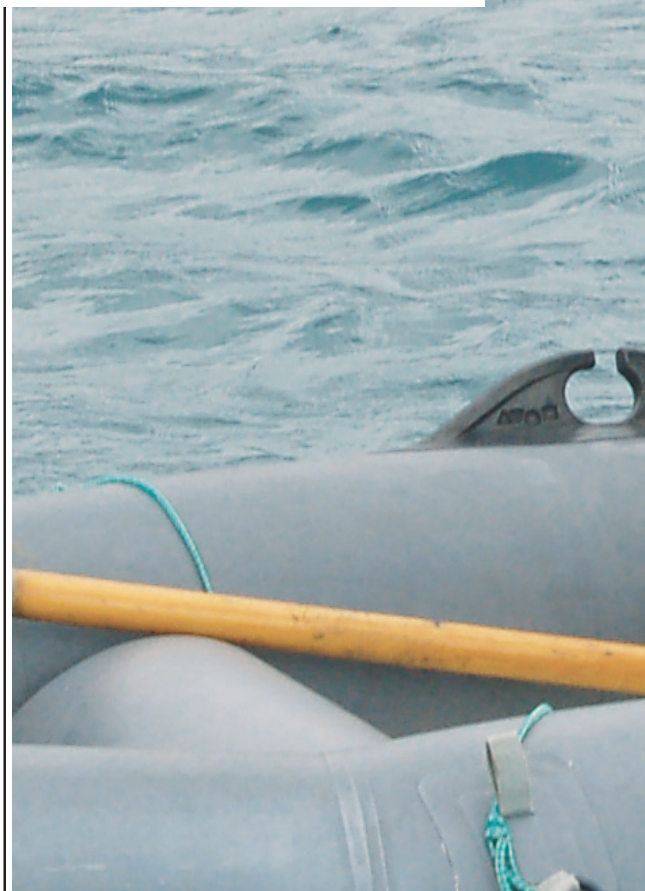
darkness

pitch darkness, in the middle of the ocean, and he can't open the hatch.

"Yeah, yeah, it was more comic relief than a problem," he admits. After thinking about it for awhile, "I figured I had two options, I could beat the s**t out of the hatch and hope the catch would open, or



Above, '*Haulback*' hauled back to Hanalei to be there when the Solo TransPac race ended. Right, 'Lord Jim' Kellam, sporting a few new 'tats' since we saw him last.



— cont'd

I could use the screwdriver to take the hinges apart.” He tried the former and, happily, after about 10 minutes, the lid popped open.

Oh, and by the way, that connection *was* the problem. His SSB worked fine the rest of the trip.

hanalei jim — cont'd

Jim has six more years of work before he ‘retires’ for good, but he’s already planning to sail the 2008 Solo TransPac. To understand why Kellam — as well as several others — is drawn to this race year after year, one only has to look as far as the other competitors. “I’m not a racer,” Jim explained, “but I really like this one because of the sense of community. We’re not racing against each other; we’re racing *with* each other toward a common goal.”



LATITUDE/LADONNA

SIGHTINGS

showing off for

So we send *Latitude*'s 'new guy', LaDonna Bubak, to Hawaii to cover the Solo TransPac. While she's trying to get The Finish Shot (see page 148), these two guys keep buzzing the race committee boat. Moments after this photo, they just happened to tip over right in front of her,



the girls

making sure to flex every tanned muscle while beaming dazzling studly smiles as they righted the beach cat. Being a consummate professional, LD was of course immune to these sophomoric stunts. But just to be nice, she snapped a few photos. About 60 of them.



LATITUDE/LADONNA

mexico only crew list

Welcome to the 2006 Mexico Only Crew List. Whether you're planning to sail down on the Baja Ha-Ha Cruisers' Rally (starts October 30, see article elsewhere in *Sightings*), on your own, or hope to catch a ride on someone else's boat, the Crew List can help you out.

Here's how it works: fill out the appropriate form and send it to us with the proper fee. In the October issue, we'll run a list of all the names in two categories — *Boat Owners Looking for Crew* and *Crew Looking for Boats*. All names will be followed by information about the individual, including skill level, desires, special talents, experience, a contact number and, in the case of boat owners, the size and type of boat. All you do then is go down the appropriate list and call up the most appealing prospects.

Through the Crew List, lots of people have had lots of neat adventures. But there are risks, which is why we insist that, ultimately, you must take responsibility for your own actions. Let's face it, sailing is an inherently dangerous sport. And sailing long distances with people you haven't known that long on boats you don't know that well is a whole other can of worms. So, for the record, the *Latitude 38* Crew List is an advertising supplement intended for informational purposes only. *Latitude 38* does not make or imply any guarantee, warranty or recommendation as to the character of individuals participating in the Crew List or the conditions of the boats or equipment. You must judge those things for yourself.

Still with us? *Bueno!* Here are the ground rules.

1) We must receive all Crew List forms by September 15. That doesn't mean 'postmarked by.' It means 'here in the office by.'

2) All forms must be accompanied by the appropriate fee. That's \$7 apiece for everyone. And don't fax the forms to us. We have to receive the fee *with* the form.

3) One form per person, please — unless you and a friend want to go only if you can go together. Whether you're a couple or just friends, applying for a 'group rate' does diminish your chances of finding a boat somewhat. But holding out for a skipper who will take you both will certainly enhance the adventure. In these situations, both parties should fill out one Crew List form and send in one fee. If you think you'll need additional forms, or want to send some to friends, simply make copies of the ones on these pages.

4) Be honest. The simplest rule of all. In this case, being honest means not inflating your experience or skill level because you think it's what someone wants to hear. In sailing, perhaps more than any other sport, if you don't know what you're talking about, people who do can recognize it instantly. BS'ers don't get rides.

Contrary to what you might think, honest folks with little or no experience often get rides. It has to do with some experienced skipper's preferring to train people in their way of doing things.

5) Women can use first names only. If you are female, you *will* get calls. Possibly lots of them. We've talked to women who say they have gotten *hundreds* of calls, sometimes months or even years after the Crew List was published.

For this reason, we recommend that women use first names only, and that they *not* use a home phone number as a contact. Instead, use a P.O. Box, answering service, fax number, email or other contact that insulates you a bit. It also makes screening easier. Finally — guys *and* women — please keep the hormone thing out of the Crew List process. Once your crewing situation is worked out, if you mutually like what you see, then let nature take its course. But please, not before. Thanks.

6) If you take part in the Crew List, you get into the Crew List party free! Back in the old days, the Crew List party used to be a relatively low-key affair. It has now grown into an event of epic proportions, complete with T-shirt giveaways and all kinds of other neat stuff. And it's not just for Crew Listers anymore, but serves as

continued on outside column of next sightings page

SIGHTINGS

mexico-only crew list

a rendezvous point and reunion for Baja Ha-Ha Rally participants past and present. How big is it? This year, the entertainment lineup includes Carlos Santana, the Dave Matthews Band, J-Lo and of

I WANT TO CREW IN MEXICO

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

(check as many as apply in all categories)

I WANT TO CREW:

- 1) ☐ For the trip down
- 2) ☐ While in Mexico
- 3) ☐ For Baja Ha-Ha 13, the cruisers' rally to Cabo starting October 30.
- 4) ☐ Return trip up Baja
- 5) ☐ Other _____

MY EXPERIENCE IS:

- 1) ☐ Little or none
- 2) ☐ Some, mostly Bay sailing
- 3) ☐ Moderate, some ocean cruising or racing
- 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

Mail completed form and \$7 to: *Mexico Only Crew List*, 15 Locust Ave., Mill Valley, CA 94941 by **September 15, 2006**.

course Jimmy Buffett. We haven't actually asked any of them yet, but surely one simple evening can't pose any problems.

This year's party will be held at the Encinal YC on Wednesday, October 4. If you haven't lined up a boat or crew by then, come on by for a last chance at the party itself. (Everyone wears color-coded

continued on outside column of next sightings page



summer

Svensden's Summer Splash, held last month at Encinal YC, has always been one of the highlights of the year for junior sailors. 2006 was no exception, with 90 kids competing in multiple races over the weekend of July 15-16.

The 420 and Laser fleets were especially competitive as the winners qualified to represent the Bay Area at the Bemis/Smythe finals, which will be held this month in Kemah, Texas. Colin Brochard won the Laser fleet, while Alicia Bernhard and Patrick Maher teamed up to top the

site

You may recall reading recently in these pages about AIS (Automatic Identification System) — a not-so-new technology that allows commercial traffic to be tracked on your charting software. Michael Slater, owner of www.boatingsf.com, also read about AIS, but for him a lightbulb went on.

It took him three months — about two months longer than he expected — to develop software that would allow people to watch commercial traffic on the Bay via their computers. From his homepage, click on the Real-Time Ship Positions link, which will take you to a map of the Bay showing dozens of little arrows zip-ping around. Each tiny arrow represents a commercial ship, tug, or ferry. You can track their courses for the last three hours, see if the ferries are running on-time, and even watch tugs work around the big ships.

Overall, Slater sees the new addition to his already popular site as entertainment.



THOMAS MAHER

splash

420s. All three undoubtedly had their bags packed that night!

Svendsen's Boat Works once again deserves kudos for their sponsorship, nice prizes and lots of behind-the-scenes legwork.

While we're on the subject, we've gotten a bit behind the curve on junior coverage, and would like to get back up to speed. If you or your kids or your club have a junior program, please take a minute to drop us a reminder about it, and the appropriate contact information.

sightings

"It has a high 'cool' factor," he conceded.

Another site every Bay Area sailor should bookmark posthaste is the brand-new www.windandtides.com. Tired of pulling up several different sites to find out what the sailing conditions were on the Bay, Todd Huss decided to take action. "Switching between sites isn't so easy with a beer in one hand and a burrito in the other," explained Huss, "so I needed everything on one page."

Compiling data supplied primarily from NOAA, Huss's site is the definition of simplicity. One page gives you all the information you need to plan your Bay excursion: Wind speeds, forecasts, and current predictions. No wading through pages of confusing or irrelevant data. Just the facts.

Huss, VP of Technology for an online company, isn't interested in turning a profit from the site. "It's one of many pet projects developed out of a need of

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SIGHTINGS

crew list — cont'd

nametags, so spotting crew or boat owners is easy). If you already have a boat/crew spot, plan on coming by anyway for an enjoyable

I NEED CREW FOR MEXICO

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

BOAT SIZE/TYPE: _____

(check as many as apply in all categories)

I NEED CREW FOR:

- 1) ☐ For the trip down
- 2) ☐ While in Mexico
- 3) ☐ For Baja Ha-Ha 14, the cruisers' rally to Cabo starting October 30.
- 4) ☐ Return trip up Baja
- 5) ☐ Other _____

MY EXPERIENCE IS:

- 1) ☐ Bay
- 2) ☐ Ocean
- 3) ☐ Foreign Cruising

I AM LOOKING FOR:

- 1) ☐ Enthusiasm — experience is not all that important
- 2) ☐ Moderately experienced sailor to share normal crew responsibilities
- 3) ☐ Experienced sailor who can a) share navigation and/or mechanical skills; b) who can show me the ropes
- 4) ☐ Cooking, provisioning or other food-related skills
- 5) ☐ 'Local knowledge': someone who has a) been to Mexico before; b) speaks passable Spanish
- 6) ☐ Someone to help me bring the boat back up the coast
- 7) ☐ Someone to help me trailer boat back up/down the coast
- 8) ☐ Someone who might stick around if I decide to keep going beyond Mexico
- 9) ☐ Other _____

Mail completed form and \$7 to: *Mexico Only Crew List*, 15 Locust Ave., Mill Valley, CA 94941 by **September 15, 2006**.

evening with like-minded people heading south.

We'll have more on the Crew List/Ha-Ha party in upcoming issues. We will rerun the Crew List forms in the next issue, and you can find them online at www.latitude38.com. But why wait? Clip and send yours in right now!

SIGHTINGS

short sightings

AEOLIAN YC — Aeolian YC member Phil Hall wanted to support Lynne, his wife of 17 years and a breast cancer survivor, as she joined in her first San Francisco Avon Walk For Breast Cancer in 2001. Not being what modest society would call 'reserved', Phil hatched a plan. He pulled his truck near the starting line and blasted Roy Orbison's 'Pretty Woman' over and over while 3,100 walkers filed past, garnering him the nickname 'Pretty Woman Guy'. Phil also dyed his hair hot pink for the occasion.

In the intervening years, Phil and Lynne have continued the tradition, last month's Walk being no exception. By the time the Aeolian YC's cruise to Coyote Point rolled around a week later, Phil's hair had faded to a lovely 'cotton candy', which was still enough

continued on outside column of next sightings page

site sightings

my own," he said. "I hope others find it useful." We've already added it to our 'Favorites'.

To round out our trifecta of new websites is www.MyHomeHarbor.com, a member-controlled site similar to *MySpace* — but for sailors instead of teen-trolling perverts. Racers can upload their schedule, send invitations to crew, and post results, among a slew of other neat features. What used to take a dozen phone calls and emails can be done with a click of the mouse.



The best cure for the summertime blues (and summertime heat) is summertime sailing! Clockwise from above, 'Stand By' looking sweet; waves wash over a J/24; sailing past the world's most beautiful bridge; Falmouth 22 cutter looking Bristol; no-name ketch with all the toys; making a splash on 'Luna.'



— cont'd

Cruisers can set up their own page for family and friends to follow their trip. Quickly update your page with new photos, passage notes, and your future plans, then click a button and one email will be sent to all your family and friends with the link to your updated page.

Designed and maintained by San Diego sailor and clinical psychologist John Laidlaw, the site has a bunch of other cool features which you'll just have to discover for yourself.

shorts — cont'd

to draw the attention of Coyote Point YC member Mike Flynn. When Mike heard their story, he jumped up to the club's mike and challenged the crowd to match his donation. A hat was passed and \$281 was collected for the cause.

What's Phil got up his sleeve for next year's Walk? "I was disappointed this year that Nancy Sinatra didn't respond to my emails." So she's out of luck. "Next year I think I'll try to get Sharon Stone."

After reading this, we're sure Sharon would be happy to show up and help out.



LISA SPODAK

Phil Hall — 'Pretty Woman Guy'.



2006 WEST MARINE PACIFIC CUP



— SAIL SOUTH FOR GLORY



TOM AKINS

Above: 'Lightning's decision to run 50 miles south of their originally planned course, led to a first in Division E and first overall. Front row, L to R: Robin Jeffers, Dr. Joe McCoy and Brendan Bush. Behind: Skip McCormack, Jeff Thorpe, Tom Akin and Ian Klitza. Spread: The Antrim 27 'E.T.' charges toward the finish — the only boat in Pac Cup history to score three wins with the same crew. (Spread photo: Douglas Peebles)

The 2006 Pacific Cup from San Francisco to Oahu's magnificent Kaneohe Bay will be remembered for a lot of things — some wonderful sailing; countless blown spinnakers; brilliant celestial treats; and, somewhat distressingly, a second consecutive disappointing turnout. But mostly, it will be recalled as "the year to sail south." Each crew's ultimate recollections of the 2006 running will quite simply be measured by the degree to which they tossed the dice in the endlessly risky tactic of sailing more miles in the hopes of better breeze.

Those who bit the bullet early and plunged southward in the race's opening stanzas will carry with them fond memories of a course well chosen and rewards happily reaped. Yes, the southern migrants covered more miles — in many cases hundreds more — than the

straight-ahead, rhumbline distance of 2,070-miles. But they were consistent miles, in mostly steady, if not spectacular, breeze. "We didn't really have a single day where we got balled up and had to stop," said navigator Travis Vetter aboard *Tutto Bene*, the Beneteau 38s5 that took top honors in Class B after a passage of 12 days, 19 hours. "We just kept ticking along."

Those who toyed with fate by holding a northerly board in the early going will have far different recollections. Painfully, because they were at sea longer, they also had more time to regret those decisions. Take Daniel Spradling, skipper of the sumptuous, wooden S&S 52 *Bounty*, a classic beauty that also sailed in Class B but wound up fifth in her division after a long, frustrating voyage of 14 days, 14 hours.

"We're never going to be a tactical boat, to do well we have to be a shortest-distance boat," Spradling said. "So we took the gamble and cut the high, figuring it had to move north..." That's where his words hung, for the massive high-pressure system that constituted the race course's most significant feature was stationed stubbornly to the south and stayed more or less put, particularly early on when the hard choices had to be made. There was little else to say. North it did not move.

No, there was no truth to the rumor, put forth by one fledgling comic, that the winning boats claimed victory because they thought they were sailing the Coastal Cup to Southern California, then hung a hard right about halfway along just for the hell of it. For expert analysis and a tidy summation, let's instead turn

2006 WEST MARINE PACIFIC CUP



'California Girl' smoked Division A. Front, L to R: Davey Glander, Betty Lessley, Dan McVey, Victoria Lessley. Behind: Skipper Timm Lessley, "Syndicate Chief" Don Lessley, George Neill.

to Michael Moradzadeh, skipper of the Passport 40 *Cayenne*. Moradzadeh had ample time to ponder the error of his ill-conceived northerly ways – *Cayenne* was the 38th finisher in the 42-boat fleet after a character-building trip of 15 days, 12 hours. He may be forgiven for a lapse in grammar, as his message still comes through with shining clarity: "The more 'souther' you were, the more 'firster' you were." Amen, windless sailor. Amen.

The fun (a relative term) began on July 3, when Divisions A and B, as well as the Doublehanded class, set forth from a starting line stationed directly in front of the St. Francis YC. It continued on the Fourth of July holiday, with a start for Division C, and pressed ahead through July 5 and 6, when the largest vessels in Divisions D and E, respectively, got under way. The starts are staggered with the idea that most of the boats will arrive in Hawaii around the same time. As we'll see, it set up an unlikely battle for first-to-finish in 2006.

Presumably every skipper had heard and listened to the sage, pre-race forecast from living Transpacific legend Stan Honey as he outlined the vagaries of not one, not two, but three zones of high pressure standing between them and the first poolside mai-tai at the Kaneohe YC, and there's little doubt that each navigator looked long and

hard at the surface weather map, which was impressive for its almost complete absence of wind-arrow quills and closely spaced isobars. King Kong's thumb-print would have more definition.

But some were perhaps lulled into a false sense of windy security by steady breezes between 10 and 15 knots as they beat out the Bay and under the Golden Gate Bridge. And there's testimony that more than a few navigators lobbied for some early westing, reasoning that the knotty matter of skirting south and eating up a few pesky degrees of latitude would take care of itself later on.

That's not the way it happened. At all.

Now that the point's been hammered home, let's introduce our first two 2006 Pacific Cup heroes, for at first glance they're certainly an unusual pair of champions. When Shawne Throwe of the Encinal YC entered his long, lean,

sliver of a yacht – *The Contessa* – in the Pac Cup, he was definitely taking a leap of faith. After all, his beamless Swede 55 was over 30 years old, and Throwe had *never* sailed an ocean race before. His partner in the doublehanded entry, Neil Weinberg, at least had a TransPac under his belt, as well as decades of inshore racing. "But let's face it," said Weinberg, "We're nobodies."

For two days 'The Contessa' dove south in stiff headwinds gusting to 30 knots.

Well, they aren't nobodies anymore.

There's no evidence that Throwe and Weinberg sold their souls to the devil for a blessed run at glory. However, like the protagonists of *Damn Yankees*, when the smoke cleared they were at the top of the heap with a very sweet double: First in division, and first to finish. Yes, overall.

It wasn't so marvelous at the beginning. For two days *The Contessa* dove south in stiff headwinds gusting to 30 knots. It was wet, miserable going, and



— SAIL SOUTH FOR GLORY

before long the boat's narrow interior began to resemble a rain forest. "The ocean found every leak in the boat," said Throwe.

Then, suddenly, the breeze was gone. But they were bound and determined to keep pushing south, and for two more days did so – "Straight downhill," said Weinberg – under light-air spinnaker. By the end of Day 4, they were south all right. They were also in last place. They'd managed to see and pass a single boat that day, the Cal 40 *California Girl*, but considering the size differential – 55 feet to 40 feet – that wasn't necessarily a cause for celebration.

Of course, they had no way of knowing *California Girl* was sailing into the history books, as well.

At the intersection of 29 S and 131 W, *The Contessa* turned for Hawaii and put the pedal down. And she started climbing up the standings. For four days the shorthanded sailors pushed as hard

as they could, four hours on, four hours off. Then, on a wild and windy Day 8, the spinnaker guy broke and snagged a stanchion. Luckily, Throwe and Weinberg doused and corralled the chute before any real damage was done. But they'd given themselves a good scare.

"And on the eighth day, God said, 'You shall rest,'" said Weinberg. "So we took a day off." That's right, the lads had a sip of wine, caught up on their sleep, and even watched a few DVDs. The Hornblower series, naturally. Then, recharged, they re-hoisted the kite and rejoined the battle.

Swooping up from astern, the aptly named *Lightning* was also bearing down on the finish line. Considering that Thomas Akin's superbly sailed Santa Cruz 52, in Division E, had spotted *The Contessa* a three-day head start, it wasn't exactly a fair fight. But line honors were up for grabs all the same.

The record books will show that *Lightning* sailed a fantastic race, too, with a first in Division and, significantly, first overall on corrected time. Their elapsed time was 9 days, 3 hours, 5 minutes. Kudos to skipper Akin of Belvedere; navigator Jeff Thorpe, who called a solid race; and their all-star crew. They almost had the trifecta.

Thorpe's tactics were novel, and perfect for the conditions *Lightning* engaged. He'd been consulting with Commanders Weather prior to the race and, seeing that the high "never snapped into place," chose a course some 40 to 50 miles south of his pre-established waypoints once the starting gun had sounded.

"The first night, we were 5 or 6 miles south of everyone in our class," said Thorpe. "The second, we were 30 to 35 miles south. The third, 60 to 65 further south. Typically, if

'Tutto Bene' lived up to her name, which means "it's all good." Left to right: Travis Vetter, Stephen Kennery, Jack and Nicholas Vetter.

you were 30 miles south, you'd be 50 or 60 miles behind. But we got to 70 miles south and were 5 to 10 miles ahead."

"We kept expecting the others to follow us down," said Akin. "But they never did." And that's how the race was won.

In the end, however, *The Contessa* was not to be denied line honors. "We really thought *Lightning* was going to creep up and catch us," said Throwe. "But it was sure nice standing there at the yacht club to catch their dock lines," said Weinberg.

So the first two boats were home and took their rightful places of honor at the front-door dock of the KYC. They were soon joined by *Elyxir*, Skip Ely's Santa Cruz 52, which finished third in Class E, nipped out of second on corrected time by Jim Gregory's Schumacher 50, *Morpheus*. But wasn't that other boat on the front row a, gulp, Cal 40? What in blazes was that doing there?

"Good old *California Girl*," said Neil Weinberg. "What a job they did. In my opinion they sailed the best race of anyone this year."

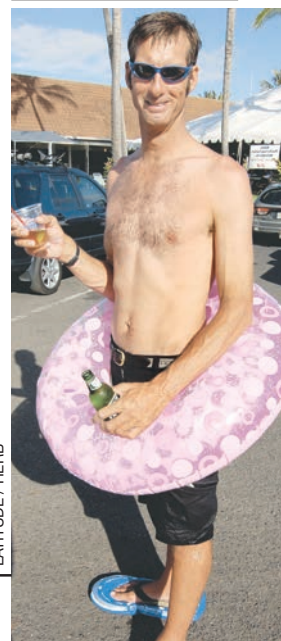


Spread: 'The Contessa', a Swede 55, took surprise line honors and won the Doublehanded Division despite taking a break one day in mid-ocean. **Inset, left:** It takes two — Neil Weinberg (left) and Shawn Throwe were tired but happy at the finish. **Inset, right:** 'Auspice' glides into third in Division C.



LATITUDE / HERB

SPREAD & INSET MARSTON MYERS



Soon after arriving, 'Elyxir's' navigator, Pepe Parsons, gets tropical.

LATITUDE / HERB

2006 WEST MARINE PACIFIC CUP

Every good sporting event could use a story of redemption and, in *California Girl*, the 2006 Pacific Cup had a beauty. Novato's sailing Lessley family – Don and Betty, son Timm, and Timm's wife Victoria – have campaigned the boat, well, forever, and a few years ago they made themselves a collective promise. They would go all out for the 2004 Pacific

California Girl's spinnaker "got wobbly," and at the same moment, she was boarded by a "rogue wave."

Cup, aim for victory in the big Cal 40 class in the 2005 Transpac, then return for a second straight win in the 2006 Pac Cup.

It started out as planned, with a Division win in the 2004 Pac Cup. But on the delivery back to the mainland, the boat was rolled in a gale some 75 miles from San Francisco, incurring some \$60,000 worth of physical damage to the vessel, and incalculable amounts of psychic damage to the crew. Though *California Girl* started the TransPac, the Lessleys never fully recovered from the rollover,

'Cayenne' got stuck in the northern doldrums. Front: John Warren (L), Rich Laumanhere. Behind: Lou Ickler, Kim Ickler, Spencer Fulweiler, Rena Fulweiler and Michael Moradzadeh.



LATITUDE / HERB

and were forced to drop out after a couple of days.

"It was such a letdown, an emotional low," said Timm. "We came back with the attitude that we had something to prove to ourselves."

The lesson? Do not rile up the Lessleys. With Don assuming the role of shore manager, the patriarch wasn't aboard for this race. But the rest of the family was, with able assistance from Dave Glander, George Neill and Dan McVey. They knew what had to be done right from the outset.

"Go south," said Timm. "We'd been victims in the 2000 race, when we sailed the classic rhumbline instead of the Great Circle and had five 30-mile days. We knew that pain. This year looked very similar. All three highs were parked on the rhumbline. The jet stream wasn't established. Go south."

Two days out from San Francisco, they hoisted their biggest kite and, in Timm's words, started to "haul ass,"

surfing steadily at 11 knots with one burst up to 15.6 knots. Hey, we're talking Cal 40s here!

They had that brief aforementioned interlude with *The Contessa*, then turned the corner and kept flying toward the islands. Timm knew they were gambling by sailing the longer course, and on Day 3 nervously went through an entire packet of 'chew'. But, like *The Contessa*, suddenly they went from worst to first in Division A. Fittingly, at the same time, *California Girl* became the boat to sail the millionth collective mile of Pacific Cup racing.

It wasn't a joy ride. Midway along, sailing dead downwind under



LATITUDE / LADONNA

The Garmans leave the Bay in search of giants to slay.

heavy-air chute, *California Girl's* spinnaker "got wobbly," and at the same moment, she was boarded by a "rogue wave." Victoria was sitting on the high side, and the deluge triggered her inflatable lifejacket and sent her flying across the cockpit, where she came up short on her tether...but not before taking a nasty blow to the head. The very next wave got Timm, who was down below and thrown across the cabin, suffering a pair of broken ribs.

But *California Girl* wasn't going to be denied. With each day they were adding to their lead by as much as 30 miles, and Timm's advice to the crew was succinct: "Don't defend, extend." That's just what they did.

California Girl's class-winning time of 12 days, 17 hours, 40 minutes was also good for seventh-place overall.

Sitting by the dock shortly after the finish, Don Lessley cast a glance at his family with a look that can only be described as fatherly love. "Awesome," he said. "They were awesome."

If *The Contessa's* victory was serendipitous, and *California Girl's* sublime, it's tempting to say that the Antrim 27 *E.T.'s* win in Division C was pre-ordained. After all, the three-person team of Liz Baylis, husband Todd Hedin and design-

MARSTON MYERS

— SAIL SOUTH FOR GLORY



Shown near the finish, 'Recidivist' was one of six Carl Schumacher designs, all of which found their way to a podium finish.

er Jim Antrim had twice before visited the winner's circle, and with this third triumph they now each have a trophy to call their very own. How many other boats have won Pacific Cup classes three times with the exact same crew? (The answer, we're pretty sure, is "zero.")

Just don't go telling Baylis it was a sure thing from the get-go. "We didn't deserve to win," she insists. "We made some real tactical errors."

Okay, if she says so, and we'll concede her point that the division was stacked, with a roster that included, in order of class finish, Jan Borgensen's well-sailed Elliott 10.5 *Basic Instinct*, James Coggan's swift Schumacher 40 *Auspice*, Dean Treadway's race-proven Farr 36 *Sweet Okole* and Fred Vitale's very surprising Beneteau 473 *Siderno*. After all, the class did produce some of the tightest, closest racing in the fleet.

But *E.T.* also had something that always makes a sailor look very smart:

abundant boat speed, with steady bursts into the high teens while topping off at a sporty 20.95 knots. Baylis says the boat was quicker than in previous races and she can point to several adjustments that contributed to the extra pep – a new carbon rig (shaving about 20 pounds from the boat); more weight savings to the tune of another 80 pounds (the 100-pound total meant that the ULDB was a solid 2% lighter than in previous incarnations); and a new Dave Hodges spinnaker with a narrower head and fatter belly, which added up to a more stable instrument on the ocean ("That was pretty sweet," said Baylis).

E.T. extricated itself from an

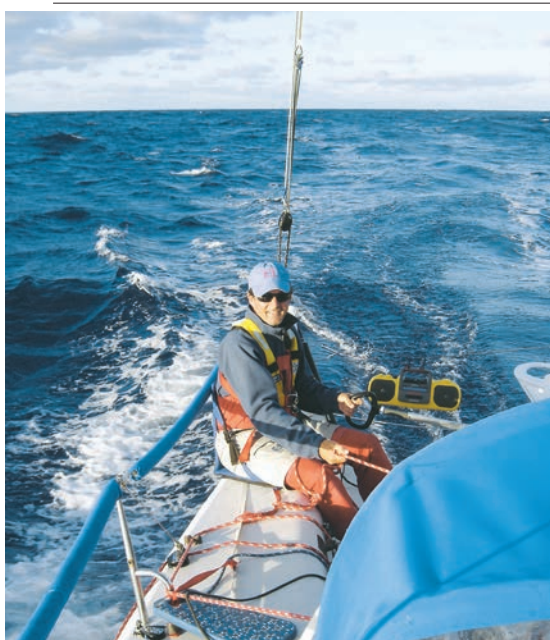
early jam when stuck in a corner in relation to the fleet – the "tactical error" – in two epic days, knocking off some four degrees of longitude on the first and four degrees of latitude on the second. About three days out from the islands, the boat also endured one of the more dramatic

'Basic Instinct' took 2nd in class behind 'E.T.' L to R: Mike McGlone, Munch McDonald (front), Clive Davis, Jan Borgensen and Bill Krill.



LATITUDE / HERB

2006 WEST MARINE PACIFIC CUP



Tom Hedin drove 'E.T.' to glory yet again — with just a little help from his wife, **Liz Baylis** and designer **Jim Antrim**.

moments in the 2006 Pac Cup.

"We had a bit of an issue," said Baylis. "It was blowing in the mid-20s and we had this puff come down from above and spin us out. I threw off the vang and the sheet but the boat wouldn't come up. Then it went head to wind, on its side, and that's when the masthead hit the water. I guess it was blowing about 40 at that point. Then, just like that, it popped up and we were surfing back at 15 knots. The world was right again. It was, like, who wants some coffee?!"

Bill Parks' San Francisco-based J/35 'Stray Cat Blues' didn't make headlines, but she was lookin' good at the finish.



Squalls and heavy rain were staples on the weather menu for the last three days, though intermittent nightly breaks gave way to glorious "moonbows," a phenomenon that numerous crews described with awe and wonder. "I saw two in one hour," said Baylis, "All the colors of the rainbow in the middle of the night. Just beautiful."

E.T.'s elapsed time of 11 days, 10 hours, 15 minutes was also good enough to take second in fleet overall. On top of that, by virtue of the close racing within the division, and E.T.'s performance therein, the boat also earned the first-ever *Latitude 38* Performance Trophy.

So, now that they're three for three in Pac Cups, will E.T. be back for a "four-peat?"

"Last time, Jim said, 'There'll be no effing next time!'" said Baylis. We know how that turned out. Now, he acknowledges the foregone conclusion. "Oh yeah, we'll be back," he said.

It was a family affair this time around, as the stories of the Lessleys, and Hedin and Baylis, will attest. And there were literally dozens of other families sailing with one another this time around,

including the Andersons on *Free Range Chicken*, the Engleharts on *Compromise*, the Gregories on *Morpheus*, the Mahoneys on *Irish Lady* and the Lafittes on *Kyrnos*. With apologies, there simply isn't space to tell all their tales.

We'll focus instead on the Vettters aboard *Tutto Bene*, the Beneteau 38s5 which earned top honors in Division B. Father Jack and sons Travis and Nicholas have a ton of Pac Cup experience, and two years ago sailed the race on *Tutto Bene* with longtime friend Dennis Ronk. This time Ronk wanted to take his own Beneteau 411 *Bequia*, and the Vettters de-

cided to amp up their own effort. "It was largely driven by the boys," said Jack.

The Vettters asked friend Stephen Kennery to join them, which proved to

"The plan was to see how far south you could get for free, and not get wound up in the high."

be the first of many smart moves in the campaign, for Kennery is not only a fine sailor, but a superb cook. His culinary efforts ranged from poached salmon to New York strips with blue cheese.

But let's not get sidetracked by the food, for the *Tutto Bene* crew was in full-on race mode from soup to nuts (sorry).

The navigator's role fell to Travis, who said, "The plan was to see how far south you could get for free, and not to get wound up in the high."

Jack added, "Like all displacement boats, you pay dearly for those extra miles."

Tutto Bene enjoyed a tight – and highly motivating – race within the race, sailing within sight of Ted Morgan's Express 34 *Locomotion* and Denis Mahoney's Catalina 42 *Irish Lady* for some three days and over 500 miles. They also flew the same kite,

a composite Quantum Airex chute, for nearly seven straight days.

Mostly they strove for consistency, though they worked hard as a crew to get the most out of their 38-footer. "We had one noon-to-noon run where we made 192 actual miles, but we had a big jibe in there, so we easily did over 200 miles. That's about as fast as you can get this boat going." *Tutto Bene's* top speed was a burst to 18.5 knots, though the sailors saw several 12s and 13s and a top wind speed of 28 or 29 knots, which was about the norm through the fleet.

A contaminated water tank added some tension to the trip, and for much of the middle stages the crew was rationed to three pints per day. But they were able to increase that to a whopping four



Crewman Trey Powers (L) and skipper John McPhail of 'Jam' show the duct tape repair of their heavy-weather kite.

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— SAIL SOUTH FOR GLORY

2006 West Marine Pacific Cup Results

C	F	Name	Type	Skipper	PCR	Homeport	Elap. Time	Corr. Time
DOUBLEHANDED (Started 7/3 at 08:00:00 HST)								
1	24	The Contessa	Swede 55	Shawn Throwe	544	Alameda	12:03:40:27	00:00:00:00
2	30	Plus Sixteen	Olson 911S	Paul Disario	637	Richmond	14:19:29:54	00:10:20:57
3	34	Spirit	Custom S&S	Ann Lewis	648	San Francisco	15:08:03:35	00:16:35:08
4	35	Slim	J/30	Loren Moliner	646	San Francisco	15:16:26:29	01:02:07:02
5	37	Keeli Quinn	Moore 24	Jeff Duvall	633	Portland	15:13:24:45	01:06:33:48
6	38	Giant Slayer	SC 27	David Garman	624	Des Moines, WA	15:15:12:41	01:13:32:14
7	40	Celerity	Hobie 33	Peter Cosman	563	Kelowna, BC	14:07:58:23	01:17:22:26
DIVISION A (Started 7/3 at 08:15:00 HST)								
1	7	California Girl	Cal 40	Tim & Betty Lessley	608	Richmond	12:17:40:43	00:00:00:00
2	21	Hooligan	Westsail 11.8	Alice Martin	618	Sausalito	13:17:46:25	00:18:20:42
3	22	Green Buffalo	Cal 40	J. Quanci & M. Lovely	610	San Francisco	13:14:30:43	00:18:41:00
4	32	Cirrus	Standfast 40	Bill Myers	607	Kaneohe, HI	14:04:38:02	01:11:31:39
5	33	Cassiopeia	Islander 36	Kit Wiegman	633	Alameda	14:22:47:10	01:14:43:57
6	39	Cayenne	Passport 40	M. Moradzadeh	615	Belvedere	15:12:25:02	02:14:42:49
–	–	Sonata	Morgan 38	Neal Berger	629	Sausalito	DNF	DNF
DIVISION B (Started 7/3 at 08:30:00 HST)								
1	12	Tutto Bene	Beneteau 38s5	Jack Vetter	606	Vallejo	12:19:07:28	00:00:00:00
2	16	Locomotion	Express 34	Edward Morgan	600	Seattle	12:19:52:36	00:04:12:08
3	25	Irish Lady	Catalina 30	Denis Mahoney	589	Alameda	13:07:02:43	00:21:41:45
4	31	Bequia	Beneteau 411	Dennis Ronk	587	Vallejo	13:16:38:47	01:08:26:49
5	36	Bounty	S&S 52	Daniel Spradling	595	San Francisco	14:14:16:20	02:01:28:22
6	41	Valis	Pacific Seacraft 44	Paul Elliott	604	Sausalito	15:13:24:41	02:19:26:13
7	42	Compromise	Elite 37	D. & S. Englehart	598	San Francisco	17:04:08:50	04:13:37:22
DIVISION C (Started 7/4 at 09:10:00 HST)								
1	2	E.T.	Antrim 27	Todd Hedin/Liz Baylis	565	San Francisco	11:10:15:36	00:00:00:00
2	3	Basic Instinct	Elliott 10.50	Jan Borjeson	564	Tiburon	11:14:16:59	00:04:35:53
3	8	Auspice	Schumacher 40	James Coggan	575	San Francisco	11:23:06:54	00:07:06:18
4	9	Sweet Okole	Cust. Farr 36	Dean Treadway	577	Richmond	12:01:02:00	00:07:52:24
5	10	Siderno	Beneteau 473	Fred Vitale	552	San Francisco	11:10:48:43	00:08:01:37
6	26	Stray Cat Blues	J/35	Bill Parks	577	San Francisco	13:01:05:46	01:07:56:10
7	29	Relentless	Sydney 32	Arnold Zippel	577	San Francisco	13:07:02:51	01:13:53:15
DIVISION D (Started 7/5 at 10:10:00 HST)								
1	4	Syngé	Synergy 1000	Mike Amirault	528	Seattle	10:17:36:49	00:00:00:00
2	6	Recidivist	Schumacher 39	Ken Olcott	534	Palo Alto	10:21:50:37	00:00:46:48
3	11	Sapphire	Synergy 1000	David Rasmussen	531	Richmond	10:23:13:26	00:03:53:07
4	14	Mureadritta's XL	ILC 40	Antony Barran	493	Las Vegas	10:04:50:56	00:07:21:37
5	17	Orizaba	J/130	John Hanna	514	Portland	10:20:14:55	00:10:41:06
6	19	Riva	J/46	Scott Campbell	528	Portland	11:07:40:45	00:14:03:56
7	20	2 Guys on the Edge	1-D 35	Dan Doyle	509	Honolulu	10:20:50:34	00:14:09:15
8	23	Vanessa	Beneteau 57	Bill Deuchar/Stephen Dunn	516	Honolulu	11:09:10:29	00:22:27:40
DIVISION E (Started 7/6 at 11:15:00 HST)								
1	1	Lightning	Santa Cruz 52	Thomas Akin	472	Belvedere	09:03:05:20	00:00:00:00
2	5	Morpheus	Schumacher 50	Jim Gregory	484	San Francisco	09:16:58:28	00:06:59:08
3	13	Elyxir	Santa Cruz 52	Skip Ely	472	Santa Cruz	09:15:24:51	00:12:19:31
4	15	Kyrrnos	Custom 56	Frederic Laffitte	477	Woodway, WA	09:02:14:09	00:14:16:19
5	18	Cipango	Andrews 56	Rob & Bob Barton	462	San Francisco	09:16:17:49	00:18:57:29
6	27	Free Range Chicken	Perry 59	Bruce & Sharon Anderson	454	Yakutat, AK	10:04:58:31	01:12:14:11
7	28	Jam	J/160	John McPhail	488	Fox Island, WA	11:02:06:57	01:13:49:37

pints by the end of the voyage, which they completed in 12 days, 19 hours, which also corrected out to 12th-place overall.

By the way, that name, *Tutto Bene*? It translates from Italian to "It's all good." And for the Vettters from Sacramento, it certainly was.

There are hundreds of stories in



every yacht race, and it's impossible to tell them all. But here are a few more memorable tidbits from the 2006 Pacific Cup:

- There were literally dozens of shredded chutes. But for sheer tenacity it was hard to outdo the carnage incurred by the J/160 *Jam* on Day 2. Power reaching south, they blew out *three* kites in one

2006 WEST MARINE PACIFIC CUP

day, including their heavy-air chute dubbed "Maise" which crewman Trey Powers eventually repaired by sewing through a duct-tape patch.

- Six Carl Schumacher designs were entered in the 2006 Pacific Cup, and all six finished on the podium of their respective classes, including a clean sweep of Division D with the Synergy 1000s *Synge* and *Sapphire* taking first and third, and the Schumacher 39 *Recidivist* scoring second. Somewhere Carl is smiling.

- The West Marine Oceana Award, for the crew who left "the greenest wake," went to the S&S design *Spirit*, skippered by Ann Lewis. The Best First Passage prize went to the Westsail 11.8 *Hooligan*, captained by Alice Martin. The Navigator's Award went to Spencer Fulweiler, Navigator on *Cayenne*. "Spencer's navigation skills including sun, moon and star shots were unmatched by any



'Compromise' was last to arrive, but her crew was still jubilant. Front: David and Sandy Englehart; David Desch, Mike Englehart, Pat Crillo.

of the other competitors," said Principal Race Officer Bob Gray.

- The Most Valuable Crewman – Luxury Division — went to Phill Mai of the Beneteau 57 *Vanessa*, who was able to diagnose and address the failed oil-pressure sensor on the ship's genera-

tor, without which the crew would've suffered onward without the trash compactor, DVDs, dishwasher, electric roller-furling, hot showers, autopilot, and other necessities of the 21st Century seagoing sailor.

- Of the 43 final entries, every one started and only one failed to finish, the Morgan 38 *Sonata*, perhaps because the crew tired of slatting around and opted to switch on the engine and head for the bar. Not that there's anything wrong with that.

- In the interests of symmetry, we'll leave the last word to the final finisher, the Elite 37 *Compromise*, which sailed into Kaneohe Bay on July 20 after a voyage of 17 days, 4 hours, 8 minutes. "It was a wonderful adventure," said skipper David Englehart. "It was always a goal and now we've done it. And we learned a ton. What a great event."

Really, what else is there to say?

— **latitude** / hm

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MALTESE FALCON —

Tom Perkins of Belvedere, who began sailing the Bay aboard a 17-ft Teak Lady, has launched "a retirement home" like no other. She's the magnificently sleek black-hulled 289-ft clipper yacht *Maltese Falcon*, the largest privately-owned sailing yacht in the world.

As you might expect, there are a lot of big numbers associated with *Falcon*. For instance, she has a waterline of 255 feet, displaces 1,240 tons, draws 34 feet with her board down, and motors at 18.5 knots. Yet we think

her most impressive number is the smallest — one. That's the number of people needed to set her sails, tack and wear ship, reef, and furl her nearly 2,400 sq meters of sail.

The secret is her Dynarig, which allows up to 15 modern square sails to be set from the yard arms of three unstayed rotating masts. Thanks to unprecedented sail and mast control technology, which Perkins was instrumental in developing, he can singlehandedly set or furl the entire sail plan in just five minutes. If only a minor depowering is required, it takes just 60 seconds to furl the royals, which reduces the load on the rig by 60%.

Although *Falcon* is the only boat in the world with a Dynarig, and trimming the sail plan involves rotating the masts, Perkins says there is nothing complicated about it. "I could teach anyone to sail this boat in 10 minutes," he says.

'Falcon's mast and sail trim are controlled from this console. The boat is steered with the little knob in the lower middle rather than a wheel.'



Fabio Perini and Tom Perkins — two quiet and thoughtful guys with the intelligence and passion to bring big dreams to life.

CARLO BERLENGHI

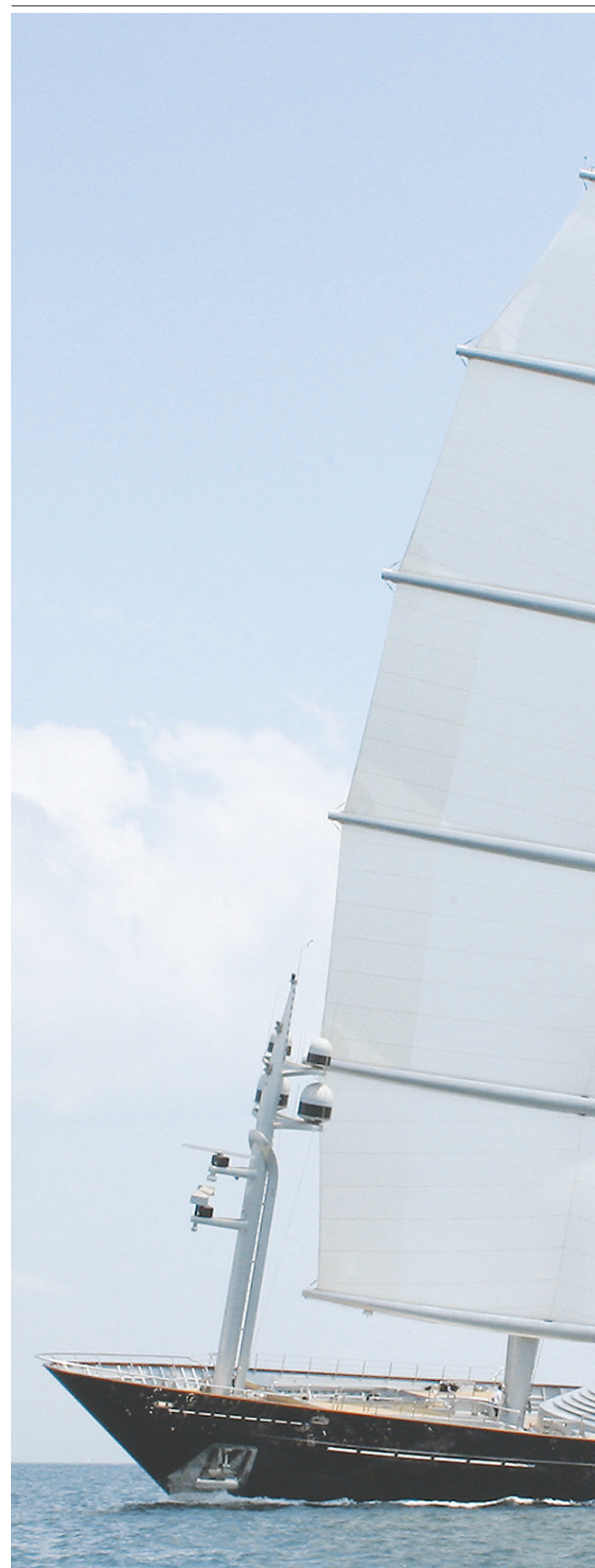
Named after the 1929 Dashiell Hammett detective mystery set in San Francisco and the 1941 *film noir* version starring Humphrey Bogart, *Maltese Falcon* was launched by Italy's Perini Navi from their Yildiz yard in Istanbul. *Falcon* and her

unique rig were subsequently shaken down on a sail to Malta, which will be her homeport, and then to Antibes, France. There aren't many berths that can accommodate a nearly 300-ft yacht, so

it was fortunate that the berth for Paul 'Microsoft' Allen's 416-ft motoryacht *Octopus* was available. *Falcon* then continued on to Spezia, Italy for her public "debut".

From the first sail, *Falcon* earned rave reviews from her owner: "We literally sailed every inch from Istanbul to Malta, either beating to windward or on close reaches. The wind varied from Force 3 to Force 7, and we averaged 10 knots, occasionally hitting 16 on the close reaches. We rotated our masts and unfurled and furled our sails — mostly the royals and t'gallants, as required by the wind strength — literally hundreds of times without a single fault. Christian, our athletic spar master, only went aloft twice, just to check on things — and probably also to enjoy the ride 190 feet above the waves. We're obscenely proud of our new clipper yacht!"

Once at the Perini Navi-owned Beconcini Yard in Spezia, Perkins welcomed some 100 of his friends aboard, many of whom had travelled from Northern California for the occasion. No part of the boat was off limits, and Perkins, who is casual and friendly, clearly enjoyed sharing the spectacular creation with others. During a dinner he threw that night for all the guests at Porto Venere, *Falcon* was brought over and anchored off an ancient waterfront church. With her masts and yard



arms illuminated, she had a massive and magnificent presence.

Sausalito Knarr sailor Knud Wibroe, one of the dinner guests, told us he re-

LATTITUDE/RICHARD



WORLD'S LARGEST SAILING YACHT



COURTESY PERINI NAVI

a long way with this yacht."

Has he ever. Still very vigorous at age 74, Perkins has owned at least four more



LATITUDE/RICHARD

Spread; 'Maltese Falcon' in all her glory. Above; From the main stairway, you can look up through three decks to the top of the main mast.

sailboats after the IOD. He bought the famous 1939 Rhodes 48 *Copperhead* for offshore sailing in Northern California, then the 141-ft Perini Navi *Andromeda La Dea* and later the 154-ft Perini Navi *Andromeda* for cruising around the world. At the same time he owned the big Perinis, he campaigned the 1916 Nat Herreshoff 135-ft gaff-schooner *Mariette* in classic regattas in the Med, in the Caribbean, and across the Atlantic. Well known in the classic yacht circuit for his superb sense of style, Perkins also restored the 122-ft classic motoryacht *Atlantide*, which he still owns.

But none of these yachts can compare with the dazzling *Falcon*, a yacht which had a bit of history before she was even launched. The steel hull was built about a dozen years ago for a Perini Navi client who eventually backed out, so it just sat. About five years later, Perkins happened to be cruising around Turkey with his daughter aboard *Andromeda*, and decided to stop by the yard. That's the first time he saw the hull, which was intended to have gotten a staysail schooner rig.

Not needing to own a fourth large yacht, Perkins nonetheless thought the 289-ft hull could be made into a terrific vessel for the right owner. Through Perini, he'd become friends with one of the biggest names in international media, and suggested that he buy it. Perkins even had a name and a purpose for the boat — she could be called *Atlantic Cloud*, and could go after many

membered when Perkins was just out of school in the late '50s, didn't have much money, and lived in an apartment on Buckley Avenue in Sausalito. "He had a

33-ft International One-Design near my 8-Meter *Scandia*," says Wibroe. "That's a nice little boat you have," I kidded him. We soon became friends. But he's come

MALTESE FALCON —

of the world's great sailing records. Alas, this candidate didn't have the same passion for sailing and innovative yachts as Perkins, and declined. But by this time Perkins was having a harder time ignoring the possibilities.

Perkins has had a long and brilliant career in both technology and business. He graduated from MIT with a degree in Electrical and Computer Engineering in '53, and four years later graduated from Harvard Business School. In '63, he was approached by Bill Hewlett and David Packard to become the administrative head of research at Hewlett-Packard, and is credited with getting that company into computers. But that was just the beginning. In 1972, he co-founded Kleiner, Perkins, Caufield, and Byers, one of the first and most famous venture capital firms in Silicon Valley. That led to his very active participation in a number of the best known tech and biotech companies in the world. Perkins is the only person to have ever been the chairman of three New York Stock Exchange-listed companies at the same time. This included Genetech for



This is the bed in the owner's 'passage cabin', which is directly behind the wheelhouse. The owner's main cabin is two decks down.

about 14 years, Tandem Computers for about 12 years, and Acuson for about five years. He was also on the board of about a dozen other major companies.

But by the late '90s, Perkins had cut back on his work load somewhat, allowing him more time to muse about the 289-ft hull in Turkey. Employees and business associates remember him sending messages about the boat at 3 a.m. from Turkey. But as he would ultimately tell Fabio Perini, owner of Perini Navi, "I need a project, not another yacht."

Spread; Imagine sailing rail down aboard a 1,250-ton yacht. Inset; The long and narrow 'Falcon' and her Dynarig as seen from above.

He would eventually get what he needed.

Perini, an Italian inventor and businessman, seems to have been cut from a similar cloth as Perkins, both in demeanor and gumption. Having become very successful in making machinery for the paper industry — Perini sold his first machine at age 17 — he was nonetheless curiously disturbed by the fact that wealthy people began to opt for large motoryachts rather than grand sailing yachts after World War II. He analyzed the situation and decided the primary reason is because big sailing yachts required so many crew. So in 1983, he decided to try to do something about it by going into the boatbuilding business with the creation of the 125-ft *Felicità*. She featured key invention of captive reel winches — which was based on technology derived from winding tissue paper! — but also had a flybridge and an unusually large amount of habitable space. Perini Navi has built and/or is building a total of 45 sailing yachts between 130 and 180 feet, and commands over 60% of the 150-ft+ sailing yacht market.



WORLD'S LARGEST SAILING YACHT

For Perkins, who is passionate about cutting edge technology, the decision about whether to go ahead with the *Falcon* project hinged largely on the feasibility of the Dynarig. For if successful, it would not only allow push button mast and sail control, but would also eliminate the need for any lines, winches, or cleats on deck. The problem was that the Dynarig, conceived to help German commercial shipping save fuel in the '70s, had never gone beyond the theoretical stage. With Perkins putting up the money, he, Perini, and renowned Amsterdam naval architect Gerard Dijkstra began doing extensive research on the concept. Once Perkins became convinced that the system would ultimately work, he made the decision to go ahead with the entire project.

But even after the initial research on the Dynarig, there was no money-back guarantee that it would be a success. In fact, two associates in the Dijkstra office spent three more years perfecting the basics of the system. And there was still a lot of work that had to be done after both small and full scale models had been built.

The next hurdle was actually building the three gigantic masts. As Perkins told us, the original Dynarig concept could not have worked on *Falcon* because of limitations of the materials available in the '70s. "If these masts had been made of aluminum," he said gesturing to *Falcon's* masts, "they would have failed within a week." Fortunately, carbon fiber is now a proven product and has the qualities necessary for *Falcon's* masts. For example, the tops of the unstayed masts are designed to fall off more than 10 feet.

Perini didn't want to have anything to do with building the unusual masts and yard arms, which have three radii and had to include countless sensors. So it was left to Perkins to hire Insensys of England and create a major mast-building facility at the yard in Istanbul. Before work could be started, however, Perkins had to place the largest order ever — other than from manufacturers of military aircraft — for carbon fiber.

Overseeing the development of the mast-making as well as the construction of *Falcon* was no small task. According to Kathy Jewett, Perkin's assistant, in the 5.5 years it took to complete the yacht from the existing hull, he flew to Turkey at least 100 times. Fortunately, it wasn't always from California, as Perkins also maintains Plumpton Place, an estate south of London that once belonged to Led Zep guitarist Jimmy Page.

One of the most amazing aspects about the creation of *Falcon* is how much risk Perkins was willing to assume to build such an innovative yacht. After all, it was entirely possible that after spending tens of millions of dollars, the Dynarig wouldn't work. Indeed, it's still unproven to the extent that it's not been tested in the kinds of heavy winds and seas that might cause the kind of mast torquing that would threaten to tear the hull apart — such as happened to *Team Phillips*. And it's not as though *Falcon* could be riggered as a stay-sail schooner or a ketch. As such, investing in *Falcon* was, like investing in a high tech start up, a calculated risk.

This is not to suggest



LATITUDE/RICHARD

The view of the sitting area on the front part of the aft deck. The deck support base for the aft mast was cleverly designed.

that *Falcon* is a mere technological wonder, because she's also beautifully styled and opulent. The exterior and interior styling were done by Ken Freivokh of London, and are smashing in a very contemporary way. When people go to the christening of a boat, they're always complimentary in order to be polite. But this is one case where the guests were sincere in their compliments — even if their personal tastes ran more toward the classic interior of a gaff schooner such as *Mariette*.

The entertaining Freivokh, who was born in L.A. but grew up in Peru, explained that absolutely everything on the boat was custom designed and built — right down to the toilet bowl brushes with carbon fiber handles! It was an immense amount of work that occupied him and several of his staff almost full time for the better part of several years. "We did about 200 CAD drawings, each one having about 150 designed items in them."

Freivokh's work has to be seen to be

When her masts and yard arms are illuminated at night, the beautiful 'Falcon' has a monumental presence.



LATITUDE/RICHARD



COURTESY PERINI NAVI

MALTESE FALCON

appreciated. The only fault we could find was with a small area of leather floor covering. It was a little slippery. Who knows, maybe they don't make nonskid leather.

Falcon is also the home to many pieces of original art, some of them quite unusual. One is a series of objects on the floor that we were told represented the five senses. It was pretty abstract, because there were six objects. Another sculpture, this one in the owner's main cabin, is of a face that appears to intentionally be a cross between a *moai*, which are the big statues on Easter Island, and the face of Homer Simpson.

While it only takes one person to sail *Falcon*, she needs 16 crew. The positions are: Captain (Chris Carter), First Officer, Chief Engineer, 2nd Engineer, 3rd Engineer IT, Second Officer, Spar Master, Bosun, Deckhand, Chief Stewardess, Second Stewardess, Sports Massage Therapist, Stewardess, Chef, and Second Chef. But even with 16, it's an enormous task to keep such a large yacht running and her flawless finish



COURTESY PERINI NAVI

'Falcon's three tenders — 'Miss Ruth Wonderly', 'Miss Leblanc' and 'Brigid O'Shaughnessy' — are named after female characters in the film.

clean.

Since Perkins can't use *Falcon* all the time — "I have to get back to work in California in a couple of months" — she's available for charter for a maximum of 12 guests. Several of the world's premiere charter agents were at the debut, and

indicated they had clients who would be very interested — even at the base rate of 335,000 euros/week.

Nonetheless, Perkins plans to spend as much time as he can aboard *Falcon*. She'll be crossing the Atlantic to the Caribbean in November, but after that his plans aren't clear. He and Joe Vittoria have tossed around the idea of a race between *Falcon* and the 247-ft *Mirabella*, and he's thought about taking a shot at some course records, but for the near future he intends to use her as nothing more than a retirement home.

Perkins is completely aware of the massive scale of the *Falcon* project. In fact, he calculated that his boat took 5% of the man hours required to build the King Cheops pyramid in Egypt — "but that was a 20-year public works project." He's also aware of how it might appear to others, but doesn't seem to be bothered by it. During *Falcon's* debut, the signal flags that ran from the bow to the top of the mast to the transom read, "Rarely does one have the privilege to witness vulgar ostentation displayed on such a scale."

— latitude/richard

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PACIFIC PUDDLE JUMP RECAP

March in Mexico marks the start of final preparations for boats planning on heading into the Pacific. By then, the South Pacific cyclones are winding down and the Mexican hurricanes are still a few months away.

Because of the sheer enormity of this open-water crossing — the largest to be encountered when circumnavigating through the tropics — would-be Puddle Jumpers go to great lengths to become adequately prepared, sharing tips and info through a series of meetings. As in years past, Dick Markie, manager of Paradise Village Marina outside Puerto Vallarta, hosted the first gathering of the Class of 2006 Puddle Jumpers to get things started. After that, the cruisers

As soon as the trade winds started building, boats began their crossings.

took over, staging a variety of get-togethers focused on different areas of preparedness such as rigging, mechanical (engine, refrigeration), medical and provisioning. Local Ham radio experts gave classes and tests for Ham radio licenses. Several cruisers left with new licenses that allowed them to communicate via SSB radio.

A new addition to the pre-cruise process this year was setting up a Yahoo Group called "pacificpuddlejump," as a centralized online data resource. Cruisers subscribed to this private group and then had access to a database of all members' info, a calendar of events, email exchange, data files and Internet links for information important to the passage-makers. The database was seeded with information from past Puddle Jumps and supplemented with information added by this year's cruisers. Before they left on their passage the Puddle Jumpers could print the 400+ page book or copy it to a CD for use on their personal computers.

The book contains a wealth of information on weather, provisioning, radio networks, medical issues, entry requirements to countries on the routes, safety, and other important topics. Puerto Vallarta and Zihuatanejo Puddle Jumpers were able to coordinate their efforts by the use of the Yahoo Group. Future Puddle Jumpers can use the database to educate themselves on the various aspects of Puddle Jumping, and can add to it.

Water, Water Everywhere

The Pacific Ocean is a serious body of water. The size of it cannot really be appreciated until you spend weeks crossing to French Polynesia and realize that you have only arrived at the first stop in the crossing. To give some scope of the vastness of the Pacific, consider these facts: Every continent on earth would fit inside the Pacific and still leave room to just about squeeze in another South America. One of its island nations, Kiri-

bati, has a border-to-border distance equal to crossing the Atlantic Ocean. If Papeete, in French Polynesia, was overlaid on Paris, the Marquesas would be in Sweden and the Australes would be in Romania. The Pacific Ocean is a *very* big place!

As soon as the trade winds started building, boats began their crossings. As in the past, timing was everything. Boats that left even a few days apart experienced huge differences in weather. This



BOB BECHLER

— COMMUNING WITH NEPTUNE

year, calms and winds from odd directions found many cruisers. Other boats breezed through with ideal conditions. The Port Townsend-based Talisman 37 Oz reported that at one point it rained so hard that the life jacket skipper

Below: Aboard 'Sisiutil', Kitty (left) and Brenda share some 'bubbly' with Neptune. Right: A fairy tale landfall in the Marquesas.

INTERLUDE



John Pasternak was wearing inflated automatically! They saw rain for 25 out of 27 days. The Oakland-based Yorktown 35 *Sandpiper* reported that the hardest rain they experienced was north of the equator. They were able to top off their water tanks with 50 gallons in 1 hour! Other boats only had a few showers during the entire passage. As luck would have it, aboard my own boat, *Sisiutil*, a Gulfstar 44 from Portland, Oregon, we saw no rain at all and we needed it most, having lost our watermaker shortly after leaving Mexico. Who says King Neptune doesn't have a sense of humor?

A Bounty of Breakdowns

The number of breakdowns this year seemed to be typical although a couple of boats had some serious problems. The most serious breakdown was experienced by the Seattle-based Morgan Out-Island 41 *Blessed Be*. Skipper Jessica Stone and crewman Mike Irvine were dismasted just 10 miles from Hiva Oa, their intended landfall in the Marquesas. Some emergency repairs have been made and *Blessed Be* is moving again toward a facility where more permanent repairs can be made. (See the May and June issues of *Latitude 38* for more on this mishap.)

After the boom broke aboard the Connecticut-based Westsail 32 *Serenity*, her crew simply sailed the remaining distance to French Polynesia with a loose-footed main.

Throughout the rest of the fleet there were typical failures due to chafe, plus bilge pumps and heads to be rebuilt, broken shackles and blocks, blown spinners, etc. Considering that the boats were under sail 24/7 for weeks, such failures are, of course, understandable. Needless to say, having plenty of spare parts and an intimate understanding of your boat are prerequisites for undertaking this kind of passage. Help and repair facilities are few and far between out here. A couple of boats, the Seattle-based Passport 40 *Bold Spirit* and the vessel *Thulani*, turned back to Mexico due to mechanical problems. By the time they were repaired their owners decided to head for Central America and do the crossing next year.

Medical Woes

Medical emergencies are always a constant threat for cruisers. In the blink of an eye, a delightful cruise can



PACIFIC PUDDLE JUMP RECAP

become filled with some kind of medical priority. Diane Kay, aboard the Long Beach-based MT-42 *Aquarelle* suffered a painful broken rib. Even on shore this kind of injury can be hard to deal with. But imagine that the room you're trying to convalesce in is constantly moving — sometimes with extreme force — and consider how difficult that would be to handle.

Wolfgang Boehle, skipper of the Coronado-based Kelly Peterson 46 *New Horizons IV* had a medical emergency that included evacuation out of the Marquesas. Seven days out of PV, he suffered a herniated disc in his back. For 14 days he endured severe pain — only Vicodin helped. His crew contacted the French Navy for possible evacuation from the boat, but decided against it. Upon his arrival in Nuku Hiva, Wolfgang stayed seven days in the hospital just to get the pain down with morphine. He was then flown to Papeete, Tahiti's capital, for back surgery. I'm happy to report that 14 days later he was back on the boat, and has been happily sailing ever since. Beyond those serious problems the rest of the fleet got away with the expected 'boat bites' that are common to all sailors.

Route to Paradise

Most Puddle Jump boats head west from Mexico, either jumping off from Puerto Vallarta or Zihuatanejo. The traditional course is to head out away from the coastal wind effect, then turn south to cross the equator around 130W longitude. The Alaska-based Valiant 40 *Neried* crossed at 120W, while *Aquarelle* crossed at 132W, so there was a wide range of strategies in course selection.

Aboard *Sisiutl*, we made the crossing at 125W. This choice was decided by fluky winds encountered north of the

Being from Port Townsend, John Pasternak of 'Oz' is used to rain. But on the crossing it poured so hard that his lifejacket auto-inflated.



EMERALD

equator. After a few days of calm winds, I turned directly south along 125W to get to the equatorial current. After crossing the equator we caught the current and had daily runs exceeding 160 miles, while riding the current toward the Marquesas. We were finally moving! (See the table in this article for details on how various boats did in miles/day and distances covered during the crossing.) The best miles-per-day record was 225, reported by *Whistle Wing V*, a 50-ft Peterson sloop from San Diego.

The Path Less Traveled

One very different passage was made by Steve and Valerie on *Kaien*, a Waterline 45 Cutter from San Francisco. They made the crossing directly from San Francisco to Nuku Hiva. Their distance was 3,100 miles and took 22 days.

Their best miles/day was 170 and the worst was an enviable 129 — enviable to those who, at times, made less than 50 miles a day in calm wind areas off Mexico. *Kaien* was in the upper tier for miles per day.

Steve reports, "All of the other cruisers we met made the crossing from Mexico or Central America. They all reported light-to-no winds for a large part of their passages. The trip directly from San Francisco

Don't forget the water toys! One of the rewards of making it to the islands is spending tranquil days enjoying clear, calm lagoons.

to the Marquesas did have much better wind this year and, once the north Pacific high pressure system sets up at the beginning of the season, it should continue to offer the better passage from a sailing standpoint. It is definitely underrated as a strategy.

"Several sailors we met beforehand thought we were stupid to plan this route, but we're surprised more cruisers don't try it."

From Pollywog to Shellback

No matter which course Puddle Jumpers took, sooner or later they crossed the equator. This event is marked by all cruisers with some sort of celebration. Pollywogs (those who have not crossed the equator before) are usually subjected to an initiation ceremony marking the event. After the ceremony they become Shellbacks.

Aboard *Sisiutl*, 'King Neptune' issued a written summons for lowly pollywogs Brenda and Kitty to report for judgement and initiation. As one of their initiation rites, they were asked to eat SPAM, but the rest of the ceremony was more appealing. This was *Sisiutl*'s third equatorial crossing since 2003, and we've developed a tradition for southbound crossings: eating pineapple upside down cake and making champagne toasts to Neptune.

— COMMUNING WITH NEPTUNE



Aboard *Oz*, the captain earned an ear-ring upon crossing the equator. On *Sensei*, daughter Claire made 'shellbacks' for everybody on board including the cat. They were worn ceremonially as they crossed latitude 0°. *La Vie*, a Beneteau First 405 from Seattle, reported that their ceremony included costumes, speeches, pompous ceremony, cigars and drinks at 1 a.m. "We intended to heave-to and swim across the equator, but nighttime prevented our folly." Aboard *Sandpiper*, Tom has crossed several times in the past, but Amy was a newcomer. Her shellback ceremony included the reading

A SERVICE WORTH NOTING

Many of the Puddle Jumpers used the services offered by Polynesian Yacht Services for checking into French Polynesia. Their services included the checking in process, duty free fuel certificates for cruising around French Polynesia, getting the bond exemption letter for crews of the yachts, and handling the import of parts needed by some of the boats for necessary repairs. There is, of course, a fee for these services but the duty free fuel certificate saves \$2.00 per gallon. The bond exemption allows cruisers to stay an additional 60 days without going through the bond posting and refund process (which have their own set of fees and problems). The savings from these services offsets much of the cost of the PYS fees.

of the "rights of passage" for the ancient order of the deep, giving a rum toast to King Neptune and dropping a bottle overboard with a message in it at 0°. Aboard the Victoria-based cat *Sarabi* Barry and Karen had a Rasta party, complete with dreadlock hats and a champagne offering to King Neptune while singing Bob Marley's *Satisfy My Soul* ("Oh please, don't you rock my boat. . ."). Ross and Laura aboard the Alaska-based *Valiant* 40 *New Dawn* had a midnight plunge with a Champagne toast to Neptune.

As you can tell, by this time in the passage the Puddle Jumpers, as with sailors over the centuries, needed a break in the long passage — and they had way too much free time on their hands.

Most of the boats fished along the passage and most had some level of success. In addition, all of the Puddle Jumpers seemed to be unsuspecting participants in what I like to call the fishy Olympics. On many mornings the passage-makers found their decks littered with flying fish and squid that were not successful in their attempts to jump over the boats. *Sarabi* and *Sisiutl* both had flying fish come down their hatches and land on unsuspecting crew below decks. The crew of *Serenity* took advantage of the deck litter and ate these uninvited passengers. They say that squid are good in omelettes, while flying fish are good fried — you just gut them and cut off their wings. The smaller ones are better, as you can eat the bones.

Thoughts and Reflections

Everyone who made the nearly 3,000-mile passage from Central or North America to French Polynesia had a different story, but all agreed that it was quite an undertaking, and their previous sailing experience was quite a departure from a major ocean passage. Thinking back to my own crossing experiences, I think my personal 'wall' of patience is about 21 days. After that the arrival at the islands is greatly anticipated. This passage marks over 25,000 miles in the Pacific for me and *Sisiutl* since heading south with the *Baja Ha-Ha* in 2002. If I'd 'straightened out' all those offshore passages, I could have done a circumnavigation by now! The following are thoughts, tips and observations from others in the fleet.

Serenity, Westsail 32, Co-skipper Jim and Eva Moresco from San Diego: "We had a lot more squalls

than we expected — about 15 on a couple of days. It was very tiring. We felt beaten down by day 21 by the nearly constant squalls during that period. Finally seeing land made us cry — to think we had made it was overwhelming. We had never done anything like this before."

Andiamo, Wauquiez Pretorien 35, John and Lisa Caruso from Seattle: "The first squall came up on John's watch in the middle of the night with sudden winds near 40 knots. A waterspout really got our attention during another squall."

"Our canvas was designed for shade, not rain going sideways. Make sure you can keep the cockpit dry."

Whistle Wing V, Peterson 50, Mike Chase, Joe Mobley and Jack Oliver from Honolulu: "We had great weather the whole trip. The ITCZ was a non-issue. Having a boat that is a good sailing hull makes all the difference. Be sure you know how to fly a spinnaker. If you like the sailing part of the passage-making, this is a great trip!"

Sensei, Norseman 447, Chris and Claire Mellor (age 10), and Kelley Montana from Albany, CA: "The first two weeks were exhilarating, the last week was a saltwater sauna below, but beam reaching under a triple-reefed main and staysail gave us back-to-back 172 mile runs — awesome! Being underway for three weeks out there, far from land,

Author Bob, er, ah... King Neptune, is prepared for the initiation with SPAM, pineapple upside-down cake and champagne.



PACIFIC PUDDLE JUMP RECAP

was something very few mortals can experience."

La Vie, Beneteau First 405, David Kane, Julie Calvert and Karl Horeis from Seattle: "We had great sailing all the way. The ITCZ did not exist for us, just blue skies and nice winds. We ate great meals the entire trip made easy by the perfect sailing weather. The fruits and veggies lasted much longer than expected and we wish we would have brought more along. Cabbage was still around until just last week, lasting nearly three months hanging in a well ventilated hammock. Potatoes, garlic, onions and ginger easily lasted two months in wire baskets at the galley.

"Having a watermaker would have been nice, but we only used 70 gallons between three people in 21 days. Frequent swimming helped us minimize water use while staying tolerably clean. Great crew made for an enjoyable and happy crossing."

Sandpiper, Yorktown 35, Tom & Amy Larson from Oakland: "We had trouble making bread as our yeast refused to rise, but that's okay, as Mexico's Bimbo Bread is so full of preservatives that it would take years before it would ever get moldy.

"The Puddle Jump Net was great, as we were able to keep track of everyone's progress, and we used the Picante Net,



No doubt, sighting dolphins was a highlight of Phoebe and Drake's 29 days at sea aboard 'Blue Sky'.



dolphin show off Mexico. We all missed ice cream, and the beer ran out three days prior to making landfall."

Sarabi, 56-ft custom cat, Barry, Karen and Mark Philbrook, and Hutch Hutchison, from Victoria, BC: Karen (the only woman on board) recalls, "One day I was doing the nagging thing, saying, 'I think we should reef,' as it was blowing over 25 kts with higher gusts. The guys were doing the 'woo-hoo' thing, because we were just flying and surfing down waves. We finally got a big

one and surfed at 23+ knots. . . a new boat record. After that, they decided to reef. Of course, then it was *their* ideal!"

New Dawn, Valiant 40, Ross and Laura Emerson from Anchorage: "Nearly everything has been recently replaced and we sailed our boat rather conservatively. Luckily, there were no major breakages. However, I made frequent rounds on deck with a screwdriver tightening everything I could. I was amazed at how many parts were coming loose."

Arctic Fox, Valiant 40, Tim, Cynthia and Cameron (age 11) Bowie from Portland: "Tim enjoyed the passage and was a little disappointed when it ended. Cynthia and Cameron became discouraged on the eighth day when they heard on the net that one boat in the fleet had

run by Radio Rob out of Puerto Vallarta, to check in shoreside. Having Sailmail was also a great addition, as we had email access all the way across, and getting GRIB weather files helped a lot with crossing strategies.

"We had never planned on doing the crossing when we headed South from Oakland en route to Panama. . . but we're happy that we did. It was such a good time and the sailing was perfect!"

Blue Sky, Downeaster 45, Jim, Emma, Phoebe (age 7) and Drake (age 6) Mather from Redondo Beach: "We caught many fish: a swordfish off of Mexico, and mahi and tuna farther along. Weather was scary in the ITCZ. We had one night squall that lasted until morning. We spotted whales and an unbelievable

2006 PUDDLE JUMP PASSAGE DATA

Boat Name	Boat Make & Length	Captain & Crew	Boat's Homeport	Departed From / Date	Landfall & Date	Days Xing	Miles Xing	Eqtr X Long.	Engine Hours	Best 24 Hr	Worst 24 Hr	# Fish Cght	Breakage & Breakdowns
Andiamo	Wauquiez 35	Lisa & John Caruso	Seattle, WA	Cabo, 3/9	Hiva Oa, 3/28	19	2,721 nm	129.47W	1	172	114	2	chafe
Aquarelle	MT-42	Diane & Ken Kay	Long Bch, CA	Zihua, 3/5	Nuku Hiva, 3/28	24	N/A	132W	100	140	90	1	luff tape, battens, autopilot
Arctic Fox	Valiant 40	The Bowie family	Portland, OR	PV, 3/6	Fatu Hiva, 4/7	22	2,700 nm	130W	53	148	80	3	whisker pole
Blue Sky	Down East 45	Emma & Jim Mather	Redondo Bch, CA	PV, 4/08	Hiva Oa, 5/4	29	2,800 nm	127.39W	60	130	30	many!	none
Espirit	K. Peterson 46	The McWilliam family	San Diego, CA	Galapagos, 4/14	Fatu Hiva, 5/8	24	3,250 nm	80.37W	59	170	30	2	autopilot
Kaien	Waterline 45	Steve & Valerie Saul	San Francisco, CA	SF, CA, 4/17	Nuku Hiva, 3/10	22	3,100 nm	131W	23	170	129	N/A	motor mts, water pump, chafe
La Vie	Beneteau 405	Dave, Karl & Julie	Seattle, WA	PV, 4/2	Eaio, 4/23	21	2,820 nm	131.33W	9.5	165	101	2	spinnaker, swageless fittings
Maggie Drum	Whitby 42	Joe & Cindy Barnes	Anacortes, WA	Zihua, 3/21	Hiva Oa, 4/15	25	3,013 nm	129W	120	N/A	N/A	N/A	watermaker, wind pilot
Neried	Valiant 40	Ray & Judy Emerson	Anchorage, AK	PV, 3/28	Hiva Oa, 4/21	24	2,800 nm	120.07W	18	142	22	N/A	wind generator frame
New Dawn	Valiant 40	Ross & Laura Emerson	Anchorage, AK	PV, 3/20	Hiva Oa, 4/13	23	N/A	130.54W	90	157	93	N/A	none
New Horizons	K. Peterson 46	W. Boehle, E. Hepp	Coronado, CA	PV, 3/21	Nuku Hiva, 4/13	23	3,083 nm	129.57W	12	170	68	3	none
Ohana Kai	Catalina 42	The Martin family	Port Orchard, WA	Zihua, 3/30	Fatu Hiva, 4/17	19	2,900 nm	130.15W	50	183	N/A	0	none
Oz	Talisman 37	J. Pasternak & A. Schnell	Pt. Townsend, WA	Zihua, 3/22	Hiva Oa, 4/17	27	3,008 nm	130W	80	151	70	0	trans cooler, bilge pump, vang
Ranger	Is. Packet 40	Paul & Marie Miller	Marina del Rey, CA	Zihua, 3/22	Hiva Oa, 4/14	23	3,138 nm	129.12W	96	160	92	2	chafe
Sandpiper	Yorktown 35	Tom & Amy Larson	Oakland, CA	Zihua, 3/30	Hiva Oa, 4/27	28	3,179 nm	129W	100	141	90	3	mtr mnts, impeller, DC genset
Sarabi	custom cat	Barry & Karen Philbrook	Victoria, BC	Zihua, 3/27	Hiva Oa, 4/12	15	2,832 nm	129.40W	58	218	132	2	autopilot motor brushes
Sensei	Norseman 447	The Mellor family	San Francisco, CA	PV, 4/10	Hiva Oa, 5/1	21	2,634 nm	126W	50	172	59	4	reef points
Serenity	Formosa 41	Anderson family	Portland, OR	La Cruz, 3/22	Hiva Oa, 4/18	27	2,700 nm	128.15W	12	140	36	4	main boom, topping lift
Sisiutl	Gulfstar 44	B. Bechler, B. Maddox	Portland, OR	PV, 4/6	Nuku Hiva, 5/3	26	3,163 nm	125.17W	50	169	35	2	wtrmk, bilge pump, water pump
Whistle Wing V	Peterson 16m	Chase / Mobley / Oliver	Honolulu, HI	Zihua, 3/16	Hiva Oa, 4/3	18	N/A	129.54W	19	225	150	1	none

* Not all 2006 Puddle Jumpers reported their data.

— COMMUNING WITH NEPTUNE

already arrived in the Marquesas. Everyone felt the crossing was peaceful, but humdrum at times. You do not need a lot of sailing experience to do the passage. We had very little prior experience. We used the monitor wind vane all the time except when motoring or during very light wind.

"Cameron read 20 books and listened to all the Harry Potter books on CD. Also, Cameron did his schoolwork on all but two days, except for weekends, of course."

Kaïen, Waterline 45, Steve and Valerie Saul, from San Francisco: "We had pretty good weather except for three nights of severe lightning storms approaching Paapeete. The lightning started each evening

"The ITCZ did not exist for us, just blue skies and nice winds."

as soon as it got dark and did not abate until just before dawn. We thought with a steel boat that we would be cooked, but we were not struck once.

"We were greeted by a school of large dolphins at the entrance to Taiohae Bay in the Marquesas. Several jumped over the bow pulpit which was really impressive. The best welcome we have ever had at the end of a passage. Consistent with our past experience, we sailed on the Monitor windvane more than 95% of the time, and only used the autopilot when we motored. We notice that windvanes are becoming something of a relic at anchorages where cruisers congregate, as autopilots have become more popular. We like a device that works with no electrons being consumed, and it works better the harder the wind blows."

Nereid, Valiant 40, Ray and Judy Emerson from Anchorage: "At nighttime we would triple reef the main and run with the staysail if the weather looked at all challenging. Otherwise we made our best time crossing the zone with genoa and double-reefed main for our record 142-mile day. The ITCZ turned out to be a piece of cake and where we had our best consecutive sailing days.

"The operative suggestion to others is, 'Just do it.' We had

a great time and at the end of the journey — we still liked each other!"

Zafarse, Baltic 42, Paddy and Alison Barry from San Diego: "We found the passage very squally, but the rain kept the boat clean and was refreshing.

The radio nets allowed us to see how others were fairing, and gave us kind of a community feeling. We looked forward to the net everyday. We saw a few pilot whales at sea but not much else in the way of sea life, which was disappointing. I didn't miss anything while on the passage. I would do it again!"

Ranger, Island Packet 40, Paul and Marie Miller and Jim Garvey from Marina Del Rey: "We had many squalls and lots of rain. The highest wind in a squall was 37.7 knots. We had large areas of very little wind, especially when first leaving Mexico and near the equator.

"We participated daily in the Puddle Jump Net and talked to Don Anderson about the weather. The net and weather were very helpful. We were pretty happy during the crossing. We think we were pretty well prepared for the reality of the crossing. Maybe we missed uninterrupted sleep, but with three aboard, we know we got more sleep than the single and double-handed crews.

"It was a wonderful feeling when we saw our landfall and started to smell the flowers and the scent of the earth."

Maggie Drum, Whitty 42, Joe and Upon their arrival at Tahiti, the Puddle Jumpers were welcomed with a special sailing and cultural event called the Tahiti Tourisme Cup.



The picture tells the story. . . "Oh, yeah, that's why we sailed all the way out here: white sand beaches, coco palms and no one in sight."

Cindy Barnes from Anacortes: "What we missed most were margaritas and spicy food from Mexico — and uninterrupted sleep!

"Make sure all systems are in good working order, especially batteries and charging systems. Have plenty of oil and fuel/oil filters for everything. Make sure you have an SSB radio in good working condition. A 'must have' item is protection from sun, rain and spray in the cockpit.

"Our watermaker did not work when we left (after a major overhaul), but I tinkered with it and got it fixed. Our Monitor windpilot started falling apart with broken welds, so had to use the electric autopilot. Nighttime squalls were the worst, but we have had much worse squalls since our arrival in the Marquesas.

"The crossing was easier to handle than expected after we got good wind and were in our 'groove'. Our scariest moment was when the gennaker double wrapped around the forestay in some good wind, thankfully in daylight."

Espirit, Kelly Peterson 46, Chay, Katie and Jamie (age 9) McWilliam from San

Diego: "This was not the milk run advertised. Jamie called it the 'milkshake run.' We had 12-foot confused seas and lots of squalls the first two weeks out from the Galapagos. Then things settled down a bit for the last week of running wing and wing.

"Katie learned the benefits of the gimbaled stove during the passage after having a bowl full of pancake batter fly across the galley and into the nav station. We'd never had to use the 'gimbal' in our previous two years of cruising, which says something about the seas on this pas-



TAHITI PRESSE / TAHITI TOURISME

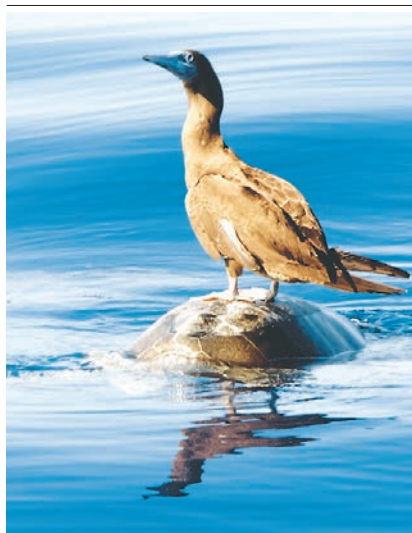
PACIFIC PUDDLE JUMP RECAP

sage."

Ohana Kai, Catalina 42, Bruce, Lisa, Tristan (age 10) and Matthew (age 7) Martin from Port Orchard, WA: "Traveling with our two boys, Tristan and Matthew, has been fantastic. They are so amazingly flexible and adaptable. There were great discussions before we left about what we expected and what it takes to be a great crew and help each other out. When they needed to get a little extra energy out, we just cleared off our main cabin bed, shut the door and let them wrestle to their heart's content. They could spend an hour in there belly laughing.

"Each morning on the nets, Tristan would sit next to Bruce and write down all the coordinates he could hear. He and Matthew would then move little cut-outs of Puddle Jumper boats that we had made across a laminated map of the Pacific. It really helped them to see our progress and to get a feel for where we were traveling.

"Crossing the equator had to be the highlight as we all took the opportunity to swim in the waters at the middle of the planet."



BLUE SKY

Sometimes you see the strangest things out in the middle of the ocean — such as a boobie resting atop a sleeping turtle.

Aquarelle, MT42, Diane and Ken Kay, with Howard Lund, from Long Beach: "I thought the crossing was peaceful, just like a pleasant trip to Catalina, but many times multiplied. I suggest bringing lots

of beer if there are beer drinkers on board. The beer in the Marquesas was \$2.50 a can — quite a shock from beer prices in Mexico. Produce is also very expensive, so bring lots of cans in place of fresh.

"We went through the process of getting the long stay visa for French Polynesia. It took some effort, but when we entered the High Commissioner's office in Papeete, we were greeted warmly and were told that they would go out of their way for those who took the time to get this visa. We heartily recommend getting your long-term visas in advance, even if it means flying back to the States to get to the consulate, as we did. We now have a year to enjoy French Polynesia, and never have to look over our shoulders."

All in all, the 2006 Pacific Puddle Jump was an amazing experience for one and all. And, although completing that formidable crossing was a great challenge, it merely marks the beginning of many more South Pacific adventures yet to come.

— bob bechler

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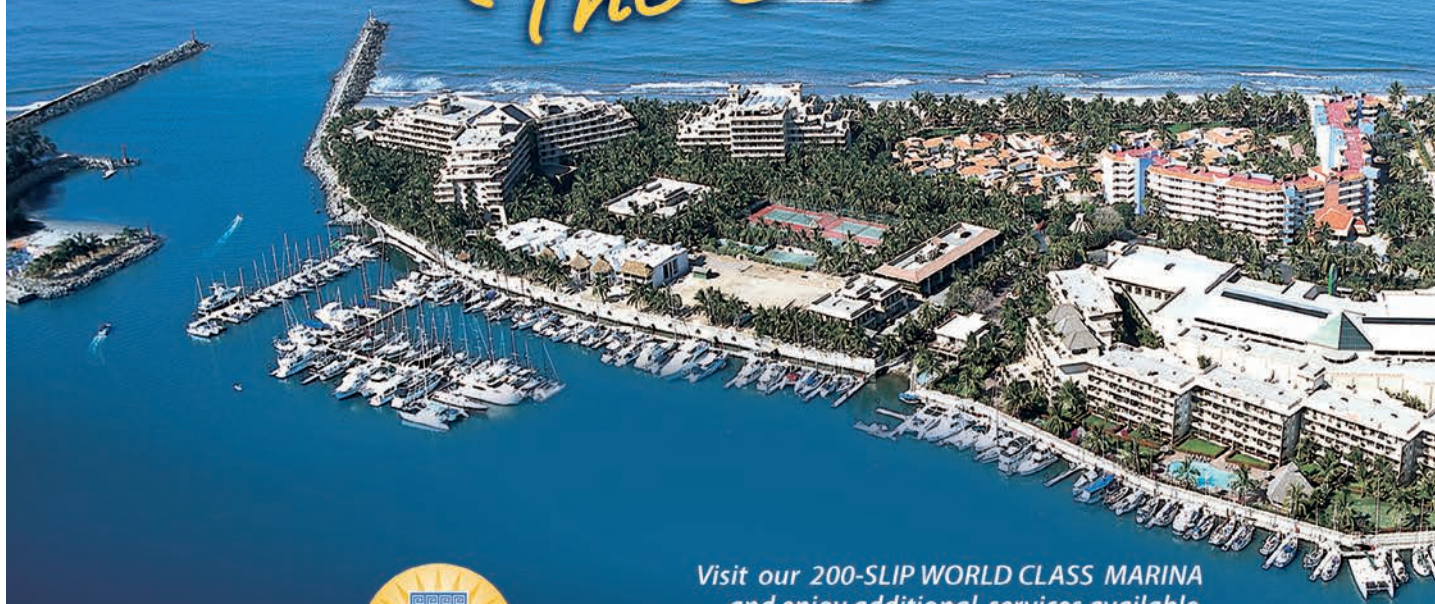
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As we often explain in these pages, the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

Prospective 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 a fabulous opportunity to get acquainted with hundreds of like-minded cruisers as you 'cruise-in-company' along the Baja coast. The two stops en route to Cabo give even the slowest boats a chance to catch up, and allow everyone to rest and recreate.

At this writing, over 70 prospective entrants have already requested entry packets. To get yours, send a 9x12, self-addressed envelope – no return postage necessary – with a check for \$15 (for postage and handling) to: Baja Ha-Ha, Inc., 21 Apollo Road, Tiburon, CA 94920.

Application packets will be mailed out by June 10, complete with special offers from the sponsors listed in this ad.

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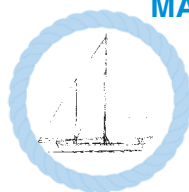


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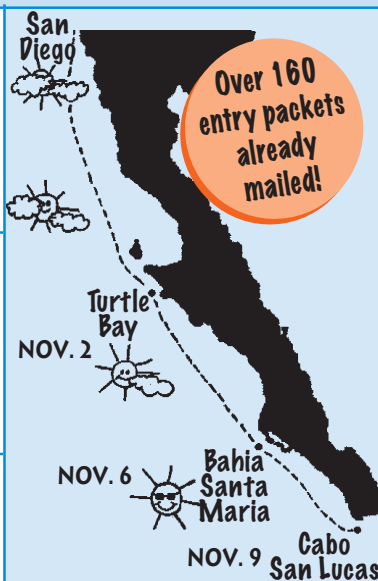
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IMPORTANT DATES

- Aug 12** — Ha-Ha Preview Potluck at Two Harbors, Catalina.
- Sep 10** — Entry deadline.
- Oct 4** — Mexico Only Crew List and Baja Ha-Ha Party, Encinal YC; 6 - 9 p.m.
- Oct 29** — Skipper's meeting, 11 a.m., at Cabrillo Isle Marina, San Diego.
- Oct 29** — Ha-Ha Halloween Costume Party and BBQ, 1 p.m. at Cabrillo Isle; co-hosted by West Marine.
- Oct 30** — Start of Leg 1
- Nov 11** — Awards presentations hosted by the Cabo Marina.

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There is no phone number for the Baja Ha-Ha. And please don't phone Latitude 38 with questions, as the Ha-Ha is a completely separate operation.



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SINGLEHANDED TRANSPAC 2006



The fourth time was a charm for Mark Deppe, whose J/120 *Alchera* corrected out atop a 16-boat fleet in last month's Singlehanded TransPac Race, the biennial rite of passage from San Francisco Bay to lovely Hanalei Bay, Kauai. Mark's first Solo T-Pac in 1996 was as a 'heavyweight' contender aboard his Ericson 38 *Berserker* — memorable mainly for hitting a whale. For the last three races ('02, '04 and '06) the retired San Francisco software engineer sailed *Alchera*, a custom version of J/Boats' popular 40-foot racer/cruiser. (One of the mods was a substantial crash bulkhead forward in case another whale gets in front of him.) *Alchera* has always been impeccably prepared for these races, and Mark is a good sailor who always sails a solid race. He's topped his division twice, but before now, he's never gotten the right conditions to get the big prize.

This year, he got them. And they sucked.

On a 'typical' solo TransPac — if such a thing exists — the most common strategy is simply to sail a rhumbline course for Hawaii. If the Pacific High is behaving itself, you'll enjoy nice breeze skirting the bottom edge of it until you hit the Trades, then sit back and enjoy the rest of the downwind ride. If you want to play the percent-

Right, Bob Johnston on 'Ragtime!' crosses the finish line. Above, overall winner Mark Deppe.



— FOURTH TIME'S A CHARM



SINGLEHANDED TRANSPAC 2006



Four horsemen (l to r) — Al Hughes, Mark Deppe, Bob Johnston and Rob Macfarlane toast the race committee: "Ben and Lucie did a fantastic job!"

ages, crack off to the south a bit in the early going, stay on or around the 1020 millibar line to keep the best breeze, then crack off again when the Tradewind fills in — eventually carving a lazy 'S' across the pond. One thing you never want to do is go *into* the High, because there's no wind there.

In this scenario, which has occurred for maybe 60-70% of the 15 Solo TransPacs run since the event's inception in



1978, the higher-rating boats do best, simply because they are easier to sail to their ratings. The bigger or lighter boats require more attention, and when you're solo — well, you have to sleep sometime. In the 'old days' (in this case, about 10 years ago), the hardcore guys would get up in the morning, pack a lunch, set the spinnaker, grab the tiller . . . and it's showtime! Some of these maniacs would hand-steer for 12 or 14 hours at a stretch. At dusk, they'd douse the kite, set a jib and autopilot and collapse from exhaustion — getting up via egg timer for a look around every so often. Nowadays,

ALL PHOTOS LATITUDE/LADONNA EXCEPT AS NOTED

autopilots steer as well as most humans, but the hardcore humans still spend lots of sleepless hours tweaking.

At any rate, this year's weather was anything but typical. The High was way out there, way north, and a low had formed over the coast. The 14 men and 2 women who started off Corinthian YC sailed out the Golden Gate into a parking lot that stretched about 100 miles in every direction. It took some of them most of the night just to get to Point Reyes.

'Point Reyes?' you ask. 'Isn't that north?' That was the other thing. At a weather briefing the night before the start, veteran Hawaii racer Skip Allan

had to start his engine to save the boat. He motored back and restarted, but got caught with the smaller boats, which for most of the following week became painted ships on a painted ocean.

"I was seriously hating life," laughs Phil MacFarlane, overall winner of the 2004 Solo Race on his Ericson 35 *Sail A Vie*. "On day two or three, I still had enough fuel to motor back home in time for dinner. It was tempting!"

Eventually, he bobbed to within sight of Ken ("The General") on *Harrier* and Synthia Petroka on *Eyrie*. The three boats were able to see and talk to each other — on VHF — for several days. It didn't make Phil feel that much better, though, as he owed them both time — and by that point was too far out to motor home!

(Two boats did officially drop out during this time — Dwight Odom on *Na Na* returned to the Bay but later flew over to join the finishers. Steve Wilson on *West-erly* turned on his engine and motored west, toward Hawaii. His two teenage daughters were flying over to meet him and stay on the boat. If he was late, he knew they were going to get a really expensive hotel room . . .)



Friendly arch enemies — Rob Macfarlane's 'Tiger Beetle' (left) and Mark Deppe's 'Alchera' (above) often find themselves next to each other on the race course

suggested a most unusual strategy — if the High won't come to you, you have to go to it. In this case, that meant sailing north of the Great Circle. "There's a first time for everything," noted veteran Solo TransPac'er Ken Roper, who has done nine of these things and never gone north of rumblin'.

But that's what he and everyone else did — or at least tried to do. In the end, only four boats made it out to the wind: *Dogbark*, Al Hughes' 60-ft former BOC racer; *Tiger Beetle*, veteran racer Rob Macfarlane's Nelson/Marek 43; *Foolish Muse*, an Olson 30 sailed by Canadian Andy Evans; and Deppe's *Alchera*. Lou Freeman's Swan 51 *Seabird* probably would have been in this group, too, had he not lost breeze at the North Tower and



— FOURTH TIME'S A CHARM

To add insult to injury, as soon as the frontrunners got to the wind, the weather forecasts changed: That High was going to go away and another, big new one was going to form . . . right on top of them. Now the only option was to turn away from Hawaii and sail SSW to where the new breeze was supposedly going to appear. This was hard enough to wrap one's mind around, since at the time they received these reports, the front four were all enjoying great breeze. But then there were the issues of too soon and too late — turn too soon and you lose the wind you have; turn too late and the High squashes you like a bug. So the big tactical question of the 2006 Solo TransPac — at least for the lead boats — boiled down to one word: when?

Dogbark was the first to commit. Well, kinda. Al had easily waterlined his way into the lead and decided on day five to put the left blinker on. The other three boats followed suit later that same day.

In one of those flukes of sailboat racing, not only did the front four all manage to pull off this maneuver and come out smelling like a bouquet of Valentine roses — from that point on, the



2006 Solo TransPac was not one race, but two — the four boats in front were sailing their own race and the 10 behind them had yet to start theirs.

It was right about this time that Mark Deppe had the first inkling he might have a chance at the Enchilada. All he had to do was beat *Foolish Muse* — and Arch Enemy.

Mark and fellow singlehander Rob Macfarlane (no relation to Phil) call each other “Arch Enemy”. It’s a friendly thing between the two, whose boats, though very different in design and era — *Alchera* is a 5-year-old welterweight; *Tiger Beetle* is a heavy, 1980s IOR battlewagon — rate almost exactly the same. So they often sail within sight of each other dur-

Al Hughes and the mighty 'Dogbark' minutes after the start. Al runs a boat repair in Seattle and was 'Mr. Fixit' for fleet problems on this race (and '04). Upon arrival in Hawaii, Al lit his mast-head strobe every night to become 'Lighthouse Dogbark' for incoming competitors.



The muse and his magic brew — Andy Evans arrives in Hanalei. Upper left, 'Foolish Muse's' broken boom.

ing races. And who can resist a practical joke now and then? Like when *Alchera* sailed up behind *Beetle* in mid-ocean while Rob was below re-applying sticky-back over yesterday's spinnaker repair. Suddenly, a loud and cheerful voice from the VHF boomed, “Hi Rob! Nice kite!” Macfarlane leaped straight up, smacking his head so hard that Deppe almost heard it. “Cruel,” Rob radioed back after he recovered. “Really cruel.”

While the small boats would spend



SINGLEHANDED TRANSPAC 2006

several more days stuck to blue flypaper, (The General reported that a pelican landed behind him and paddled right up to *Harrier*), near the end of the first week, the bigger boats were starting to enjoy the thrills and spills of a normal TransPac — some spills being bigger than others.

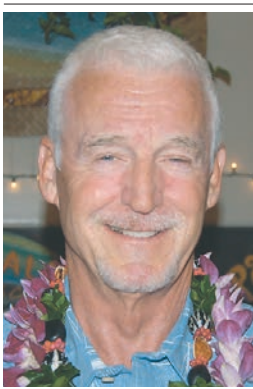
"Dogbark was pooped last night for only the second time in her life," reported Al Hughes on a race log posted on the sponsoring Singlehanded Sailing Society website (www.sfbaysss.org). "The first was in the Southern Ocean during her BOC 15 years ago (as Kanga Birtles *Jarakan Builders*), the second was last night about 0400 when a large wave peaked at just the wrong time and took a big plop in the galley and down the companionway. The good news is, it rinsed the galley out real well. I spent the morning mopping and bailing. . ."

Three of the four frontrunners were race veterans. The 'new guy' was Andy Evans, sailing the Olson 30 *Foolish Muse*. If ever there was a right tool for the job, the ultralight Olson 30 has proven to be it for the Solo TransPac. George Olson's sleek late '70s design has been entered no fewer than 15 times — an average of one per race — and has won division honors four times, overall honors three times, and in 1988 broke an elapsed time record that had stood for 10 years.

Bill Merrick (right) took up macrame on the trip over. This is the repair he made to 'Ergo's headstay after the forward chainplate broke.



And Andy was one of those hardcore guys we mentioned earlier. As one of few singlehanders sailing his home waters off Victoria, British Columbia, Andy had been sailing the *Muse* hard for three years and winning 50- and 100-mile races against fully-crewed boats. His goal in the Solo TransPac was "to stay in racing mode the entire trip."



And that's just what he was doing. The downside of such intensity is that sleep and gear usually suffer. Within a week, Andy had blown out four feet of his #1 — and repaired it — but couldn't sleep for more than 10 minutes at a time because his autopilot would start squawking every time the wind shifted more than 15 degrees. As a result, he was one of the first to report hallucinations — one of the more entertaining hallmarks of any Singlehanded TransPac. Andy's involved giving orders

Ken Stuart's Pacific Seacraft 37 was one of only a handful of boats to arrive during daylight hours. Upper right, Mimi greets her man. A great part of finishing a trans-ocean race is reuniting with loved ones upon arrival.

to crew and wondering why they weren't following through . . . and what was he doing on a mountain — in Germany?

Fortunately, the competitor-as-comrade phenomenon is also a hallmark of the race. Bob Johnston on *Ragtime!* was able to talk Andy through the autopilot fix via SSB. By punching the right buttons in the right order, Andy was finally able to silence the autopilot and get some shuteye.

Deppe's strategy is to sail smart rather than hard. After so many years and so many miles (between the last race and this one, he spent two years cruising in Mexico), Mark has developed a sixth sense about this sort of thing. A few days into any race, he pretty much knows how well he can possibly do — and just how hard to push to accomplish that. Around halfway through the Solo T-Pac, he knew he should start getting serious. But at the same time, he didn't want to commit the race's ultimate *fax paus*: being the first to hoist a spinnaker.

— FOURTH TIME'S A CHARM



following morning, he heard the dreaded 'bang' and rushed topside just in time to watch the sail settle gracefully in the water

ahead — and the boat run over it. It took an hour and a half to dislodge its last mortal remains from his keel and rudder.

Meanwhile, back in the cut-bait ranks, "one sensed that tempers were thinning," noted Lou on *Seabird*. "It took 50 hours to cover 106 miles out to where the wind was supposed to be — only to find no wind, or shifting, nearly useless puffs for two days in the shipping lanes." The only good thing he could think of was, "it's probably bonded us all for the rest of the trip, if not for life."

Jeanne Socrates on *Nereida*, a last minute entry who hails from the British Isles, spent the time reading, chasing chafe and dancing to Bob Marley tunes on *Nereida's* 'tiny dance floor.' *Don't Worry About a Thing* seemed most appropriate for the situation.

Synthia Petroka on the *Hawkfarm Eyrie*, the race's only other female competitor this year, had more esoteric concerns. Having won the Doublehanded Division of the 2004 Pacific Cup (sailing the same boat with Sylvia Seaberg) as the 'Dolls With Balls', she was now searching for just the right

catchphrase to capture the solo race. At one point, to pass the time, she challenged fellow competitors to come up with something, but about all that the male pigs could come up with was "Chick With . . ." well, never mind.

She was also experimenting with The Thong. This is a setup for depowering a spinnaker that she saw in a *Max Ebb* article several years ago. It seemed like a good idea — and something that might work better than the twin headsail arrangement that is so favored by veterans of this race. Since she works for The Spinnaker Shop in Palo Alto, she made one up to try. It consisted of a line running down the outer centerline of a normal spinnaker. The upper end attaches to the halyard along with the head of the spinnaker. The other end takes a turn through a block at the bow and goes back to the cockpit. To depower, you tension this line until you give the spinnaker what amounts to a wedge — thus "The Thong."

Of course, to properly test it in the real world, you need wind. And like everyone else back there, she had yet to see any — or any sun, either, for that matter. Since the start, the sky had been as gray and dreary as everyone's mood.

(At this point, a week into the race, the

Connect the dots — 'Eyrie's Synthia Petroka got the purple heart for wounds sustained in the heat of battle.

"The first person to set a spinnaker in this race always regrets it," notes Mark, who sacrificed a kite to the confetti gods in '04 to prove the point. "I didn't want to regret it this race, so I waited."

Al over on *Dogbark* — who was only on his second solo TransPac so may have missed this rule — was first to pop a chute this year. At 1:30 a.m. the

2006 RESULTS

boat	skipper	type	rating	elapsed	corrected	fleet
<i>Division A: Big & Comfy</i>						
1. Alchera	Mark Deppe	J/120	65	14d 22h 0m	13d 7h 43m	1
2. Tiger Beetle	Rob Macfarlane	N/M 45	65	15d 5h 19m	13d 15h 02m	3
3. Dogbark	Al Hughes	Open 60	-72	13d 2h 32 m	14d 20h 56m	5
4. Seabird	Lou Freeman	Swan 51	61	17d 17h 37m	16d 5h 41m	9
<i>Division B: Fast & Fun</i>						
1. Foolish Muse	Andy Evans	Olson 30	99	15d 20h 24m	13d 10h 06m	2
2. Ragtime!	Bob Johnston	J/92	124	17d 0h 08m	13d 23h 06m	4
3. Hesperus	Paul Woodward	Kirby 23	174	24d 0h 21m	n/a	14
<i>Division C: Rhumb liners</i>						
1. Sail A Vie	Phil MacFarlane	Ericson 35	167	19d 18h 07m	15d 15h 47m	8
2. Ergo	Bill Merrick	Ericson 35	170	20d 17h 35m	16d 13h 28m	10
3. Nereida	Jeanne Socrates	Najad 361	146	20d 15h 14m	17d 1h 16m*	11
4. Second Chance	Ken Stuart	Pac Scrft 37	173	21d 7h 12m	17d 1h 19m	12
<i>Division D: Small Plastic Classics</i>						
1. Eyrie	Synthia Petroka	Hawkfarm	190	19d 13h 47m	14d 21h 54m	6
2. Harrier	Ken Roper	Finn Flyer 31	183	19d 19h 34m	15d 7h 48m	7
3. Carroll E	Chris Humann	Dana 24	241	24d 0h 21m	n/a	13



SINGLEHANDED TRANSPAC 2006



Lou Freeman missed his anniversary and his granddaughter's birthday by just one day.

Singlehanded TransPac Race Committee saw what was happening and announced at the next radio check-in that they were extending the deadline by one week [to July 15] — a first for this race.)

As you might imagine, everyone on the back nine welcomed diversions, and fish stories provided some good ones. Chris Humann on *Carroll E* kicked off the Solo TransPac Fishing Derby on day three by hauling a beautiful 20-pound albacore onto his 24-footer. A few days later, Phil on *Sail a Vie* went to check his heavy trolling line — and found a

spectacular 6-foot tuna flashing neon-blue-silver at the end of it. "That thing could have eaten *me*!" he laughs — "and I sure didn't want to try to get it aboard!" Phil waited for it to tire out before pulling it up to the boat. As he was admiring it and wondering what to do next, the tuna jumped out of the water, threw the hook out of its mouth and disappeared.

While Phil may have snagged the biggest fish, the tallest fish story belonged to Andy Evans. When changing headsails on *Foolish Muse*, Andy customarily sits on the bow with his legs over either side. One time while doing this, he looked over and there, not a yard away, "were two very large, gray fish about 8 feet long" — pacing the boat! Andy quickly yanked his legs back aboard and from then on took a good look around before sail changes.

Two days out of Hawaii, Mark Deppe knew it was time to shift into high gear. He had left *Tiger Beetle* safely

astern, and *Foolish Muse* was the only other boat that had a chance at overall honors. So Mark cleared for action and started concentrating on making *Alchera* go fast. So did Andy on *Foolish Muse*.

Which brings us to the other thing about Olson 30s in this race: they like to break booms. Of those 15 Olsons mentioned earlier, half broke booms. It always happens right where the vang attaches, it always happens on final approach into Hawaii — and 350 miles from Kauai, it happened to *Foolish Muse*.

Andy immediately dropped the main and proceeded under twin jibs. He was amazed to see he was still charging along at 7 or 8 knots, and began wondering if the mainsail is an overrated piece of equipment.

Dogbark sailed across the finish line first, at 11:37 a.m. Hawaii time on July 7, 13 days and change out of San Francisco. It was nowhere near the monohull record of 10 days, 22 hours

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— FOURTH TIME'S A CHARM

for the 2,120-mile distance, set in 1996 by another Seattle-based Open 60, Ray Thayer's *Wild Thing*. But considering the conditions, it was a fine performance nonetheless. To give you an idea of how far ahead the front runners were, on the same day *Dogbark* finished, Jeanne on *Nereida* was still more than 1,000 miles behind, opening her 'halfway' presents!

Next in was *Alchera* at 7:05 a.m on the 9th, followed seven and a half hours later by *Tiger Beetle*. But even after Mark was anchored in beautiful Hanalei Bay, he couldn't relax. All that stood between him and the overall title was the 20 hours he owed *Foolish Muse*. Could Andy — even with a busted boom — save his time? In a word, no. The *Muse* arrived on the 10th at around 5:30 in the afternoon, good enough for first in Division B, but two hours short of the brass ring.

Ten years after he'd first sailed the Singlehanded TransPac, Deppe had finally won it overall. It was a nice birthday present for Mark, who had turned 54 on the 7th.



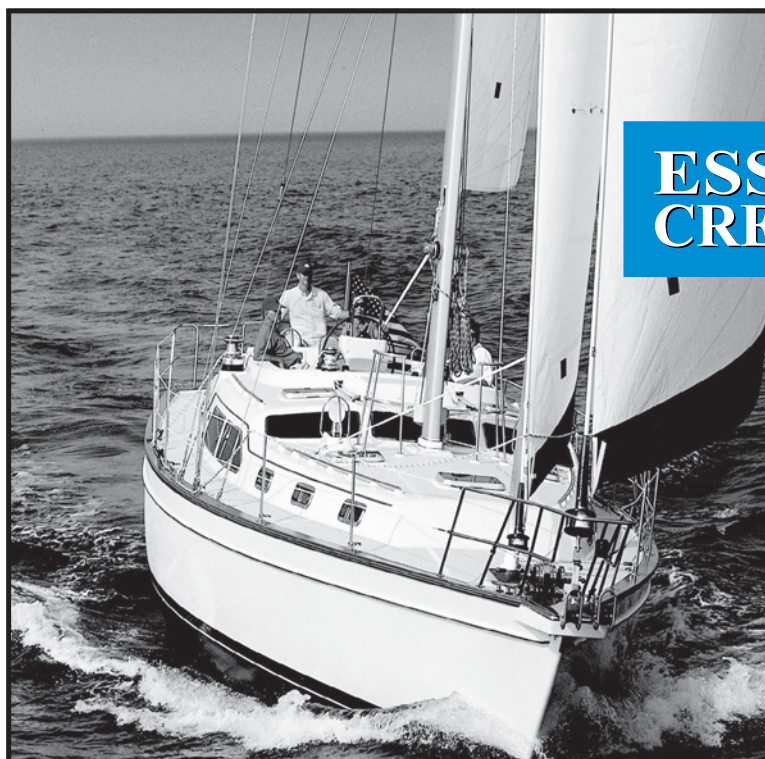
Despite *Nereida's* broken bow pulpit, Jeanne Socrates couldn't wipe the smile off her face.

By the time the front four were tucked into Hanalei, decompressing back into real life, the second wave had finally

paid their pennance and were also making tracks — and loving life again. Bob on *Ragtime!*, Phil on *Sail a Vie*, Bill on *Ergo*, Synthia on *Eyrie*, The General on *Harrier*, Lou on *Seabird*, Ken on *Second Chance*, Jeanne on *Nereida*, Chris on *Carroll E* and Paul Woodward on the race's smallest entry, the modified Kirby 23 *Hesperus* — all declared the final week of sailing into Hawaii as the most glorious sailing they'd ever done.

Ragtime! and *Seabird* were next in, on the 11th and 12th, respectively. On the 14th — a full week after *Dogbark* — *Eyrie*, *Sail a Vie* and *Harrier* arrived in that order, and within three hours of each other. *Eyrie's* performance earned Synthia first in Division D, while Phil took the top spot in Division C. *Harrier* corrected to second in D.

"What doesn't kill you makes you stronger — isn't that what I'm supposed to say?" said Synthia. She reported good things about The Song — which she decided was a better name for the thong — especially when the sea state was up. "If I put a little song on, it would make the wind blow from the center to the



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SINGLEHANDED TRANSPAC 2006

leeches, which would prevent the leeches from collapsing. It was a little slower, but continued to draw all the time."

Phil MacFarlane had gone into this race hoping to defend his 2004 overall win, but says by day four of no wind, "I really lost interest in racing. After that, I was in total cruise mode."

So was Ken on *Harrier*, who at 77 is this event's grand master — and favorite character. "I like the challenge of light-air racing, but I'm happy this one is over," said the General. "This was definitely the slowest one ever."

The final drama of the 2006 Solo race played out with the final two boats. Approximately 300 miles from the finish line, the rudder on Paul Woodward's *Hesperus* (by then universally referred to by fellow racers as "the Mighty *Hesperus*") snapped off. All Solo TransPac'ers are required to have and demonstrate an emergency rudder, but that soon broke,



Ken 'The General' Roper and Phil MacFarlane:
"The Tahiti Nui is still in business — all right!"

too. Paul, who trailered the little boat all the way out from North Carolina to do the race, was finally able to keep sailing the boat under a #4 and drogues, but could only make 2-3 knots. Chris on *Carroll E* stopped racing to stand by the Mighty-*Hesperus* and accompany her to Kauai, just in case. Even under bare poles, Chris sometimes had to zigzag back and forth to go slow enough to match speed with Paul's wounded boat.

The duo finally arrived off Hanalei Bay

on Monday, July 17 — 23 days after the start, 2 days after the awards party — and well after the fleet usually disperses to head back home. But in another demonstration of the cool dignity of this event, almost everyone delayed their plans in order to stay and greet the last two racers.

Slowly, slowly, slowly, *Hesperus* and *Carroll E* approached the finish — a line of bearing from the condo atop the hill where the race committee stays. Paul couldn't quite make it across, but at 9:36 local time, Race Director Lucie Mewes invoked 'the Skip Allan rule': "If you prepare that much and sail this far, you will get the belt buckle" — and declared both boats officially finished. The race committee Zodiac could only fit a handful of people, so everyone piled on *Dogbark* to go get the Mighty *Hesperus* and tow her into the anchorage.

But not before both Paul and Chris were greeted like they'd just won the America's Cup.

— **latitude**/jr

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PLASTIC CLASSIC

It was more than two decades ago that John Super, then president of the Islander Bahama fleet, and Don Waldear, head honcho of the Gladiator fleet, were sitting at the Golden Gate YC bar after a day of racing, moaning in their beer that their unglamorous little boats rarely got invited to compete in the Bay's more high profile regattas. The solution, they decided, was to stage their own event where only venerable fiberglass designs were eligible to compete.

Thus was born the Plastic Classic, a much-loved event that is unique in the realm of Bay Area racing — for any number of reasons.

Hosted by the unpretentious Bay View Boat Club, which is located on a formerly industrial stretch of the San Francisco waterfront, the emphasis has always been on low-pressure fun, rather than go-for-the-jugular competition. But there's no doubt that the Plastic Classic is evolving. Because the event's fundamental rule is that only boats whose design is at least 25 years old may enter, the list of

eligible boat types is ever-expanding. As a result, it's not too surprising to learn that this year's fleet was the biggest ever, while other local races are shrinking. A record 65 boats showed up to race July 15, with perhaps another dozen competing in the pre-race concourse d'elegance, where loving owners showed off their fastidiously pampered antiques.

As evidence of the fleet's changing dynamics, Express 27s — considered cutting-edge rocket ships 22 years ago when the first Plastic Classic was staged — were allowed

to compete this year for the first time. Their three-boat group was one of six one-design classes in addition to two mixed PHRF classes. Similarly notable is the fact that Gareth Orkney's Wylie Wabbit *Furious* won the spinnaker fleet and took overall honors. If we remember correctly, the first Wabbit was launched

precisely 25 years ago.

The sight that most impressed John Super, though, the event's longtime father-figure, was watching Kevin Cole, his wife and two little kids compete in their bright green Rhodes 19



— THE EVOLUTION OF 'ANTIQUE'

Dragonfly, an early-'60s design that was typical of the boats entered in the inaugural Plastic Classic back in 1985. "The sight of that young family happily sailing their little boat captured the essence of what this event was conceived to be," said Super.

"Heeeeey!!! Can you please answer a question?!" called an obviously exasperated skipper as we idled near the starting line in our photo boat. "I'm totally confused! I don't know where the starting line is; I hear all sorts of horns blasting, but I don't know what time I'm supposed to start. I'm sailing blind here!!!"

"Relax," we advised. "No worries — the starts have been delayed. The line is right in front

ALL PHOTOS LATITUDE / ANDY



Spread: Designed in the early '60s, the Cal 40 'Shaman' competed this year, amid many classic designs of the same era. Once the breeze filled in, it was a glorious day of light-hearted racing. Inset, left: the 'Lazy Lightning' crew rides the rail. Inset, upper right: 'Desperado's' crew was determined to get a jump on the other Express 27s.

of you between that orange buoy and the anchored motorboat."

The fact that the Plastic Classic draws some very inexperienced racers is obvious to any observer. But that's part of its enduring appeal. Running the course here is a great way to cut your teeth on racing, as there's always someone making more embarrassing blunders than yours. And, unlike most other race venues, the Bay View Race Committee goes to great lengths to nurture the neophytes — including occasionally shouting tips to the dazed and confused: "You'd better get going! Your class started five minutes ago!"

In addition to the usual contingent of once-a-year racers, there were also some very well-sailed boats this year in both the spinnaker and non-spin divisions.

After a delayed start due to light winds and an abnormally strong ebb — which left several engineless boats struggling to reach the starting area — the 11-mile course took the fleet on a typical circuit of the South Bay. Once the breeze filled in at 8 to 10 knots, it held throughout the afternoon, with brilliant sunshine inspiring some to strip down and work on their tans. While we saw no true photo finishes, there was plenty of tight, boat-for-boat racing, especially

in the spinnaker division.

The one traditional feature that was conspicuously absent this year was the female 'flasher' at the notorious T-mark. What's this world coming to? Has political correctness even encroached on the staunchly irreverent Bay View Boat Club? Never! (They're already looking for volunteers for next year's event.)

"Who says I'm singlehanded?" It wouldn't be the Plastic Classic without a bit of frivolity. But the T-mark was conspicuously unstaffed.



PLASTIC CLASSIC



Clockwise from upper left: The King's silhouette makes 'Spirit of Elvis' easy to spot; catching a tan on 'Crazy Horse'; prepping the pole; Marc Sange's lovely C&C 'Incognito'; the waterside clubhouse; 'Dragonfly' battles 'Ridiculous'; 'Tchoupitoulas' chases 'Shaman'; clawing upwind; Express 27s take off; 'Suzy III' leads her class; 'Rascal II' goes shrimping. All photos latitude/andy



— THE EVOLUTION OF 'ANTIQUÉ'



PLASTIC CLASSIC

As always, the post-race party was epic, fueled by mouth-watering barbecued fare and live, danceable music by both Don Prell's and Charlie Owens' bands.

In addition to the racing awards, there were prizes for several beautifully restored classics — the prettiest of all being Robert Horton's 1967 custom Blackwatch sloop *Brigadoon*.

In addition, a special prize was awarded to a woman named Elizabeth for her dogged determination to enter her smartly kept (yet engineless) sloop, *Santa Ana*, in the concourse. She'd left Richmond in heavy fog early that morning and inadvertently drifted north, where she went aground on Red Rock. Undaunted, she waited for the tide, and finally made it to the race venue about the time the rest of the fleet was finishing. Now that's what we call the Plastic Classic spirit!

With more and more venerable designs reaching the 25-year mark, it will be fun to see who shows up next year.



The 'Furious' crew shows their winning form. The Wylie Wabbit design celebrates its 25th birthday this year!

"Don't get too snotty when you think of our little event," jokes Super, "someday your Melges or J/105 will be eligible!"

— *latitude/aet*

ISLANDER BAHAMA — 1) *Bahama Mama*, Ray DiFazio. (3 boats; others DNF)

RHODES 19 — 1) *Ridiculous*, Robert Ferro; 2) *Dragonfly*, Kevin Cole; 3) *Nevertheless*, Bill Mastrangelo. (3 boats)

SANTANA 22 — 1) *Tchoupitoulas*, Stephen Buckingham; 2) *Pollo del Mar*, Arjan Bok; 3) *Nirvana*, Juan Tellez. (4 boats)

TRITON — 1) *Bolero*, Ely Gilliam; 2) *Ganges*, Bill Rickman; 3) *Viking*, Mike Borgeding; 4) *Mokie*, Ruthie Barrett; 5) *Rascal II*, N. Thomas. (8 boats)

CORONADO 25 — 1) *Suzy III*, Brian Lees; 2) *Sanity Check*, Xenon Herman. (4 boats; 2 DNF)

EXPRESS 27 — 1) *Desperado*, Mike Bruzzone; 2) *Light'n Up*, Bruce Powell; 3) *Kolibri*, Tibor Ipavic. (3 boats)

PHRF NON-SPIN — 1) *Hunky Dory*, Cape Dory 27, John Maza; 2) *Ya Never Know*, Ariel, Ray Schmah; 3) *Pannonica*, Contest 27, John Lymborg; 4) *Sea Lark*, Tartan 30, George Eisenberg; 5) *Escape*, Ericson 35 Mk1, Bob Adams; 6) *Brigadoon*, Blackwatch 37, Robert Horton. (22 boats)

PHRF SPIN — 1) *Furious*, Wabbit, Gareth Orkney; 2) *\$1 Baby*, Columbia 22, John Chile; 3) *Diana*, Tartan 10, Z. Kiruwshkin-Stepan; 4) *Spirit of Elvis*, Santana 35, Lewis Lanier; 5) *Lazy Lightning*, Tartan 10, Tim McDonald; 6) *Shaman*, Cal 40, Steve Waterloo. (16 boats)

OVERALL — 1) *Furious*; 2) *\$1 Baby*; 3) *Desperado*; 4) *Hunky Dory*; 5) *Diana*.
For complete results, see www.bvbc.org.

FAST

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

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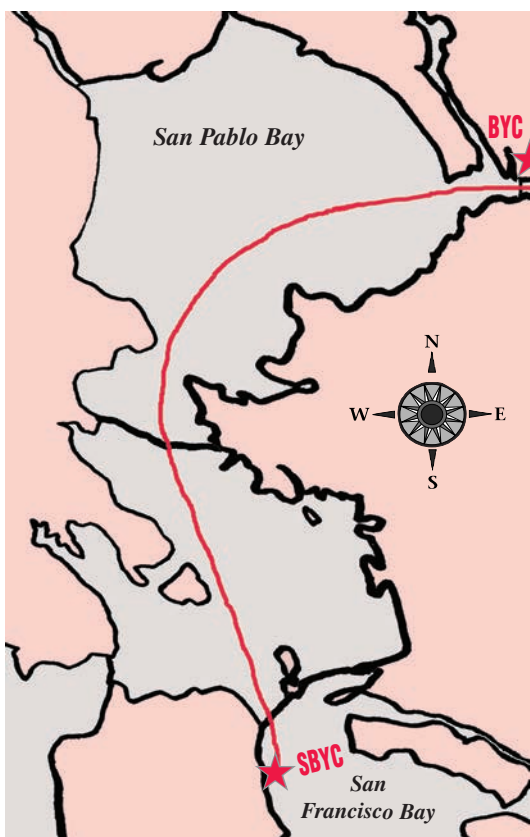
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MAX EBB

I never imagined that my boat would look so small from the top of my mast.

It was easy enough to go up — this newfangled 'mast ladder' that I had run up the mainsail track made it as easy as climbing up a steep flight of stairs. As easy, that is, as climbing a steep flight of stairs can be for a sailor of my displacement and waterline. But when I had climbed high enough to reach the



MAX EBB

Above: Milan "Slim" Knezevich died last month at the age of 94. He had been a Cal Sailing Club member for at least 50 years, and was very active right up through his late 80s. **Right:** Hanging by a thread . . . or at least by 5/8" yacht braid.

masthead, I made the mistake of looking down . . . yikes! Instead of the usual expanse of cockpit and deck, there was this little toy boat at the bottom of what could have been Jack's giant beanstalk.

My objective was the masthead wind vane. Those little tabs that serve as apparent wind angle reference points had been way out of alignment since early last season, and it was finally time to straighten them out. I took the appropriate screwdriver out of my pocket with my right hand, reached up to the screw that would loosen the arms holding those little red tabs, and that's where the process came to a screeching halt. No way was I going to let go with the left hand. And it was a two-hand job. No way was I even going to loosen my death-grip on the mast with that left hand.

Suddenly I was whipped six feet to starboard, and it was all I could do to

keep from dropping the screwdriver as I clutched the mast with the right hand too.

"Max, are you like, aboard?"

It was Lee Helm, five stories below me, and she had just stepped onto the rail of my boat.

"Up here!" I shouted down. "And be careful down there!"

"Sorry," she said. "I was just wondering how come all your hatches are open with no one around."

"Well, if you stand still I'll be down in a minute," I said as I put the screwdriver away and started down. Down was harder than up, because it wasn't always easy to find the next loop of this 'ladder' made entirely from strips of webbing.

"Finally getting around to like, fixing that Windex?"

"Yup. Had to do it sooner or later. But now I see the problem with these mast ladders. Once you get to the top, you can't do anything because you have to hold on for dear life."

"For sure," she said. "I like a climbing harness with a 3:1 purchase."

"I don't think I could hoist myself on a 3:1," I said. "Maybe those ascender gizmos would work better."

"Do you at least have like, a chair?" she said. "I'll go up if you'll turn the crank."

This was the best offer I'd had all day, so I did what needed to be done. My neighbor usually leaves his dock box unlocked, and I happened to know that it contained, among other useful equipment like a swaging tool and a hot knife, a very serviceable bosun's chair.

A few minutes later Lee was rigging herself up for the ride to the masthead.

"Going up the mast?" asked an older gentleman who was walking down the dock. He had a noticeable limp, and I thought he looked a little familiar but I wasn't sure where I'd seen him.

"No, drowning worms," answered Lee. But no one got the joke — she had to explain that "no, drowning worms" is what you say when you are sitting next to the water with your fishing pole out, your line in the water, a box of bait and tackle by your side, and someone walks over and says "fishing?"

Having cleared that up, Lee asked if the man would serve as an assistant.

"Okay," he said cheerfully. "I'll tail, but I'm not gonan crank any winches."

"No problem," she said, "We're going

to rig a second halyard as a safety. All you have to do is take up slack as I go up."

"What's the matter, Lee, you don't trust my halyards?"

"Um, no offense, Max, but your halyards are like, kind of old."

"Yes, I see they've been around the block a few times," said our guest as he climbed aboard, easily outdoing Lee in the bad joke banter department.

Lee finished tying the jib halyard to the chair, taking some pains to make a bowline with a long tail rather than just snap the shackle to the bosun's chair's lifting ring. She did the same with the spinnaker halyard that would serve as her backup.

"This eliminates three possible failure



CHERIE SOGSTI

— SLIM'S STEPS

modes," she explained. "I don't have to worry about the shackle breaking, or the lanyard getting caught somewhere and popping it open, or the splice failing."

"I'll tail this other halyard from here," said our guest as he put two wraps on a sheet winch. "The lead isn't perfect but it will work for a backup."

"Top floor, please," called Lee.

"Going up," I said as I started to grind.

Lee was proving to be much heavier than she looked. Even though just a few minutes ago I'd raised myself up to the top of that same mast under my own steam, cranking someone else up by arm power was a different story entirely. I was winded by the time she was at the second spreaders. Thankfully, she noted

the slowdown, and took a few big heaves on some other halyards to lift most of her weight and unload my winch.

"Lee!" I moaned when she finally reached the top. "You forgot the screwdriver!"

"Don't need it," she called back. "These tabs have like, got to go. Too much weight and windage up here. I'm just pulling them off for you."

I watched in horror as she ripped the tabs out, one by one, and tossed them clear of the boat so they bounced on the dock with a clatter.

"But I use those tabs!"

"Naw, they've been out of alignment for a year and it didn't make any difference in your driving," she insisted. "But like, I guess I do need the screwdriver — these screws can't be left here when they're not needed. Down please!"

Our assistant took a wrap off the backup halyard, and I started to ease down on the primary while he payed out on the backup.

"An ounce at the masthead is like, worse than a pound on deck," Lee explained. "Good thing I stopped by — you would have been carrying around that useless weight at the very top of the mast for no good reason."

"Okay," I sighed, trying to get myself in the mood for another workout. "Here we go again."

"You know, there are easier ways to get up to the top of a mast," said our older guest. "Why, I know one fellow who made up a system with a counterweight so he could move up and down at will, and never have to crank a winch hardly at all. Saves a lot of time and energy if you make lots of trips up and down."

"But like, to get the counterweight up there in the first place," noted Lee, "you have to do just as much work as if you hoisted yourself."

"True enough," said our guest. "That's why it's really good if you plan to make a few trips up and down."

"What did this individual use for ballast?" I asked.

"Water," answered the old sailor. "But he must have miscalculated a little, or maybe used gallons instead of liters. Because when he sat in a chair just like that one, and let go of the temporary downhaul that was holding the chair to the deck . . ."

"Too much counterweight?" asked Lee.

"Jiminy! He went up so fast he would have been thrown off the chair at the top. It's a good thing he was slowed halfway up by the falling bucket of water hitting him right on the head as he was going up."

"Ohmygod," said Lee. "Did the water spill out?"

"Nope. After that first hit," he explained, "everything pretty much stopped. But he was too stunned to think to hold on to something and the counterweight still



MAX EBB

weighed more than he did, so by the time his head slammed into the top swivel on the roller furling at the masthead he was really moving fast again."

"How did he get down?" asked Lee.

"It turns out, that wasn't a problem," said the old man. "When the bucket hit the deck it landed all catty-whumpus, and most of the water spilled out. The poor guy wasn't fast enough to hold on to something solid, and a second later he was plunging back down the mast."

"Was it a clear shot right back to the deck?"

"Hardly. He was going down at a great rate of speed, and halfway down, there's the bucket coming up at an equal and opposite speed. Wham! The rim of the bucket got him right in the chin. Man, that had to hurt. And then when he hit the deck, almost as fast as a free fall, he broke his leg pretty bad."

"Gosh," I said.

"It just wasn't his day," added Lee.

"But the story doesn't end there," said our guest. "He's still in the bosun's chair, lying on the deck all beat up, in terrible pain from the broken leg, and then the poor guy unties the halyard from the chair without thinking it through."

"Oh no!" cried Lee.

"What's wrong with that?" I said.

"Well, he forgot about the partly full bucket of water at the top of the mast. A few seconds after he undid the bowline — pow! Another blow to the head, this one powerful enough to knock him out."

"And I bet the line kept running out of the halyard sheaves," I guessed.

"Yup, and that's how they found him, hours later. Barely breathing, passed out cold, under a heap of halyard line."

"Did the guy recover?" I asked.

"There were complications with the broken leg, and they had to amputate part of it."

Meanwhile, Lee was in the chair again, screwdriver in the tool pocket. I cranked the winch while she lifted her weight on the spare halyards.

"I can also take off that masthead light," she offered.

"Why would I want to do that? I need that to see the windex at night."

"Too much weight aloft."

"That tiny little light?"

"It's not the light itself, but like, that long run of wiring inside the mast."

"She's right," added our guest. "Wires inside masts are always a hassle."

"Think about it," she said between heaves on the halyards as she climbed.

"Why use a wire . . . to send electricity . . . up to the top of the mast . . . and then have a piece of equipment up there . . . to turn the electricity into light . . . when you can just send photons instead?"

"Photons?"

"She means put a flashlight on the

"His foot caught in a cleat and we heard a sickening crack as he fell to the dock."

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— SLIM'S STEPS

stern pulpit and light up the wind indicator from the deck with a spot beam," explained the old sailor. "That's how my Cal 20 is rigged for night sailing. Those masthead lights never work anyway, and the wires inside the mast make too much noise at anchor."

Now I remembered where I had seen this guy. He had a beat-up old Cal 20 that he sailed practically every day. He's also a member of the yacht club, but hardly ever seen there and not active in any club activities.

"Is that you sailing out of the marina every morning in your Cal 20?"

"Yup, I usually go to Point Bonita and back, so I get in a lot of surfing, especially on a good ebb. Every day spent sailing," he reminded me, "is a day added to your life."

"That's why your boat needs a good scrubbing," Lee called down from halfway up the mast.

"Rather sail it than clean it," he said. "Or help out at the community sailing center."

It turned out Lee knew him from the sailing center, where he spent his time

teaching beginners or fixing the co-op boats, when he wasn't sailing to Point Bonita and back. Which explained why he never had time for the yacht club.

Lee made me crank her up the last few feet without any help from her wind-surfer-conditioned arms, and finally, gasping for air, I had her back at the masthead. She extracted the superfluous screws, and was refused permission to remove the masthead light so I could pull out the wires. We lowered her back down to the deck.

"Good to meet you, Max," our guest said as he climbed back to the dock. But his foot caught in a dock cleat, and we heard a sickening crack as he fell to the concrete dock.

Lee and I both jumped off the boat to help.

"An ounce at the masthead is like, worse than a pound on the deck."

"Are you okay?"

"I broke my foot, dammit," he muttered.

Lee had her cellphone out in less than a second and was starting to dial.

"Don't move," I advised. "Help is on the way."

"No, put that phone away. It doesn't hurt."

"But your foot!" Lee and I protested.

"Naw, I'll just have to buy another one," he said as he lifted up his pants leg to show a plastic articulated prosthetic

foot and lower leg. He picked himself up and seemed perfectly okay, other than being a little annoyed.

Lee and I both eyed his artificial

leg suspiciously.

"Uh, that wasn't you in that story about the mast climbing accident, by any chance, was it?" I asked.

"Oh no," he insisted. "This happened when I was picking huckleberries on the side of a cliff . . ."

— max ebb



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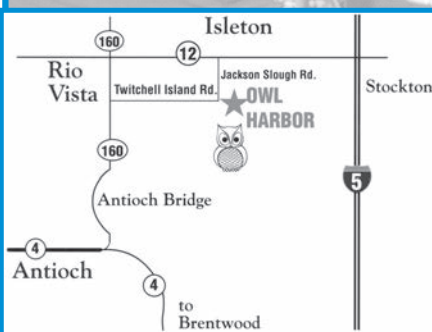
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THE RACING

July is traditionally an 'away' month for Bay sailors. This year, if they weren't doing one of the Hawaii races, they might be on the road to Lake Tahoe for the **Trans-Tahoe, Melges 24 Pacific Coast Championships**, or **J/24 Western Regional Qualifiers** — or to Huntington Lake for the **High Sierra Regatta**. We've got those covered, as well as some events for those who stayed right here and pretty much had the Bay to themselves for a few weekends (hey, somebody has to do it). These include the **PICYA Championships**, the **5.5 Meter Nationals** and the Mercury fleet's **Hart-Nunes Regatta**. There's also a truckload of **box scores** and **race notes** we managed to beat into submission.

PICYA Championships

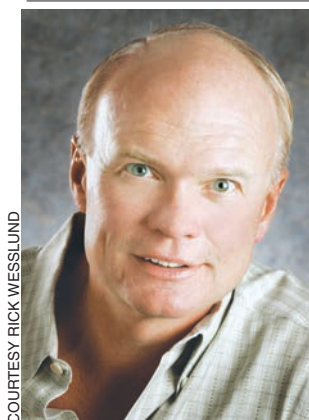
Talk about a roll: San Francisco Yacht Club teams once again dominated last month's PICYA Championships (aka the Lipton Cup) — with the same boats! Craig Page's Soverel 26 *Wuda Shuda* and Rick Wesslund's J/120 *El Ocaso* both topped their respective divisions for the fourth time. But it wasn't as easy as in the past, and winners in the other two divisions foiled SFYC's overall ongoing dominance of this event.

A once again smallish fleet of 16 boats representing 9 yacht clubs took to the waters of the main Bay on July 15-16 for this series — whose roots back to the 1920s make it one of the oldest semi-continuous regattas on the Bay. The idea is that any yacht club belonging to PICYA — the Pacific Inter Club Yachting Association — can send up to four boats in four different rating bands to race against all the other clubs on the Bay. The four divisions are named for their historic perpetual trophies: the Lipton Cup (aka the 'Big Lipton'), the Larry Knight Perpetual, the Sir Thomas Lipton

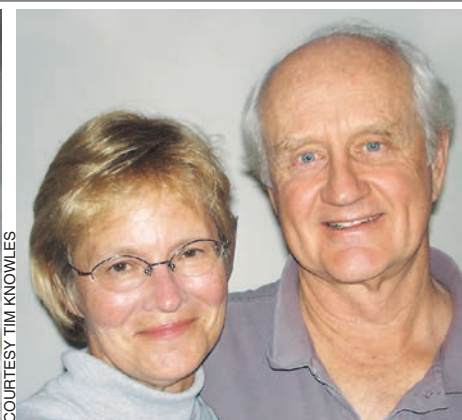
Winds were 15ish on Saturday, with perhaps a tad more on Sunday, under sparkling sunny skies with a thin ribbon of fog over just the roadway of the Golden Gate. Basically, the whole weekend was one big Kodak moment.

The 'Big Lipton' class was the largest this year, with six boats representing as many clubs. Making *El Ocaso* really work for the win this year was Peter Szasz and a St. Francis YC crew on the Beneteau 42.7 *Just In Time*. In fact, Wesslund and Szasz split first and second in the first two races, so went into Sunday's third race tied at 3 points apiece. Wesslund and his crew — Bill Melbostad, Tom Warren, Heather Noel, Tate Lacey, Adam Sadeg, Russ McBardy, Jarred Hachman, Andy Vare, Dawn Beachy and Bruce Davenport — hung on to win that race, and the Big Lipton.

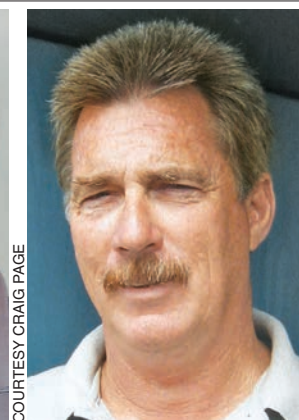
Richmond YC's Tim Knowles, sailing his first PICYA Championship race with his Wylie 39 *Lilith*, shut out the other two boats in the Larry Knight Division by posting straight bullets. "It was a great event," he said. "I was honored to be



COURTESY RICK WESSLUND



COURTESY TIM KNOWLES



COURTESY CRAIG PAGE



LATITUDE/ROB

Pacific Coast Perpetual Challenge Trophy (the 'Little Lipton'), and the ambitiously named Admiral's Cup, for the smallest boats. As always, the series consisted of two 10-12 mile triangle races on Saturday and one on Sunday, with a nice *hors d'oeuvres* spread put on by the hosting Golden Gate YC on Saturday evening.

Lipton winners (l to r) Rick Wesslund, Karin and Tim Knowles, Craig Page and Michael Andrews.

asked to represent the Richmond Yacht Club, and frankly surprised at the nice response we've gotten to our win from members." Tim sailed with Del Olsen, Karin Knowles (his wife), Jeff Nelson and

Gail Yando.

The story in Little Lipton is basically the same as it has been for the last four years: Craig Page shows up with *Wuda Shuda* and cleans everyone's clock. Craig admits it's getting harder, though, citing perennial rival Jocelyn Nash and her *El Gavilan* crew as sailing particularly hard



LATITUDE / JR

PICYA Regatta action (clockwise from above) — 'Tupelo Honey' (foreground) and 'Inspired Environments' neck-and-neck on Sunday; the Rhodes 19 'Big Wow' took second in Division and first in "wettest boat" of the series; 'Wuda Shuda' chases 'El Gavilan'; 'Fast Friends' on a run.

and smart this year. "They won the first race and could have won the second, too, except they went into the beach and we went up the cone, and that opened the door for us," says Page. Crewing on *Wuda Shuda* this year were Chris Morris, Mark Dowdy and Eriksen Digman.

Encinal YC got on the map this year in the Admiral's Cup Division, ably represented by Michael Andrews' *Santana 22 Bonito*. Crew for the series included Kevin Clarke and Shawn Grassman on Saturday, with Wayne Best replacing Shawn on Sunday. Again despite the

small turnout of only three boats, the 'Admirals' may have had the fiercest competition of any Lipton class. "Jan Grygier (on the *Tuna 22 Carlos*) always sails really well, and Bill Royall's *Rhodes 19* — we just couldn't shake those guys!" laughs Grassman.

Whether they were veterans or newcomers, all the sailors we talked to were really enthused about this series. All were also somewhat mystified as to why participation has dwindled in the past half decade or so. (As recently as 2002, 35 boats from a dozen clubs showed up

to do battle.) As Page points out: "It's free, PICYA does a lot of good work for clubs, the race committee is first rate, the club puts on a nice spread, you get to represent your club, you get to sail the Bay, and you get your boat's name on one of those incredible trophies — what's not to like?"

All interviewees invited and encouraged more clubs to send boats for next year's event — and to help restore the competition and prestige of this event back to the level it deserves.

BIG LIPTON — 1) *El Ocaso*, J/120, Rick Wesslund, SFYC, 4 points; 2) *Just In Time*, Beneteau 42.7, Peter Szasz, StFYC, 5; 3) *Tupelo Honey*, Elan 40, Gerard Sheridan, SBYC, 11. (6 boats)

THE RACING



LARRY KNIGHT — 1) **Lilith**, WylieCat 39, Tim Knowles, RYC, 3 points; 2) **Uno**, WylieCat 30, Steve Wonner, AeYC, 7; 3) **Fast Friends**, Santana 35, Kyle Elliot, SFYC, 8. (3 boats)

LITTLE LIPTON — 1) **Wuda Shuda**, Soverel 26, Craig Page, SFYC, 4 points; 2) **El Gavilan**, Hawkfarm, Jocelyn Nash, RYC, 6; 3) **Goose**, Catalina 30, Mike Kastrop, SBYC, 8. (4 boats)

ADMIRAL'S CUP — 1) **Bonito**, Santana 22, Mi-

chael Andrews, EYC, 3 points; 2) **Big Wow**, Rhodes 19, Bill Royall, SFYC, 7; 3) **Carlos**, Santana 22, Jan Grygier, RYC. (3 boats)

Complete results: www.picya.org.

5.5 Meter Nationals

Conditions, competition, race committee work, host club, courses — the Columbia 5.5 Nationals on July 8-9

could not have come off better if it had been scripted by Steven Spielberg.

Ten to 12 knots of westerly appeared on cue for the Saturday noon start of the two-day, five-race series, held in the South Bay just off the old Naval air station. The eight boats in attendance sailed their three races — two sausages and a



Meter readers — Above, 'Maverik's Nate Ballard, Greg Nelson and Bill Colombo. Spread, action at the Columbia 5.5 Meter Nationals.

SPREAD: LATITUDE / JR INSET: CATHY ERBLAND

'distance' race back to the the hosting Alameda YC — in brilliant sun and flat-tish water. And though these boats all appear as delicate as Lalique glassware, the competition was pure hardball, made all the better by a three-boat contingent who trailed down from the Stockton fleet: Sue Lund's *Naked Lady*, David Van

Dyke's *Italia* and Bill Canepa's *Faith II*.

But the weekend ended up going to the locals, led by Bill Colombo's *Maverik* with Greg Nelsen and Nate Ballard pulling strings. Adam Sadeg and his *Tenacious* crew were, well, tenacious in the early going, taking the first race by a literal nose over *Maverik* and racking up

a 1,2,1 — and the lead — on Saturday. Colombo's *Commandos* rallied on Sunday with a 2,1 in the final races to sew up the series with a comfortable nine-point cushion over *Tenacious*. Zhenya Stepanoff's 'Red Russian' was third. (The actual name, written in Russian, is unreadable and unpronounceable east of

THE RACING



the Black Sea.)

In an interesting sidelight, a ninth boat joined the series on Sunday. This was Keith Rarick's *Jaguar* (Chris Corlett's former boat). Keith is bringing it back from a long exile and on Saturday, this boat literally had no mast in it and no hardware attached to the deck. Keith and his crew worked through most of the night to prep the boat. "On the tow out," says Colombo, "you could still hear the Makita cordless going the whole way." When the fleet raised headsails, Keith could be heard lamenting, "I forgot a jib halyard cleat!"

5.5 METER NATIONALS — 1) **Maverik**, Bill Colombo, 9 points; 2) **Tenacious**, Adam Sadeg, 18; 3) **Kapchi**, Zhenya Stepanoff, 21; 4) **Naked Lady**, Sue Lund, 23; 5) **Seabiscuit**, Steve Hutchison, 24; 6) **Alert**, Liem Diao, 28; 7) **Italia**, David Van Dyke, 30; 8) **Faith II**, Bill Canepa, 31; 9) **Jaguar**, Keith Rarick, 47.

Moonlight Serenade

Every year it seems like somebody tags another 'M' word onto San Francisco's Midnight Moonlight Maritime Marathon Race. 'Mellow' is sometimes appropriate. 'Marvelous' usually works. But by far the most common addendum is 'madness'. How else would you explain a 36-mile pursuit race from Belvedere Cove to the Carquinez Bridge and back that is specifically set up to finish at midnight?

Logic notwithstanding, a core fleet of 'madmen' and women come back year after year for the MMM, held last month on July 8. Reverse-handicap starts for the 17-boat fleet began off San Francisco YC at 3 p.m. with the Hunter 31 *Sunset Woman*, and continued every five minutes until 4:15, when the last starter, the Beneteau First 47.7 *Veronese*, crossed the line.

Good breeze and lots of sun ushered the fleet along in the early going. In fact, it was such a lovely afternoon that most crew were in T-shirts or tank tops at the start. And it only got warmer the farther north they went.

Adverse current coming and going meant a lot of hugging the shoreline, with the leaders finding the first big parking lot south of the Richmond Bridge.

Once around the 'weather mark' — one of the towers of the Carquinez span — Will Paxton and crew on *Motorcycle Irene* found a totally different gear and took off. They lost a big lead when the wind turned off in San Pablo and everyone caught up. After the restart, more boats fell into another hole at the Richmond Bridge. Playing the middle and tacking on top of Red Rock, Erik Menzel and his Wylie Wabbit crew, Attila Plash and Denise Palermo, managed to play through with a couple of other boats.

Going into the homestretch at the east end of Raccoon Strait, *Devil May Hare* was lee-bowed by the Express 27 *Moxie*. "I knew we were doing well when I heard the classic, 'Oh f**k, it's a Wabbit,'" says Erik. And they did do well, crossing the finish line first at 11:17 p.m. to win the this year's Mad Marathon. (Erik's getting to be kind of a recidivist in these long races — you may recall he also won the Ditch Run overall last month.) Everybody else finished within a 'witching hour' of Menzel, with the Cal 40 *Harry Hannah* last but not least at 12:14 a.m.

Oh, and one of this race's *real* 'M's was capitalized this year — the fleet sailed home under an almost-full moon.

MMMM — 1) **Devil May Hare**, Wylie Wabbit, Erik Menzel; 2) **Moxie**, Express 27, Joshua Grass; 3) **Breeze**, J/105, Marc Kasanin; 4) **Sheeba**, C&C 99, Mike Quinn; 5) **Motorcycle Irene**, Express 27,

'Motorcycle Irene' (foreground) and 'Moxie' head north in the Midnight Moonlight Race.





ENRIQUE MEZA

Will Paxton. (16 boats, 1 DNF)

High Sierra Regatta

Fresno YC's 53rd High Sierra Regatta took place on spectacular Huntington Lake on two weekends last month — July 8-9 for dinghies and July 15-16 for keelboats. And to say Huntington Lake is a 'huge' stop on the Lake circuit is an understatement — 149 dinghy sailors, crew and families descended on the Lake the first weekend, and the beer bottles were barely cleared away before 110 trailer sailors and *their* entourages rolled into town. (For some reason, the Thistles sailed with the keelboat fleet the second weekend.) All fleets ran a three-race, no-throwout series, except the Lido 14s, which ran two.

Among several standout performances in the 11 first-weekend fleets were Dave Keran and Geoff Baxter scoring straight bullets in the 18-boat Daysailer A fleet

Lake sailing has a beauty all its own. This is part of the fleet at the keelboat weekend of last month's High Sierra Regatta.

and 9-boat Banshee fleet, respectively; and Kurt Wiese pulling out a win of the largest class — the 28-boat Lido 14 A fleet — on the basis of *no* wins and two seconds.

Notable performances in the 13-fleet second weekend included Ruth Barkus, who also scored straight bullets in the 10-boat San Juan 21 fleet, and road warrior Brad Butler (who trailered his boat down from Seattle to race) narrowly edging out Rowan Fennell to top the Moore 24 fleet. At 17 boats, the road-hungry Moores were the largest 'keel' fleet.

New kid on the block for the High Sierra was the Viper 640 guys, four of whom showed up from who knows where. "This was the first gathering of Viper 640s in the West since 1998," said fleet rep (and fleet winner) Nick Mockridge. "We really enjoyed the scenery, competition and camaraderie of mixing it up with the big boys — and it was a real eye-opener for my English dinghy-racing family who were vacationing with me and thus became my crew!"

And speaking of the shoreside support team, Tracy Cohen (wife of Viper sailor Loren Cohen of *Lost Boys*) captured the essence and beauty of lake sailing better than we ever could:

"From a spectator/family standpoint, this was the best regatta I've ever attended. The camping was fabulous, the lake was gorgeous and the kids in our group (ages 6, 12 and 14) had a wonderful time fishing, swimming and watching the races. The commentary from the race announcer and the fact that we could see the boats (as opposed to ocean races when they sail over the horizon) was delightful. We'll definitely be back for more

racing at this excellent venue."

WEEKEND ONE (July 8-9)

CORONADO 15 — 1) David Rumbaugh, 4 points; 2) Craig Lee, 8; 3) Vincent Paternoster, 11. (13 boats)

INTERNATIONAL 14 — 1) Ted Rogers, 7 points; 2) Lawrence Henderson, 9; 3) Kurt Lahr, 9. (8 boats)

BANSHEE — 1) Geoff Baxter, 3 points; 2) Steve Galeria, 8; 3) George Koch, 10. (9 boats)

DAY SAILER A — 1) David Keran, 3 points; 2) Dean Iwahashi, 10; 3) Greg Adams, 12. (18 boats)

DAY SAILER B — 1) Robert Farmer, 4 points; 2) Susan Wiley, 5; 3) Joe Fram, 11. (3 boats)

29ER — 1) Max Fraser, 4 points; 2) David Liebenberg, 8; 3) Gene Harris, 10. (5 boats)

LIDO A — 1) Kurt Wiese, 4 points; 2) Stuart Robertson, 5; 3) Thomas Jenkins, 6. (28 boats)

LIDO B — 1) Ryan Mark, 5 points; 2) Tracey Kenney, 6; 3) Roger Patterson, 8. (27 boats)

LASER — 1) Charlie Heatherly, 4; 2) Peter Drasnin, 9; 3) Mike Eichwald, 13. (17 boats)

MULTIHULL — 1) Eric Poulsen, F-16, 4 points; 2) Paul Kilkenny, F-16, 6; 3) Mike Checketts, Hobie 20M, 10. (5 boats)

OPEN CENTERBOARD — 1) Charles Witcher, Megabyte, 4 points; 2) Mark Briner, Johnson 18, 8; 3) John Barrere, Force 5, 10. (5 boats)

WEEKEND TWO (July 15-16)

(note: boat names were not included in results)

PHRF A (<135) — 1) Melges 24, Cam Lewis, 6 points; 2) Henderson 30, Tim Cordrey, 9; 3) Olson 30, John Scarborough, 12. (12 boats)

PHRF B (136-198) — 1) Olson 25, Nat Gildersleeve, 6 points; 2) Olson 25, Tom Blagg, 8; 3) J/22, Donna Womble, 11. (12 boats)

PHRF C (>199) — 1) Coronado 25, Lewis Wagone, 6 points; 2) Venture 21, Steve Leonard, 6; 3) Ranger 22, Jim Costa, 9. (6 boats)

HOLDER 20 — 1) Jim Rosachlti, 5 points; 2) Glen Van Heel, 6; 3) Bobby Kawamura, 9. (6 points)

SAN JUAN 21 — 1) Ruth Barcus, 3 points; 2) Jerry Hansen, 6; 3) Bill Parsons, 9. (10 boats)

SANTANA 20 — 1) Mark Erdrich, 5 points; 2) Blair Wallace, 7; 3) Kem Bricker, 14. (10 boats)

THISTLE — 1) Michael Gillum, 5 points; 2)



LATITUDE / LADONNA

THE RACING



COURTESY DON JESBERG

JILL CASEY

David Keran, 6; 3) Chris Gedrose, 9. (13 boats)
WYLIE WABBIT — 1) Melinda Erkelens, 4 points; 2) Tim Russell, 5; 3) Ron Tostenson, 11. (7 boats)

MOORE 24 — 1) Brad Butler, 6 points; 2) Rowan Fennell, 7; 3) Mike O'Callaghan, 12. (17 boats)

VIPER 640 — 1) Nick Mockridge, 3 points; 2) Loren Callahan, 7; 3) Ray Sanchez-Pescador, 8. (4 boats)

ULTIMATE 20 — 1) John Andrew, 3 points; 2) John Buchanan, 7; 3) Matt Borough, 8. (6 boats)

OPEN KEEL — 1) Santana 22, Ronald Baxter, 4 points; 2) Santana 22, Dan Scarbery, 5; 3) Santana 22, Charles Kurtmen, 9. (4 boats)

VICTORY 21 — 1) Scott Holmes, 3; 2) Don Bonander, 6; 3) Tom Anderson, 10. (4 boats)

Trans-Tahoe

Forty-eight boats from all over Northern California showed up for the 43rd running of the Trans-Tahoe Race on July 8. The crown jewel of Tahoe YC's summer sailing season was sailed in fast-changing weather conditions that even included rain squalls and lightning at one point — definitely weather to keep crews on their toes, and constant tweaking was the order of the day.

Once again, the standout boat of the TT — in more ways than one — was Les Bartlett's 'hot rod' Venture 21, which features a Soling rig and masthead kite. For the fourth year, Les took overall honors in the keelboat class with this combo.

Bay Area boats fared well with Kirsten Lane's *Brick House* winning the hotly contested 8-boat Melges 24 division

Above, 'Bones' takes a bow at the Melges 24 PCCs on Lake Tahoe. Above right, 'Ego's Don and Peter Jesberg.

— which also served as a warm-up for their PCCs sailed on the lake the following weekend. And Mike Whitfield's J/24 *TMC Racing* took second in that

class — which also used the TT as their on-deck circle for their Western Worlds' qualifier race — also sailed July 15-16 on Lake Tahoe.

When it came to doing well in this year's Trans-Tahoe, size counted — at least in spinnakers. Dick Ferris' J/125 *August Ice* with its huge masthead kite was the first keelboat to finish, completing the 26-mile course in 4 hours, 29 minutes. Gary Redelberger's brand spanking new Farr 36 (just completed by Jim Betts in his Verdi, Nevada, yard), took second only 17 seconds behind.

— Jim Mullen

DIVISION A (PHRF <90) — 1) **Merlin**, Melges 32, John Corda/Richard Courcier; 2) **Racer X**, Farr 36, Gary Redelberger; 3) **Ice Nine**, J/109, Jim Casey. (8 boats)

DIVISION B (80-129) — 1) **Expressway**, Express 27, Mike Robinson; 2) **Stray Cat**, Olson 30, Brian Barger; 3) **True Luff**, Tartan 10, John Utter. (6 boats)

DIVISION C (>130) — 1) **Groovy**, Venture

Box Scores

Just the facts, ma'am. . .

SOUTH TOWER RACE (SSC, 6/23, 140 miles)

DIV. I — 1) **Loose Cannon**, Express 27, Andy Goodman; 2) **Max**, Antrim 27, Bryan Wade; 3) **Skiff Sailing**, 11:Metre, Skiff Sailing Foundation. (5 boats)

DIV. II — 1) **Cloud Nine**, Catalina 30, Jim Plummer; 2) **Transposition**, Catalina 27, Sam Dameron; 3) **Purrfection**, Nonsuch 30, Dana Bradley. (3 boats)

OVERALL — 1) **Cloud Nine**; 2) **Transposition**; 3) **Purrfection**; 4) **Loose Cannon**; 5) **Max**. (8 boats)

Complete results: www.stocktonsc.org

MARINA DEL REY TO SAN DIEGO (Southwestern YC, 7/01, 104.3 miles)

PHRF A — 1) **Sparta**, 1D-48, Carl Radusch; 2) **White Knight**, Farr 40, Zoltan Katinsky; 3) **Lucky Dog**, J/125, Bob and Colin Shanner. (4 boats)

PHRF B — 1) **Problem Child**, B-32, Dan Rossen; 2) **Patriot**, J/N 40, Jerry Montgomery; 3) **Wildcat**, Cheetah 30, John Staff. (8 boats)

PHRF C — 1) **Avet**, J/80, Curt Johnson; 2) **Wind Dancer**, Catalina 42, P.K. Edwards; 3) **Ob-session**, Catalina 30, Bill Apps. (5 boats)

ORCA — 1) **Phat Cat**, Firebird 26, Chris

Slagerman; 2) **Monsoon**, F-27, Chuck Spears; 3) **Holoholo**, F-24, Gene Grounds. (3 boats)

CRUISING (NON-SPIN) — 1) **Faire Warning**, MacGregor 26D, Mike Inmon; 2) **Attitude Adjustment 2**, Hunter 40.5, Rick Dinon; 3) **Taku**, Opus 34, Christian Brorsen. (7 boats)

CRUISING (SPIN) — 1) **Rubicon III**, Contessa 33, Rod Percival; 2) **Shockwave**, Newport 41, Mike and Frank Grijal; 3) **Grande Maree**, Catalina 36, Tony Siros. (8 boats)

2006 EASOM FOUNDERS TROPHY (SFYC, 6/24-25, Etchells)

1) **Pegasus 1278**, Jeff Madrigali, 12 points; 2) **Pegasus**, Philippe Kahn, 15; 3) **Leverage**, Russ Silvestri, 16; 4) **WB**, Tim Wells, 24; 5) **Down Under**, Andrew Whittome, 32; 6) **White Jacket**, Randy Smith, 37; 7) **Dr. Funkenstein**, Wayne Clough, 38; 8) **JR**, Bill Melbostad, 41; 9) **Ginna Fe**, Michael Laport, 44; 10) **Mr. Natural**, Ben Wells, 49. (16 boats)

WBRA (6/25, 5 miles)

FOLKBOAT — 1) **Little Svendle**, Bill DuMoulin; 2) **Windansea**, Don Wilson; 3) **Polperro**, Peter Jeal. (8 boats)

KNARR — 1) **Lykken**, Robert Fisher; 2) **Flyer**, Chris Kelly; 3) **Svenkist**, Sean Svendsen. (18

24 custom, Les Bartlett; 2) **TMC Racing**, J/24, Michael Whitfield; 3) **Blue J**, J/24, Brian Mullen. (12 boats)

MELGES 24 — 1) **Brick House**, Kristen Lane; 2) **Wild Thing**, Scott Hipsley; 3) **Seein Double**, Peter and Brian York. (8 boats)

MULTIHULL — 1) **Adrenaline**, D-Class cat, Bill Erkelens; 2) **Origami**, Corsair 24, Ross Stein; 3) **Freedom Dance**, Corsair 24, Jerry Grant. (11 boats).

CRUISING DIVISION (non-spin) — 1) **Knot Bitchin**, Melges 24, Choco Moller and Walt Frese; 2) **Kracklin Rose**, Merit 22, Dennis Cleary; 3) **Prime Interest**, Catalina 27, Bob Pelton. (3 boats)

Melges 24 PCCs

Don Jesberg and his Bay-based *Ego* crew topped a 16-boat fleet at the Melges 24 Pacific Coast Championships on Lake Tahoe over the weekend of June 15-16. In addition to six Tahoe-based Melgi and 10 boats from the San Francisco/Santa Cruz fleets, Gary Stuntz trailered *Cool Beans* down from Seattle and Bob Stoll drove in all the way from Idaho with *White Lightning*. The glam teams from Southern California — Ullman, Shark, et al — had planned to convoy up but plans fell through at the 11th hour.

Lake sailing requires an attitude adjustment for those used to the dependable winds of summer Bay sailing. For one thing, the westerly doesn't generally show up until sometime after lunch — racing on Saturday didn't begin until 2:30 p.m. — and then the direction can

oscillate a bit. But the big thing is puffs, and a big part of doing well requires making sometimes hard lefts or rights to grab the puffs when they come.

Jesberg, who sailed with his 14-year-old son, Peter, as well as Larry Swift and Mat Johnson, stumbled a bit out of the blocks with a seventh in the first race. But the *Ego*-maniacs got the hang of it soon enough with firsts in races two and three. Jesberg's toughest competition early on was Kristen Lane's *Brick House* whose tactics, at least from what Jesberg could see, consisted of going only left. "All day long, they went left, left, left — and it worked!" Jesberg laughs. One time, exactly half the fleet went right and half left — and still all got to the mark at exactly the same time! Of course, it helps that the good guys at the Tahoe YC somehow achieved a perfectly square course on both days.

When the fleet got back to the dock at 7 p.m. Saturday evening, they were greeted by The Chuckwagon — a huge outdoor barbecue on wheels where 'men wielding fire' had ribs and tri-tip on the grill and gallons of ice-cold beer on tap. "It was one fun weekend," says Jesberg, "and it was only half over!"

Going into the final race on Sunday, four boats were all within a point of each other: *Ego* and Seadon Wijzen's *Pareto Optimal* were tied at 9, and Shawn Bennett's *TBD 2* and Lane's *Brick House*

both had 10. Jesberg and the *Ego* guys nailed the start and never looked back.

MELGES 24 PCCs (16 boats, 6 races, 1 throw-out) — 1) **Ego**, Don Jesberg, 10 points; 2) **Pareto Optimal**, Seadon Wijzen, 13; 3) **TBD 2**, Shawn Bennett, 15; 4) **Brick House**, Kristen Lane, 15; 5) **Go Dogs Go!**, Chris Watts, 31.

J/24 Western Regionals

Two guaranteed berths in the J/24 2007 World Championship (March 1-9 in Puerto Vallarta) drew a strong 19-boat fleet for the J/24 Western Region Worlds Qualification at Lake Tahoe last month, with the overall win going to Keith Whittemore's Seattle-based *Tundra Rose*. Ryan Cox, of Dublin, California, also qualified with a second-place finish aboard *USA 3324*.

The Lake Tahoe Windjammers Yacht Club played host to the racers the weekend of July 15-16, and conditions played along with consistent 5-10 knot northerlies for all five races. The race also served as a backdrop to the American Century Classic, a popular annual celebrity golf tournament, giving the fleet some brief national television exposure, spinnakers flying.

"We had some good racing, some close racing, a couple of protests," said Windjammers Commodore Howard Stevens. "We had a little bit of everything."

Racers made the trip from California, Oregon, Washington and even as far away as New Mexico. The latter entry,

boats)

HDA SOUTH BAY #4 (6/24, 12 miles)

HDA G (PHRF <75) — 1) **Bodacious**, Farr One Ton custom, John Clauser/Bobbi Tosse; 2) **Jeanette**, Frers 40, Henry King; 3) **Quiver**, N/M 35, Jeffrey McCord. (7 boats)

HDA J (78-114) — 1) **Mintaka 4**, Farr 38, Gerry Brown; 2) **Mon Desir**, Jeanneau 35, Jerry Nassoly; 3) **Eurydice II**, Custom Ross 930, George Biery. (4 boats)

HDA K (117-141) — 1) **Abba-Zaba**, Tartan 10, Charles Pick; 2) **Shameless**, Schumacher 30, George Ellison; 3) **Harp**, Catalina 38, Mike Mannix. (10 boats)

HDA L (>144) — 1) **Bluejacket**, Cal 29, Bill O'Connor; 2) **Eclipse**, Hawkfarm, Fred Hoffman; 3) **Lelo Too**, Tartan 30, Emile Carles. (6 boats)

ODCA SOUTH BAY (6/24, 2.5-5 miles)

BENETEAU FIRST 36.7 — 1) **Bufflehead**, Stuart Scott. (1 boat)

ALERION EXPRESS 28 — 1) **Eagle**, Chuck Eaton; 2) **Scrimshaw**, Michael Maurier; 3) **Dream**, Kirk Smith. (5 boats)

EXPRESS 37 — 1) **Elan**, Bill Reiss; 2) **Expeditious**, Bartz Schneider; 3) **Golden Moon**, Bill Bridge/Kame Richards. (4 boats)

ISLANDER 36 — 1) **Tom Cat**, Barry Stompe; 2) **Absolute**, Steve Schneider; 3) **Pacific High**, Harry Farrell. (8 boats)

OLSON 25 — 1) **Hamburger Haus**, Jens Jensen; 2) **Vivace**, Larry Nelson; 3) **Baleineau**, Dan Coleman. (8 boats)

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

SANTANA 22 — 1) **Carlos**, Jan Grygier; 2) **Tchoupitoulas**, Stephen Buckingham; 3) **Maguro**, Pete Trachy. (5 boats)

HDA FIRST HALF RESULTS

HDA G — 1) **Jeannette**, Frers 40, Henry King, 4 points; 2) **Bodacious**, Farr One Ton, John Clauser/Bobbi Tosse, 6; 3) **Quiver**, N/M 36, Jeffrey McCord, 6. (20 boats)

HDA J — 1) **Mintaka 4**, Farr 38, Gerry Brown, 3 points; 2) **Two Scoops**, Express 34, Chris Longaker, 8; 3) **Petard**, Farr 36, Keith Buck/Andrew Newell, 10. (13 boats)

HDA K — 1) **Silkye**, WylieCat 30, Steve Seal/John Skinner, 5 points; 2) **Shameless**, Schumacher 30, George Ellison, 6; 3) **Encore**, Wylie Gemini 30, Andy Hall, 8. (18 boats)

HDA L — 1) **Eclipse**, Hawkfarm 28, Fred Hoffman, 5 points; 2) **Bluejacket**, Cal 29, Bill O'Connor,

6; 3) **Latin Lass**, Catalina 27, Bill Chapman, 12. (24 boats)

OYRA FIRST HALF RESULTS

IOR WARHORSE — 1) **Samiko**, Serendipity 43, Dexter Bailey, 5 points; 2) **Aleta**, Pearson 46, Keith Brown, 5; 3) **Punahele**, Farr One Ton, Michael Caplan, 6. (5 boats)

MORA — 1) **Andiamo**, SC 27, Michael Warren, 7 points; 2) **Bloom County**, Mancebo 31, Anthony Basso, 10; 3) **Sapphire**, Synergy 1000, David Rasmussen, 12. (14 boats)

PHRO-1A — 1) **City Lights**, SC 52, Thomas Sanborn, 4 points; 2) **Cipango**, Andrews 56, Bob & Rob Barton, 9; 3) **Serena**, T1150, David Kuettel, 11. (6 boats)

PHRO-1 — 1) **Pegasus XIV**, Newland 37, Dan Newland, 8 points; 2) **Petard**, Farr 36, Keith Buck/Andrew Newell, 10; 3) **Phantom Mist**, Beneteau First 40.7, Gary Massari, 13. (15 boats)

PHRO-2 — 1) **Aquadesiac**, Tayana 42, Douglas Simms, 6 points; 2) **Green Buffalo**, Cal 40, Jim Quanci, 10; 3) **Azure**, Cal 40, Rodney Pimentel, 12. (10 boats)

SHS — 1) **Sleeping Dragon**, Hobie 33, Mark Halman, 3 points; 2) **Shamrock**, C&C 41, James Connolly, 9; 3) **Tenacity**, SC 27, Paul Nielsen, 10. (12 boats)

THE RACING

Kachina, had to borrow a J/24 mast from Tahoe-based *Half-Blind Monkey* after theirs was damaged enroute.

Atypical of Lake Tahoe sailing — and counterpoint to the flukey conditions the Melges fleet enjoyed on the same weekend at the other end of the Lake — the winds remained consistent for the duration of racing.

Good sailors know you learn something new every time you go out. A wake-up call for J/24 sailors new to Lake Tahoe was the strict environmental regulations that prohibit the use of 2-stroke motors on the lake. But the Windjammers YC had even planned for that — every day, the fleet was towed out for the start of racing, and towed back in after the finish.

— Jim Scripps

J/24 WESTERN REGIONAL QUALIFIER — 1) **Tundra Rose**, Keith Whittemore,* Seattle; 2) **USA 3324**, Ryan Cox,* Dublin (CA); 3) **Jaded**, David Klatt, Oxnard; 4) **Geraldine**, J. Mitchell, San Diego; 5) **Whisper**, Gibson/Quinton, Vista (CA). (19 boats)

* qualified for J/24 Worlds

Hart-Nunes Regatta

When Ernie Nunes drew, built and sailed the first Mercury in 1939, he might well have envisioned that its fine sailing abilities would make it a popular racing boat. But he likely never dreamed that the pretty little 18-footer would still be going strong 65 years later.

But the MerCs and their faithful are going strong. Year after year, they return every spring — tanned, rested and ready for a season of action. Part of that action was the recent Hart-Nunes Regatta, sailed out of the San Francisco YC on July 8. Eight boats from the local fleet, and one from Fresno, showed up to do battle in Raccoon Straits for one of the most coveted trophies in Mercury-dom — the half model of Jim Hart's beloved #33, *Katapura II*. Both Jim and Ernie are gone now, but their spirits certainly live on in the regatta and the fleet.

Conditions for this year's regatta were ideal: 10-14 knots of wind, minimal ebb and flat water. The leeward mark for the sausage courses was near Kyle Cove on the Tiburon side, while the weather mark was off Angel Island's Point Stuart.

Everything went pretty well until the fifth race. In some heavy traffic at the second leeward mark, Jim Bradley — who was leading on points — took a fall inside the boat, which rounded up right in front of Dan Simmons, who clobbered Bradley's boat, punching a hole just below the chainplates. Thankfully, it was just a 'flesh wound' and both boats completed the race.

That put Bradley (sailing with wife Kathy), Dave West (with Ken Powell) and Doug Baird/Mike Figour in a three-way tie for first with 15 points apiece — with West/Powell winning the tie-breaker and the Hart-Nunes trophy. The Bradleys were second, with Baird/Figour third.

At least until everyone thought about it a bit. In something you don't see too often in sailboat racing any more, the next day Bradley and Simmon *both* officially withdrew from that last race — knocking each down a place in the overall standings. As local Mercury 'godfather' Pax Davis put it, "Apparently, each decided for different reasons that they had been in the wrong." The scores following this article therefore represent the final re-

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sults unless, as Pax puts it, "anyone else went to church on Sunday."

The Next Big Thing — literally — for the Merics was the High Sierra Regatta on Huntington Lake on July 22-23. As well as fun competition in a beautiful setting, this event is also a 'gathering of the clans' for the Mercury (and many other trailer-boat) fleets, with 20-25 Merics

The Mercury fleet sailed the Hart-Nunes Regatta in postcard conditions.

coming in from all up and down the state. Huntington is also the final 'counter' in an overall Mercury Class scoring system wherein the best boat from the six California fleets earns the George Rosman Perpetual at season's end.

HART-NUNES — 1) Dave West/Ken Powell,

15 points; 2) Doug Baird/Mike Figour, 15; 3) Jim Bradley/Kathy Bradley, 18. (9 boats)

Race Notes

A couple of months ago, Roy Disney announced the **Morning Light** project. To refresh your memory, this would chronicle in film the selection and training of a crew of young people who would then race the TransPac 52 *Morning Light* (Philippe Kahn's former *Pegasus 52*) in next year's TransPac.

Some 538 applicants applied for this chance of a lifetime, of which 25 men and 5 women were selected. These 30 'finalists' will be whittled to 15 in selection trials in Long Beach August 5-13. In January, the final 15 will fly to Hawaii where they will undergo four months of training on *Morning Light*. Eleven or 12 will actually sail the boat during the TransPac.

The semi-final 30 represent 14 states, as well as Canada, Australia and the West Indies. Six are from California: **Trevor Bozina**, 21, San Francisco; **Graham Brant-Zawadzki**, 21, and **Robert (Max) Moosmann**, 19, of Newport Beach;



SVENDSEN'S METAL WORKS

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THE RACING

Anna Brun, 20, and **Parker Shinn**, 19, from San Diego; and **Piet van Os**, 22, La Jolla.

Speaking of **TransPac**, last month the Transpacific Yacht Club Board of Directors set new size limits: hull length not greater than 30 meters (96.65 feet), and a maximum rating equal to the speed of a canting keel maxZ86 on the Transpac course — specifically, *Pyewacket's* configuration when it sailed in the 2004 Newport to Bermuda Race when it was first to finish. If all this seems as clear as mud, apparently that's at least partly the point. "If it were made public, a competitor might find a loophole for an advantage," notes an article in *Scuttlebutt*. Find the rest of it here: www.sailing-scuttlebutt.com/news/06/transpac.

The Optimists were out in force in late June — both the little prams by that name, and the dedicated coaches and parents helping instill a love of sailboat racing in the next generation. The event was the **Harken Optimist Challenge Series**, sailed on June 25 in front of the hosting St. Francis YC. Most of the 30-some young sailors were locals, but a few came from as far away as Vancouver.

Opti sailors come in several age and experience groups, denoted in the HOC by colors: Green Fleet for beginners of any age; White Fleet — 10 and younger; Blue Fleet — 11-12; Red Fleet — 13-15. StFYC Race Director John Craig caught onto the program right away, sending the Green and White Fleets out for 9:30 starts on both Saturday and Sunday. Their races concluded about lunchtime, so they'd head back to the docks while the Blue and Red Fleets sailed out for the 'Heavy Weather Classic' part of the program. (Face it, anything past about 10 knots is heavy weather in an Opti, but most of these kids are pretty hard core and did fine in the sloppy stuff.) The addition of a wing mark right in front of the club provided ringside seats and commentary for both the younger kids and a few older ones at the Men's Grill.

Notable performances in the seven-race, one-throwout series included a spirited battle between San Francisco YC's **Will Cefali** and **Jack Barton** in the 8-boat White Fleet, who took it down to the wire with Cefali finally prevailing; and young **Cameron Ho** (of the Royal Vancouver Yacht Club), who absolutely

pulverized the nine-boat Green Fleet with six straight bullets and a throwout second in the last race. The other winners were **Greg Dair** (Opti Red — 7 boats) and **James Moody** (Opti Blue — 8 boats).

Act 12, the last qualification regatta for the 32nd **America's Cup**, ended in late June. Continuing their amazing 'comeback streak', **Emirates Team New Zealand** hung on to their top position, winning both the final Act of 2006 and a series-high points total of 125, just two more than **BMW Oracle Racing**, with whom the Kiwis have been trading wins back and forth since the 'counting' Acts started a year ago. (Acts 1-3 were not counters.) By virtue of these fine performances, these syndicates will carry bonus points (4 for *Emirates*, 3 for *BOR*) into Act 13 — heretofore known as the 'official' Louis Vuitton Challenger Trials, which begin next April off Valencia. Even the poorest performing of the 11 teams — *United Internet Team Germany* and *China Team* in this case (both sailing older boats) — carry a point forward. Plus all teams have 10 months to build new boats and maximize their performance. All in all, we'd have to say the 'Acts'

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— conceived by America's Cup winner **Ernesto Bertarelli** (*Alinghi*) and Challenger of Record **Larry Ellison** (*BMW Oracle*) have been a big success. They've kept the America's Cup in the public consciousness in the normally long dry spell between A-Cups, and they've allowed some of the young teams to get up to speed much more quickly with some very good competition.

However, the racing is not quite over for all the syndicates. In a first for the America's Cup Class yachts, three teams — *BMW Oracle Racing* (USA), *Team Shosholozo* (South Africa) and *United Internet Team Germany* — will bring their IACC yachts to Kiel for a few 'fleet' races as a one-design class at the **German Sailing Grand Prix** August 3-6. As we understand it, this is the first year for this new event, and organizers are pulling out all the stops with action both afloat and ashore. If the event is anything like Kiel Week (held in June), the GSGP could draw a quarter million sailing fans in its four-day run.

Still other 'out-of-work' America's Cup and Volvo Ocean Race sailors headed to Castellon, Spain, for the second stop in

the **Breitling Med Cup** series, a movable feast of sailboat racing that takes a fleet of TransPac 52s to six different venues around the Mediterranean between May and September. Among the glitterati on hand for the festivities off Castellon July 4-8 were Paul Cayard, Russell Coutts, Gavin Brady — and John Coumantaros' brand new *Bambakou*, the first Frers design in the TP52 fleet.

The smart money was on another new boat, though — Fred and Steve Howe's San Diego-based **Warpath**, which had won the first round of the BMC in Punta Ala, Italy, back in May. Much to everyone's surprise, Irishman Eamon Conneely's Reichel-Pugh designed **Siemens** eventually prevailed. This boat (as *Patches*) won the inaugural TransPac 52 Global Championships in Miami in March, but had stumbled badly in Punta Ala, finishing 15th out of 19 boats. But British skipper (and two-time Olympic silver medalist) Ian Walker made a few rig and personnel changes — including the addition of **Dee Smith** calling tactics — and the combination planted the team firmly back into the varsity ranks. *Warpath* was second in Castellon, and

remains points leader for the series on the basis of her win in Punta Ala.

The next stop on the Breitling Med Cup was Puerto Portals in picturesque Mallorca. Racing got underway on July 19 and was ongoing as we went to press. The sixth and final series of races will take place in Ibiza in September.

Why they call them Flying Scots — shortly after the third qualifying race for the Flying Scot North American Championships on July 11, a **microburst tornado** hit the docks of the hosting Corinthian Yacht Club in Marblehead, MA, damaging almost all of the 63 Scots that were tied up there. Some were thrown 8 to 10 feet through the air before landing on the docks or other boats and more than half the fleet ended up upside down and mastless. Fortunately, no one was injured in the freak storm, but the NAS had to be cancelled.

Ellen's last stand . . . well, with this sponsor, anyway — **Dame Ellen MacArthur** ended her commitment to sponsor B&Q in style as she sailed the 75-ft trimaran of the same name to first-to-finish and first-in-class honors in the 164-mile Cowes-St. Malo Race in mid-July. Unlike



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THE RACING

most of her solo sails with this boat (she set the singlehanded round-the-world record on *B&Q* last year), she took four crew to France with her.

Ellen now looks forward to her next project: heading up a new two-boat Open 60 team to compete in the IMOCA (International Monohull Class Association) World Championship circuit in 2007-09. She's currently in discussions with potential title sponsors to back this latest endeavor.

The other Ditch Run — sailing his Coronado 15, Kevin Wasbauer (with Erika Takada and Jake the black Labrador retriever) won the **2006 Dinghy Delta Ditch** race on June 24. Modeled loosely after the 'big boat' Ditch Run held earlier in June, Sacramento's Lake Washington Sailing Club came up with the idea of this 30-miler last year "as an alternative to sailing around the buoys like we always do." The race goes from Isleton to the Port of Sacramento, and this year was — judging from the photos Kevin sent — a light-air, heavy-sunblock event. Eleven boats took part and the DDD was once again a big hit. Look for this one to grow in numbers in the next

few years.

Like participants in the concurrent Singlehanded TransPac, sailors in the biennial Victoria to Maui Race also experienced light winds, making this one of the slower Vic-Mauis in memory. All 19 boats in three divisions which started on June 23 stuck it out, though only 16 could make it to Lahaina by the July 10 deadline. First to finish was Dan Sinclair's Andrews 70 **Renegade**. Winners in Divisions 1 through 3, respectively, were: **Flash**, TransPac 52, Dwight Jefferson; **Voodoo Child**, J/130, Brian Duchin; and **Tranquillite**, Swan 46, Jack Shannon. For complete results and summaries, go to www.vicmaui.org.

The local 1D-35 fleet is growing. Last month, the Grand Prix Sailing Academy — which runs three 35s here on the Bay and one in Hawaii — sold **Zsa Zsa** to Stan Glaros, who plans a full-on race program with the boat. Mark Witty, who went through several of GPSA's racing programs (and chartered their boats for some offshore races) took the same plunge earlier this spring, and is now in full campaign mode with **Alpha Puppy**. Meanwhile, GPSA has maintained their

local three-boat 1D-35 fleet with the purchase of **Outlaw** — bringing the local population up to seven boats (Jimmy Turnbull's **Jazzy** and Eliel Redstone's **Yeofy** round out the fleet).

Speaking of GPSA, what do you do for fun when you run a high-end racing school? Founders Gary Fanger, Rod Hagebols and Kurt Wessels flew to Hawaii in early July to sail GPSA's Waikiki-based **Sensation** in the **Kalakaua Cup**, one of Hawaii's oldest regattas. Based out of Kaneohe YC, the July 1-4 series consisted of two 30-mile distance races (one upwind, one down) and two buoy races. Sailing with boat captain Jeff Landsdown and a GPSA-grad crew, they took second in PHRF (and third in Americap) against some well-sailed local boats.

The **2006 Knarr Team Race Invitational** was held in beautiful summer conditions on July 15. St. Francis YC ran the match race series, which consisted of elimination bouts between four three-boat teams. The Red Team — skippers Mike Ratiani, Larry Drew and Chris Kelly — won the event with a 7/3 win/loss score over the Green (6/4) and Yellow (2/8) teams.

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WORLD

With a special report this month on the tall tales and high times of **The Bay Area's Most Enduring Charter Skipper**, a father/daughter sailing trip aboard an uncommon sailing craft into the **Bahamian Backwaters**, plus **Charter Notes**.

25 Years of Joshing: 'Pryor' Experience Not Required

For many who try it, crewing on charter boats is a burnout. What initially appears to be a healthy, low pressure gig in the great outdoors, ends up requiring long days of physical exertion, often peppered with stress from demanding — and sometimes clueless — clients.

There are some, however, who never seem to tire of charter work. Day in and day out they greet neophyte sailors with a smile and a cool drink, and take great pride in introducing them to the joys of sailing. Here in the Bay Area, no one fits that profile better than Josh Pryor — a guy we think of as 'the godfather of San Francisco daysailing'.

Having just completed 25 years of continuous chartering on his custom-built steel sloop *Ruby*, Josh has easily logged more hours at the helm than any charter skipper in Bay Area history. If there were such a category in the *Guinness Book of World Records*, he'd win it, hands down. Averaging roughly 200 days a year on the water, he sometimes hosts as many as four cruises a day.

Although burly, weathered and prone to growling like a buccaneer, Josh is actually as gentle as a teddy bear when you treat him right, but he can also hold his own when things get ugly — he's had to wrestle the wheel back from drunken

You might find 'Ruby' sailing the Bay at any time of day. From sunrise fishing charters to midnight party cruises, she's done it all.

guests more than a few times.

Sailing first out of China Basin, and later out of The Ramp restaurant, down toward the southern end of the San Francisco waterfront, *Ruby* has drawn all sorts of customers over the years, from high-heeled society gals and high-rolling 'suits' from the financial district, to rowdy hookers and hooligans. Somehow, through it all, he's managed to keep his sense of humor. "I've seen it all," says Josh with a chuckle. "It's been crazy at times, but almost always fun."

Having grown up as a Southern California 'beach kid' at Malibu, back before the zillionaires took it over, Josh spent many youthful days surfing. It was his grandpa, an accomplished ocean racer named Scrubby Wellman, who introduced young Josh to sailing. When only 14, he started crewing for the old gent in a series of high-profile competitions, including the Chicago to Mackinac Race, two Bermuda Races and even a Transatlantic.

Those experiences, combined with his study of cinematography at a San Francisco art school, led Josh to be invited on an around-the-world film-making cruise in 1970. Sadly, the trip turned out to be a scam, so Josh jumped ship in Panama. Not wanting his adventures to end, he bought a well-worn 40-ft wooden yawl which he sailed throughout the Western Caribbean for five years. "I lived on a budget of \$110 a month," he recalls with a smile. He had plenty of adventures, including riding out a hurricane. For a while, he bolstered his cruising kitty by purchasing duty-free TVs and watches in Panama and sailing them to Colombia's San Andreas Island in exchange for rum. That, he traded to the Cuna Indians of the San Blas Islands in exchange



LATITUDE / JR

for intricately appliquéd *molas*, which he carried back to Panama — his own version of the famous 'triangle trade'.

Five years on a leaky wooden boat set Josh to thinking about building a steel boat capable of cruising anywhere in comfort. Not long after returning to San Francisco in 1976, he took his hand-drawn plans to Don and Jeff Millerick, two highly regarded metalworkers, who still work today out of their Cotati shop. At the time, the idea was to complete *Ruby*, do some chartering to build up a cruising kitty, then eventually take off over the horizon. After eight months of construction, the bare hull was completed in '78. According to Josh, the Millericks did a "superb job." The young sailor spent the next couple of years doing all the finish work himself at a quiet spot on the Petaluma River. He drove a cab at night to earn 'boat money', a sideline he still enjoys today. Josh ran his first legitimate charter in June of 1981.

The 'bread and butter' of his charter operation during the early days at China Basin was sedate luncheon cruises — with award-winning food — which attracted well-heeled business people. But he soon expanded his offerings,



CATE BOSKOFF / RUBY SAILING

OF CHARTERING



'Ruby' isn't the sexiest charter boat on the Bay, but she has brightened the lives of thousands of neophyte sailors during her 25-year run.

accepting just about any sort of charter that customers proposed: bachelor parties, bachelorette parties, divorce parties, weddings, birthdays, sunset sails, fishing charters, ash scatterings, actual burials at sea. . . you name it. By the mid-'80s he was on a roll, having built up a following of regulars — especially those who liked to party heartily, as Josh was known to be more tolerant of loose behavior back then than most of his peers. It didn't hurt his success that there were very few other big charter boats in operation at the time. In fact, through an exhaustive ordeal of red tape, *Ruby* became the first Bay Area charter boat to earn the status of 'inspected vessel' from the Coast Guard, allowing her to take up to 31 passengers for hire.

During the mid-'80s, one of Josh's more novel marketing schemes was advertising special midnight charters. His newspaper ads read: "Rock out on the *Ruby*." Needless to say, those were some pretty crazy trips. "Only the first 30 folks to show up got to come along," explains Josh. Eventually, though, sailing into

the wee hours with a raucous crowd on board, then having to be bright-eyed and alert for the next day's lunch cruise, took a toll and the idea was canned.

As you might imagine, one of the challenges of chartering as a longtime vocation is keeping yourself enthused. So after nearly a decade of sailing conservatively, so that *Ruby* would heel minimally and everyone would stay dry, Josh decided to shake things up a bit and started sailing harder — "the way I like to sail." With the spray flying and the lee rail buried, cruises aboard *Ruby* took on a new flavor. "Some of my regulars were scared to death," he recalls, "but others loved it."

Ruby was, after all, built to take whatever punishment Father Neptune could throw at her. The best illustration of her inherent strength

came in 1982 when *Ruby* took first in fleet in that spring's ill-fated Doublehanded Farallones Race. Abnormally rough seas and winds gusting to over 50 knots dismasted two boats, sank three others, drove five others up onto coastal beaches and claimed the lives of four local sailors. But *Ruby* plowed through the monster seas and punishing winds to take top honors, suffering only a slightly frayed jib.

Although the story of *Ruby*'s big win that day is one that will always bear retelling, most of the classic *Ruby* tales involve chartering. There was the famous wedding cruise — did we mention that Josh is a Universal Life Church minister? — when the groom and the bride's father got in a fist fight on board before they even left the dock. And the time *Ruby* was behind schedule, rushing to Angel Island with a full wedding party on board, when they chanced upon a floating corpse — "Ahh, don't worry, I think it was just a bag of garbage," said Josh, trying not to dampen the festive mood. More strippers have performed on board — both male and female — than the ol' salt cares to remember, especially back in the

early days, when Josh, now 58, was less worried about his reputation.

There are some scary memories too. One summer night when *Ruby* was roaring along at nine knots under full sail near Alcatraz, a girl was horsing around on the foredeck and somehow fell overboard. (Considering that *Ruby* has

When Josh says he's done it all, he means it — including taking these diehard swimmers out to Alcatraz to brave the Bay's chilly waters.



CATE BOSKOFF / RUBY SAILING

WORLD



LATITUDE / ANDY

Cap'n Josh strikes a pose during a rare day off. He and 'Ruby' may finally go cruising someday, but for now he's happy right here on the Bay.

hip-high steel railings in place of lifelines, that's not easy to do.) The girl's boyfriend soon jumped in after her. Somehow Josh managed to get them both back on board safely, and years later the woman paid Josh a visit to thank him: "That experi-

ally burned right up to her hull, scorching it with flames so hot they partially warped her 3/16" steel plating. As if sent by a guardian angel, a dockworker somehow snagged *Ruby* before she drifted away, and Josh soon had her back in action. Since then, the big dark

ence changed my life," she said.

The other horror story that stands out in *Ruby's* long history concerns a tragic night in the early '90s when a yacht caught fire at China Basin and the whole area began to go up in smoke. *Ruby* was set adrift as her docklines liter-

blue sloop has been a regular fixture at the popular Ramp restaurant.

Twenty-five years of chartering has taken a toll on *Ruby*. Her winches have all been completely worn out at least once, she's on her fifth or sixth suit of sails, her big Detroit diesel has been totally overhauled twice, and she's used up dozens of blocks and thousands of feet of running rigging. Josh can't even imagine how many times he's rebuilt *Ruby's* original Scottish-made head — the mind boggles at how many times it's been flushed! But one time, he got a handsome reward for all that nasty work. Pulling it apart after it had completely clogged, he found an expensive man's watch which he later sold for \$1,700!

Being the godfather of daysailing is not an easy role, especially these days, when *Ruby* and her crew are subject to licensing and random inspections by at least a half dozen agencies — from Fish and Game to the FCC. But Josh never seems to lose his enthusiasm for it. "For 25 years I've been out there for every Opening Day, Fourth of July fireworks show, Fleet Week parade, Master

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Day chartering is not a way to make an easy living or to get rich quick, but for Josh Pryor it seems to be the perfect vocation. Undoubtedly he has bad days when he's tempted to throw some annoying jerk overboard. But you can tell by the way he lights up when he tells a funny anecdote about a recent charter that he truly enjoys his work. "I think I've created the perfect career for myself. I'm sailing in one of the greatest places on earth on a boat I designed myself — and the work is seasonal. Just about the time I think I can't stand another party, the phone stops ringing! I can't think of anything I'd rather do."

(For full info on charters aboard Ruby see www.rubysailing.com.)

— latitude/aet

Variation on a Theme:

Cat Boat Chartering in the Exumas

This charter experience took us to out islands, where other sailors dared not venture. We flew into Georgetown, in the Exuma Island group of the Baha-

JOHN ATTAWAY



mas. On our first morning we watched as the many dinghies from the nearly 200 boats hanging in and around Elizabeth Harbor jockeyed for the one fresh water spigot at the provisioning dock. When I described our sailing plans to one cruiser in the line-up, he said our proposed trip

Is this water blue, or what? When trying to navigate shallows such as these a Sea Pearl cat-ketch is the right tool for the job.

sounded like torture!

By the next morning, our flotilla of five Sea Pearl sailboats and one support/guide powerboat were sailing north on our one-way downwind voyage from Barra Terre. The sailors were: Sheila

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WORLD



JOHN ATTAWAY

Emily mans the helm past an old stone lighthouse. Sailing Sea Pearls is easy, but there are no creature comforts — such as a bimini.

and Bruce Taylor from Canada; John Rowland (sailing solo) from North Carolina; my friend Miles Oswald and his son Quincy, 14; plus my daughter Emily, 15, and myself — all from Ukiah.

The Sea Pearls are 21-ft cat-rigged ketches with unstayed masts, leeboards

chairs. We were then free to explore, dive, spearfish and enjoy ourselves while the amazing support crew led by 'Captain Jack' Wise, with Beth Venable and Drake McNeary, prepared rum drinks, set up the kitchen and started dinner. We eventually covered around 50 miles.

We consumed conch, ate fresh

and water ballast. They draw less than a foot with the boards up and are very easy to sail. We could put them on the beach for unloading. Which brings us to the supposed torture aspect.

We spent each night of the voyage on a different calm, secluded beach. Our responsibility was to set up our tents and beach

We made stops along our route for iguana photo opps, barracuda escorts, sunken airplane explorations, conch races and diving in the 'Thunderball Cave' — conditions were perfect.

I won't say camping on the beach is how we'd want to travel all the time, but this was a spectacular trip with the right boats. We couldn't have sailed through these waters any other way, and the

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OF CHARTERING

cays and channels on the Great Exuma Bank side of the chain were beyond our expectations. Of course, interspersed with the mostly uninhabited islands were the private lairs of the rich and famous. Filming of the second *Pirates of the Caribbean* was just finishing on Little Exuma, and we passed Johnny Depp's recently acquired island on our trip.

Our last days were spent within the Exuma Land and Sea Park. Even more than elsewhere, it was full of sea life — did I mention how clear the water was? There's a place on the charts called the Sea Aquarium. From the boats we were able to observe and identify most of the fish. Once underwater there were spotted morays, nurse sharks, a turtle, lobster, grouper with all the attendant fish, and strong currents when you stuck yourself out past the edge.

Although we were way out there, a patrol boat did check us out one morning. They were looking for a whaler with suspected conch poachers.

During most of our voyage we were in 20 feet of water or less, and our navigation skills weren't tested very seriously.

Sailing was usually with the wind or on a broad reach, other than the last day when we had to beat back for 8 miles or so. I won't say that was pleasant, especially for the teenagers, but we survived and had a rousing end at the Staniel Cay Yacht Club on our last night.

This watering hole ranks right up there with Hotel Molokai as being one of the best shoreside drinking venues I've had the pleasure of testing. I don't suppose this sort of charter would appeal to most people, but it gave those of us who participated yet another taste of healthy waters, plus the opportunity to meet the good people of the out islands.

Jack and Becky Wise with Starfish



JOHN ATTAWAY

Emily and Quincy attempt to make a new friend. Unfortunately, iguanas aren't exactly warm and fuzzy creatures.

Adventures make it happen. They are professionals, and Jack likes Pink Floyd!

— john attaway

John — Thanks for sharing your adventure. Who knew? It all sounds like

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WORLD OF CHARTERING

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Readers — For further details on planning a similar trip contact the Wises at: wise@nuvox.net. You can learn more about Sea Pearl boats at: www.marine-concepts.com.

Charter Notes

Those of us who get to sail often can't help but take its pleasures for granted. Sometimes it takes the enthusiasm of newcomers to remind us just how wonderful it is to get out on the water under sail — especially in a place as beautiful as **San Francisco Bay**:

"Our daysail aboard the 65-ft **Adventure Cat II** was so blissful, as close to heaven as you can get," reflected Helen Hagemann, one of 40 Santa Rosa middle school teachers and their guests who opted for a daysail on the Bay in June, instead of a traditional retirement party. Helen was one of three honorees



"It's a bird, it's a plane, it's Christo's fence!" No, it's the high-cut jib on 'Adventure Cat II', chartered by an appreciative group of teachers.

that day, each of whom had spent over 30 years nurturing young minds.

Although previous days had been foggy on the Bay, the teachers' timing was perfect: They saw clear skies, 78°

air temps and 20 knots of breeze.

Having been cooped up in classrooms for the previous 10 months, policing the antics of overly-energetic 12- and 13-year-olds, a simple sail on the Bay was an absolute delight.

As staff member Juan Meza put it, "You know me, I love sports, soccer, anything, but there is something so mesmerizing about being out on the sea!"

We couldn't agree more. And we'll remind

you that late summer and fall typically provide **the best sailing conditions of the year** on San Francisco Bay. So there's no better time than the present to **plan that special Bay cruise with friends, family or associates.**

Adventure Cat II, by the way, is berthed at Pier 39 along with her sister ship, AC I. See www.adventurecat.com for details.

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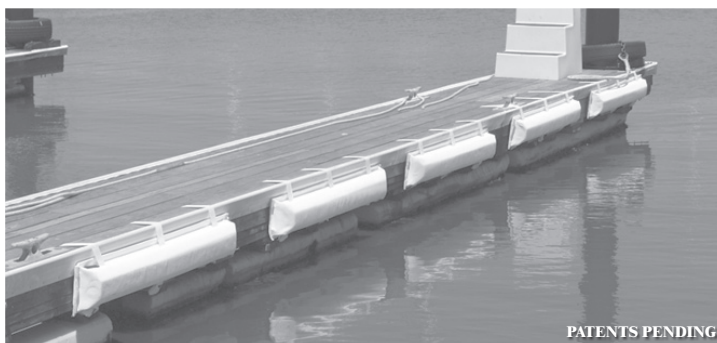
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CHANGES

*With reports this month on the **Atlantic Rally For Cruisers** and the **Around-the-World Rally for Cruisers**; from **Our Tern** on a smarter itinerary for a two-year cruise; from **Velella** on a passage from Saipan to Hong Kong; from **Swell** on Liz Clark's ongoing surfing safari under sail; and **Cruise Notes**.*

ARC & ARC Around-The-World Cruising Rallies

You have to hand it to the ARC (Atlantic Rally for Cruisers), as the grandfather of all cruising rallies continues to sizzle in popularity after more than two decades. Although the start of this year's 2,700-mile crossing from the Canary Islands to St. Lucia in the Eastern Caribbean isn't until November 26, they've already received a total of 227 paid entries, which is two over their limit.

We don't know what's with the Brits, but they all seem to be eager to leave Old Blighty. A total of 111 Brit-flagged boats have entered the ARC, more than triple the 33 German entries.

Perhaps because of the high euro, not as many Americans bought boats in Europe, and thus not as many are entered in this year's ARC. There are but eight, including Thomas Miller's Fremont-based Bavaria 46 *CharMel*. The others are: *Adela*, Christopher Burke's Virginia-based Lagoon 500 cat; *Clover III*, Neal Finnegan's Massachusetts-based Swan 56; *Mallgaya*, Andres Soriano's New York-based Swan 80; *Simpatica*, Casare Wencesalo's New York-based Catana 471; *Tintagel*, Stuart Gough's Savannah-based Passport 515; *Trilogy II*, James Dorsey's Baltimore-based Hallberg-Rassy 46; and *Windsong II*, Mark

The magnificent verdant cliffs of the Marquesas Islands make them one of the most popular stops in around-the-world rallies.



JIMMY CORNELL/WORLD CRUISING CLUB

Roger's Miami-based Hallberg-Rassy 46.

The smallest two boats are a Nicholson 32 and a Vancouver 32. The biggest is the Swan 100 *Fantasticaaa* from Italy. There are several 80-ft maxis, including the Farr 80 *Longobarda*. Anybody remember the time she did the Big Boat Series and ran hard aground at the entrance to the San Francisco Marina? That was many years ago. If we're not mistaken, entry in the ARC is about \$1,200 — but they do put on a heck of an event, with countless seminars, social events, and other goodies.

Starting in January of '08, the World Cruising Club, which puts on the ARC, will be starting the first of what they apparently intend to be annual around-the-world ARCs. Slated to take 14 months, the course will take boats around South Africa as opposed to up the Red Sea in order to try to avoid any mayhem in the Middle East.

The organizers cite the key benefits of joining the rally as full rally support at every stopover, professional event management, Panama Canal Transit fee included, Customs, Immigration, and Quarantine clearance fees included, and a minimum of 60 days of berthing fees included, plus some discounted berthing. But all this comes at a price. Boats to 47 feet, for example, will have to pay \$16,400, while those longer than 60 feet will have to pay about \$19,000. Although there is a slight discount for folks who would be starting from the West Coast and a 'half rally' fee for those intending to terminate their rally in Australia, there's also a fee of about \$1,800 per crew.

So far, the only U.S. entry is Don Myers of New York, who will be sailing his Amel Super Maramu *Harmonie*. Ironically, the same boat has already circumnavigated — in the World Cruising Club's Millennium Odyssey Round-The-World Rally in '99-'00. Organizers are limiting the entries to 45 boats, and expect to get two or three from the West Coast of the U.S. Monohulls must be over 38 feet to qualify, while multihulls have to be between 38 and 60 feet.

If any *Latitude* readers are doing either of these events, we'd love to get reports from you.

— latitude/rs



Our Tern — Valiant 40 Natalie Winslow & Family If We Could Do It Again (Everett, WA)

By the time you read this, we — my husband Vaughn, daughters Danielle, 15, and Brooke, 12, and myself — will probably have completed our two-year voyage from Washington state to the Galapagos Islands and back. If we knew then what we know now, we would have done it differently. Since lots of others are planning to make a similar trip, I thought we'd share our experiences and opinions on how to do it more intelligently.

When our family left Everett in September of '04, we had a one — maybe two — year plan. We did the predictable itinerary of leaving San Diego in November of '04, and by the spring of '05 were in the Melaque-Barra de Navidad area on the Gold Coast of the Mexican mainland. It was then we had to decide if we were going to continue for another year or start heading home. Fortunately, it was

IN LATITUDES



SPREAD, OUR TERN, INSET, LATITUDE/RICHARD

Spread; Open wide! Ecuador is inexpensive, has great weather in the summer, and is home to delicious meats. Inset; The Winslow family.

a unanimous decision — we'd continue south as far as the Galapagos Islands of Ecuador.

Armed with a new plan, we left Huatulco, Mexico in April to cross the Gulf of the Tehuantepec. In doing this, we were following the advice found in John Rain's *Florida to California via Panama* book and the advice given by other cruisers. Incidentally, many boats that we first met in San Diego ended up in Huatulco about the same time as we, and were also basing their movements on the same information. But in retrospect, it wasn't good advice. We should have left Mexico earlier for Central and South America, as it would have meant we'd have much better weather.

We made it to Bahia del Sol, El Salvador at the end of April, and were guided across the sometimes treacherous bar by Murray and Colette of *Tarazed*. This

couple is there permanently, they have a wealth of knowledge, and are happy to offer tremendous support. It was Murray and Colette — along with the crews of the other 40 boats in the river — that made El Salvador bearable.

What made El Salvador almost unbearable during the summer was the tremendous heat and humidity. Our family is from the Pacific Northwest, and we don't do heat and humidity well, and it simply roasts in El Salvador from May to October. For example, the daytime temperatures were in the 90s for the three months that we were there, and the humidity was oppressive.

Fortunately, we left our boat in Bahia del Sol in order to do a one-month inland trip in Guatemala to visit the Mayan ruins at Tikal,

and to take two weeks of Spanish lessons at Lake Atitlan. For \$110, we got 20 hours of one-on-one tutoring, room and board for one week, a guided hike in the local mountains — and salsa dancing lessons. Our inland trip was not to be missed!

We ended up staying in the Bahia del Sol area until late July, when we set off on a 10-day trip to Bahia de Caraquez, Ecuador. After all, we were only on a two-year trip, so if we were going to visit the Galapagos, we had to move right along to Ecuador. As we crossed the equator — which is about 450 miles south of the Panama Canal — there was a noticeable difference in the weather. In fact, it was so cool that we had to dig out our polar fleece tops and long pants!

Once we arrived in Bahia de Caraquez, which has grown dramatically as a cruiser destination in the last few years, we felt as though we were back in familiar Puget Sound weather. The mornings were a little overcast with the temperatures in the 70s. By afternoon, the sun would be out, the air was about 80 degrees, and the humidity was low. Needless to say, we were ecstatic! The Seattle-based *Skalliwig* arrived a few days later, and her crew was equally thrilled with the weather. Before the week was over, we couldn't help but ask ourselves a question: Why we had allowed ourselves to be steamed and roasted in El Salvador for so long?

Bahia de Caraquez has a great thing going for it — no noticeable mosquitoes. Apparently, it's just too cold for them. As such, it was comfortable for traveling and doing boat projects. In fact, the weather was so nice that Vaughn started stripping the exterior teak on our boat, and Arlene, a Canadian on *Nueva Vida*, varnished all of the exterior teak on her

Quito looks like Heavenly Valley without the snow or lake. The old capital of the northern Inca Empire is twice as high as Denver.



OUR TERN

CHANGES

boat. Danielle and I ran the *malecon* every morning at about 7:30 a.m.

When we arrived in Ecuador, we didn't know much about the country. But that soon changed, and we learned that the country has plenty of adventure traveling to offer. For example, thanks to a suggestion by crews of *Otter* and *Nueva Vida*, we rode on the roof of a train (!) as it zigzagged down *El Nariz del Diablo* (The Devil's Nose), which is a dizzying descent from Alausi in the highlands. The capital of Quito was interesting, but it's dangerous for vegetarians. When Brooke ate a T-bone steak at Adam's Rib in the safe and touristy 'new town' district, she fell in love with the country just because of the beef. And just \$5 buys you a huge steak dinner with all the trimmings. The crew of *She Wolf* said the colonial architecture of Cuenca was great, and the taxi drivers and other locals said that beautiful Banos was a place that we shouldn't miss.

Another reason we're so fond of Ecuador is that we met some wonderful local families. Indeed, they invited us to stay at their homes, and put on birthday parties for Brooke and Danielle.

We finally set sail for the Galapagos in October of '05. Based on our experience, the only way to visit these fabled islands is on your own boat. Our 30-day permit allowed us to stay and explore the islands pretty much all we wanted. Isla Isabella was our favorite. There we

Greenwich, England is a good place to straddle the prime meridian. Quito, Ecuador is a good place to straddle the equator.



saw petite Galapagos penguins sitting on the shore while the white-tipped sharks glided by just below the surface. And on October 22, we had a bonus experience — we witnessed the eruption of Isla Isabella's Sierra Negra volcano.

When November rolled around it was time to head back north again, so we sailed to Panama. If you're planning to cruise in Las Perlas, you'll want to get a copy of the Zydler's *The Panama Cruising Guide*. The snorkeling in the warm, clear waters of the Perlas Islands was Brooke's favorite. We also enjoyed the scenic one-hour train ride from Panama City on the Pacific Coast to Colon on the Caribbean side. While in Panama, we met lots of cruisers who liked Panama and Ecuador so much that they'd been sailing back and forth for years. Plus, there's a group of cruisers who bought retirement condos on the same floor of a complex in Panama City!

By the end of January '06, *Our Tern* had made it all the way back to southern Mexico — which might make some of you think we cruise quickly. Granted, we only stayed two weeks in northern Costa Rica, where we spent Christmas and New Year's Eve with the crews of *Encanto*, *Soy Libre*, *Carina*, and *RDreamz*. And we only took a slip at the lovely Marina Puesta del Sol in Nicaragua for about one week.

As far as weather and currents go on the way south from Mexico to Ecuador, we never saw the ITCZ. And we were able to sail most of the way from mainland Ecuador to the Galapagos in October. When we left the Galapagos in November on our way north to Panama's Perlas Islands, we were able to sail most of the way and didn't have a strong adverse current. In fact, we didn't think the current was bad from Panama to Mexico either. Since we usually had northerlies on the leg up to Mexico, we'd go 20 miles offshore to make it a little more comfortable while beating. Nonetheless, our Valiant 40 sails to weather very well.

Why hadn't we considered visiting Ecuador earlier rather than hanging around Central America for the hot summer months? There were quite a few reasons. For one, it's 900 miles further south of El Salvador. Another reason is that many of our friends were summering in El Salvador, and we didn't want to leave them. We'd also heard that El Salvador would get considerably less rain than Costa Rica, which is why it's not as green. Plus, people are naturally sequential, and we didn't want to miss Central America.

Nonetheless, if we were going to make



the same two-year trip again, we'd leave Mexico right after the Zihua Fest in early February to cross the Gulf of Tehuantepec. It's true that January has the greatest frequency of Tehuantepecer's, but they are predictable, so you just have to wait for a good window. Once across the Gulf, we'd stay in El Salvador until about April, as the weather isn't too bad until summer. In addition, this would still give us a month for a trip to inland Guatemala and to visit San Salvador. But before the end of April, we would head directly to Ecuador, which is about a 10-day passage, or continue on to northern Costa Rica, which is only about a five-day passage from Ecuador. Another option would be to spend the month of April coastal hopping from El Salvador to Panama. But because Panama is so far east, it's still about a five-day trip to Ecuador. By being in Ecuador from May through November, we'd not only miss the bad summer weather of Central America, but we could visit inland Ecuador, Peru, and

IN LATITUDES



SPREAD, LATITUDE/RICHARD. INSET, DEVAN MULLIN

Summer is the time to plan on how you're going to get your fill of warm weather cruising in the winter — such as at places like Nevis in the Caribbean (spread) or the Heineken Regatta in St. Martin. Can't do it aboard your own boat? Join friends who are looking for cruising company.

the Galapagos Islands. After November, we'd make our way back to Panama — and stop at all the places we missed south of El Salvador. But we'd be getting to visit them in good weather.

If you need another reason to visit mainland Ecuador, it was probably the least expensive country we visited. We've been told that Ecuador is what Mexico used to be 20 years ago. And when compared to Puerto Vallarta, even the Galapagos aren't expensive.

We're not at all complaining about our cruise, as we really enjoyed our adventures and all the friends we made. We wouldn't trade those experiences and friendships for anything. But we think we could have covered all the same ground more intelligently and enjoyed better weather.

Before we left Everett to start our cruise, a friend named Mike Fitzpatrick

— who had cruised for four years between Seattle, Central America, and the South Pacific — warned us that lots of cruisers get stuck in Mexico. "Keep going, it gets better," he advised us. Thank goodness for his good advice. In the opinion of the crew of *Our Tern*, he was absolutely right. Keep going, because it does get better.

— natalie 05/10/06

Vellela — Wylie 31 Garth Wilcox & Wendy Hinman A Slow Boat To China (Port Ludlow, WA)

"Hours of boredom punctuated by moments of sheer terror" could easily describe our late April passage from Saipan in the north Mariana Islands to Hong Kong, China. The trip involved leaving the Pacific Ocean, passing through the Philippine Sea into the South China Sea, and entering into a completely new weather pattern near major shipping

centers. As we were going almost directly west, it also involved changing two time zones.

We were trying to pass through the strait between Taiwan and the Philippines during the brief quiet period between the northeast monsoon and the southwest monsoon in order to minimize the chances that we would encounter big seas in the narrow passage between oceans. Being in a transitional period means that the weather is unstable and that typhoons, while unlikely, are still a possibility. ('Typhoon' is the name for hurricanes in this part of the world.) We were also concerned about gales in the strait, as they can create hazardous conditions in combinations with strong current and rips to five knots.

The first 12 days of our approximately 2,000-mile trip usually featured winds of less than 10 knots, but they were ever shifty, and clocked around three times! The seas were small. Given the circumstances, we came to appreciate the wide variety of music we'd loaded onto the MP3 player — especially during the night watches.

We entered the Bashi Channel that separates Taiwan and the Philippines in very light winds and flat sea at dawn, we crossed paths with a number of ships and fishing vessels, and noticed that the color of the water changed from a deep blue to a dull green. In addition, the water dropped 10 degrees, as we'd left the warm current that flows north toward Japan and gotten into the cold current that flows south through the Taiwan Straits. While we'd only recently added a depthsounder that also gives the water temperature, we quickly realized

Garth and Wendy didn't have the smoothest or fastest trip to China, but having been out for six years, they could handle it.



COURTESY VELLELA

CHANGES

its value in navigation.

Within a few hours of entering the channel, we felt the cold north wind funneling through the Taiwan Straits, and saw the approach of big black clouds. We quickly added layers of clothing, battened the hatches, and switched to hot chocolate to ward off the chill. As the wind and seas built, the fog rolled in, and the shipping increased tenfold! We saw container ships, cargo ships, cruise ships, and a kazillion different types of fishing vessels zigzagging in unpredictable ways. We relied on our hand-bearing compass to help us track the positions of ships on the horizon. Noting the bearing of a ship helped us to determine its heading sooner than we could have with our naked eye, and it prevented us from being fooled by optical illusions created by our bouncing around in the seas.

At one point we counted 26 lights on the horizon, and had to resort to triage, reacting to only the most immediate threats. Once a ship got close, we'd make whatever evasive maneuvers were needed. But as the fog closed in, we had less than two miles of visibility to go along with the gale force winds and boisterous seas. Keeping track of all the shipping while being tossed around in such seas was challenging. Bioluminescence made each breaking wave look, out of the corner of our eyes, like another ship until the moon rose. The fishing boats were so brightly lit that they made container ship lights seem dim.

The huge container ships are fast, and would suddenly appear out of the fog barreling down on us at 20 knots or more, giving us little time to react. As each of these huge hulks of steel passed within a half mile, we'd breathe a sigh

Garth and Wendy seen setting the chute on their way out of Turtle Bay during the 2000 Ha-Ha. They've covered a lot of miles since then.

of relief that we hadn't gotten creamed. But the relief was short, as another ship would soon appear to occupy our attention.

After two very long days and nights, the wind and waves abated, the shipping traffic dropped, and we saw fewer fishing boats. Because of the fog, we didn't spot the high rocky islets around Hong Kong until we were fairly close. By that time there weren't so many container ships, but there were more ferries and tugs towing small container barges. As we slowly sailed through uninhabited islands in the mist, Garth tried to figure out why the engine kept dying. It turned out to be a clogged fuel intake line. Garth was completing the repair while we were in a narrow channel, when a trawler, which had been sitting still, suddenly began to motor in an erratic fashion in front of us, giving us one last scare.

The last boat we saw before entering Hong Kong Harbor looked like a racing sailboat. Finally, a vessel that couldn't kill us! Once into the bay, we were greeted by the sight of hundreds of private yachts on moorings — a boating mecca. The visibility was still fairly poor, so we could barely make out Hong Kong's majestic skyline, but what we could see was impressive enough. Before long, we'd safely come alongside a fancy new dock at a fine yacht club. In contrast to the hovering officials of Saipan, who couldn't even wait for us to finish tying the docklines before beginning the paperwork, the Hong Kong officials gave us 24 hours to check in at their offices.

It was hard work to get here from Saipan, but we think we're going to have a great time exploring this exciting place.

— wendy & garth 05/18/06

Swell — Cal 40

Liz Clark

The Surf Safari Under Sail (Santa Barbara)

On our last morning in Zihua, I turned the engine over to warm her up, and it sounded like a garbage disposal rumbling beneath my feet. I immediately shut her down and ripped off the cover to assess the damage. I must have lodged the throttle cable between the cover and the alternator during my previous night's midnight engine maintenance routine. The cable was a bit mangled, but still functional, so I zip-tied it to the exhaust to prevent it from happening again. But I managed



to change the oil and flush the cooling system, and we even found a place to recycle the used stuff.

There's a lot I don't know about sailing, including flying the spinnaker. I'd had a pole put on the boat in Oxnard before I left, but never got a chance to use it. As such, it's remained attached to the mast ever since, and almost seems to mock me, like a cocky opponent before a game of one-on-one. When the wind went so far aft that the main was blanketing the headsail, I knew it was time to confront my nemesis. The wind was blowing 18 to 20 knots, and we were doing 7 knots under main alone. Nonetheless, I slowly talked myself through the process of setting up the pole, and once satisfied all was right, slowly unrolled the headsail — and took off! I shrieked with joy as we flew downwind, as I know a Cal 40 like *Swell* is supposed to do. We hit 10.8 knots! It was a beautiful moment, and I felt one step closer to being a real sailor. Having become comfortable with



IN LATITUDES



SHANNON SWITZER

Anybody can go to the masthead and take a snapshot, but Ms. Switzer went to the top and created a dynamic and amusing photograph.

the pole, my next challenge will be flying the spinnaker.

Snags (Shannon) and I celebrated our achievement with a feast of leftover vegetable curry, sailing wing-on-wing until after midnight when the wind faded. With Shannon on watch, I tried to sleep, but it wasn't easy because the air was so hot and thick. My skin was so clammy that I felt like a glazed donut and stuck to my already damp sheet like a popsicle stick. After lots of tossing and turning, I was lured up on deck by the sound of sails slatting in the wind.

"There's an electrical storm that's kinda close," Snags casually remarked. Just then a bolt of lightning ripped across the sky, with thunder right behind. "Ahhh-hhhhhhhhhhh!" I nearly peed my pants from fright! The bolt had been so close that we struck the sails and revved up the engine. I'd considered some kind

of lightning protection near the end of Swell's retrofit, and my friend James had repeatedly pressed me to do the job. But it would have taken another two weeks and \$2,000, and at that point I wasn't mentally or financially in a position to do

it. So I poo-pooed the idea of being hit by lightning. But now the lightning was so close and frequent that it seemed like a strobe in a nightclub. It would be just my luck to be hit after telling James I wasn't worried. I could see the shape of the storm chasing after us on the radar. At one point it looked like the jaws of a crocodile gaping towards us, and each bolt sent me cringing into an ulcer-inducing ball of stress. Hours later the storm finally moved further out to sea. Damn lightning!

The next thing I knew, Shannon was standing over me in the darkness of the cabin. I could sense her panic by the way she said my name. I sprang from my bunk once again, but this time there was a different danger—a large military ship was bearing down on us! Shannon had waited a bit too long to wake me, and as I shook the sleepy daze from my eyes, I realized that the ship was less than half a mile away. I panicked. So despite not knowing which way the ship was headed, I spun the wheel 90 degrees to port. As I called to Shannon to switch on our strobe and fumbled with the VHF mike, a spotlight shone down on us from high above. I realized that in my panic I'd turned toward the ship! Once I could I make out the dark flank of the ship's port side, I knew we were clear of its path, but Shannon and I were both shaken. Until then I'd been amazed—and almost frightened—by her lack of fear. But this time I saw it in her eyes. She vowed that from then on, she'd wake me at the first inkling of a problem.

The next night was more serene, so I sat on the bow by myself, thinking

Liz and Shannon, just 26 and 22, are learning fast. Winging out the headsail with the spinnaker pole was just another step forward.



SHANNON SWITZER

CHANGES

SHANNON SWITZER



Liz may not have gotten as deep inside the big barrels as she wished, but she got a lot of other great rides such as this one.

about how much I'd changed since sailing away from San Diego on January 30. I was more confident, more content, and emotionally more stable. I thought about all the people who had helped me realize my dream — Barry, Marty, my parents, and perfect strangers who had seen the determination and lust in my eyes. I thought about how hard I'd worked and how exhausted I'd been. But I also thought about my father having worked so hard for the last 15 years, still having not achieved his dream, which is to improve the way cancer patients are treated. I began to feel some guilt at having been able to realize my dream while others hadn't yet been able to realize theirs. I wanted everyone to be able to feel the joy that I was feeling. Then what

Surfers travel from all over the world to ride Puerto Escondido tubes such as this one. Mainland Puerto Escondido, not the one in Baja.



SHANNON SWITZER

looked like torpedos outlined in the phosphorescence rocketed toward *Swell's* bow from the starboard quarter, shattering my moment of introspection. Dolphins! They were my magical company for half an hour, washing away the guilt that had started to come over me.

Fifty-two hours out of Zihua, we tidied up the boat to look smart when pulling into Puerto Escondido. This is really

two little towns divided by a pile of surf-beaten rocks. Regular tourists from all over the world come to enjoy the calm waters of one side of the bay, while surfers from all over the world come to challenge themselves in the violent surf on the other side of the bay. The 'Mexican Pipeline' is not for novices or the faint of heart, for when the thick lip of the wave pitches forward onto the flats, riders can be smashed into the sand, their boards broken in half, their confidence shattered. I'd surfed Puerto Escondido before, and with the knowledge of an approaching swell, was both exalted and frightened.

After a childlike afternoon of playing in the street with a group of youngsters, and then hosting an ice cream party for them, everything was different the next morning. I was on a mission to ride the barrels of the Mexican Pipeline. For after surfing for 10 years, riding inside of barrels was one element of the sport that I had yet to master. I would joke with my surf buddies that I was on the 'Dodgers' — the 'Barrel Dodgers'. That's because I would somehow always find myself in the wrong part of the wave to get inside the tube. So for some time I'd been hell-bent on the idea of retiring my dodger jersey, and Puerto Escondido was the place to do it. Such an attempt was not without risks, as I knew that I could get caught up in the lip of a monster, feather



helplessly for a few seconds, and be subjected to some severe punishment.

For example, my friend Nicole and I always made fun of the word 'undertow', believing it to be the comical name for what was really just a rip current. But after a couple of days at Puerto Escondido, I was a believer in undertow. For when I tried to dive beneath a 10-foot wall of whitewater — as I normally would on my way to the beach — I would end up in currents that left me feeling as though I were an ant that had fallen into a jacuzzi. A quicker and safer way to get ashore turned out to be jumping up into the wall of whitewater and letting it 'rag doll' me to shore.

Puerto Escondido turned out to be the place where Shannon, just 22, found her surfing niche. She's such a strong swimmer that despite only two years of surfing, she felt relaxed in the huge waves. One big afternoon, Pablo lent her his 7'6" pintail rhino chaser. I'd been biting my nails off in the internet café, and emerged into the bright mid-afternoon sun to see



IN LATITUDES



SHANNON SWITZER

SHANNON SWITZER

Liz enjoys sailing 'Swell' to weather in a good breeze. Here's a prime example of her having a great time at the helm.

what the waves were doing. Just then a big set loomed on the horizon. One of the visiting pros picked off the first wave, but there was a second bigger wave further out. Pablo and I looked to see who would snag it. To our utter disbelief, we saw that it was Shannon dropping down the

face! "That's Shannon!" I screamed when she made the drop. Pablo and I went into hysterical yelps and hoots, and waited on the shore where the board had washed in. When Snags made it to the beach, there were high-fives and big smiles. I was so proud of her!

I'm not sure if Shannon really understood what she'd done. Not only would many girls who have surfed all their lives

have stayed on the beach that afternoon, but Shannon had gone out and caught one of the largest waves of the day. Amazing! Pablo was so impressed that he gave her the rhino chaser. Don't be surprised if someday you see Shannon's name on the roster for the K2 Big Wave Challenge. I'm sorry Alan and Vicki, but I swear I didn't have anything to do with it. Your daughter is a natural born charger.

The swell picked up on April 28, my 26th birthday. I almost reluctantly trudged down the beach to the lifeguard tower that served as our base. I was tired of feeling like a gladiator in death-match surfing. I just wanted to do some turns. After a bit of internal pouting, I waited for what looked like a break between waves and stroked madly for the horizon. I made it outside to the crowd of flashy pros and a local with big *cajones*, and attempted to pull into a few of the mid-sized waves. I finally came to the realization that just because it was my birthday, I wasn't going to get the barrel that would allow me to officially retire my 'dodger' jersey. But just then, what seemed like a black wall rose up to my right. The mass of water shifted towards me, and everyone else was too deep. I was afraid, but I knew the wave had perfect shape, and that I had to go for it.

I paddled hard down the face, and hopped to my feet. When I realized that I was going to make it, but still had nearly eight feet more to go down the face, I let out a yell so loud and guttural that everyone on the beach turned to see what it was all about. I'm not sure why I screamed — for joy, fear, and relief, I suppose. Although I was nowhere near being in the barrel, I still came back up the beach like a proud warrior. For the rest of the day, I was pointed out

Puerto Escondido waves such as this one have excellent shape, but the lips are thick and they break hard. There's undertow, too.



SHANNON SWITZER

CHANGES

and laughed at by other surfers, or had people tell me they'd seen my wave and could hear my yell halfway down the beach. I didn't care, because it had felt good to me.

The second half of my birthday included some surfing at a remote rivermouth point with four friends, followed by a pallet of sushi to top off the night. "Twenty-six years old," I repeated to myself to get used to the thought. It didn't scare me. It was like any other day. And lately, every day has seemed like my birthday.

— *liz 05/15/06*

Cruise Notes:

"I'd like everyone to know that **Jean Nicca** has left Puerto Vallarta aboard his Passport 42 **Peregrine**, and plans to sail beneath the Golden Gate Bridge on the morning of August 19 — to celebrate both his 70th birthday and the completion of his 15-year, mostly singlehanded, circumnavigation!" reports Richard Owens of Mill Valley. "I'll be out to greet him aboard the Olson 40 **Spellbound**, and hope others will join me. I'm sure he'll have a million stories that will be of interest to sailors such as myself, who will be taking off in October. I'll provide updates in *Lectronic* as Jean's ETA draws closer.

"We're working on a *Hints for Mexico Cruisers* article for the September issue," report Bill Finkelstein and Mary Mack, who will be doing their second Ha-Ha this fall aboard their Valiant 50 **Raptor Dance**. "Our article should expand on

Bruce and Nora Slayden did the '04 Ha-Ha with an Island Packet 485, seen below, but have moved up to a Gunboat 62 catamaran.

the one you published last year by our friends Bruce and Nora Slayden, who then owned the Sisters, Oregon-based Island Packet 485 **Jamboree**. They subsequently purchased the Gunboat 48 catamaran **Looking For Elvis**, which they are now selling because they bought a Gunboat 62 catamaran."

If seems that your friends have 'gone over to the dark side' in a big way. While in St. Barth last New Year's, we became friends with a fellow named Tom, who is a very enthusiastic small boat sailor and pub owner in Galway, Ireland. Like the Slaydens, Tom and his brothers were about to buy a Gunboat 48 cat, but then ended up buying the used Gunboat 62 **Safari**. These South African-built Morrelli & Melvin designed cats are very high tech — but sure are expensive! Folks who have sailed on both tell us the 62 is a very high-powered machine, but the 48 really gets the adrenaline pumping for a cruising boat. For many folks, it might be too much of a good thing.

"During our crossing of the Mediterranean from Port Suez, Egypt, to Marmaris, Turkey, we were joined by a new crewmember," report 2000 Ha-Ha vets Gene and Sue Osier of the Newport Beach-based Serendipity 43 **Peregrine**.

"Our crossing happened to coincide with the annual bird migration from Africa to Europe, and during the 25 to 30-knot winds on the nose, it quickly became apparent that we weren't the only ones taking a beating, as we had several birds land on our boat. Among them were one or more European kestrels, doves, swallows, and collared flycatchers. They were all exhausted. We tried not to scare them, but our frequent 'pop-ups' from belowdecks to scan for ships seemed to spook them. Although we very much wanted to offer them sanctuary, one by one they left the safety of our boat. When they lifted off, the wind just blew them away into the darkness, which really upset us. However, one yellow wigtail did stay with us for three days, and he was a huge source of enjoyment. His internal navigation system seemed to work on our boat as well as in the air, because he was very content to stay on his two-star, free-meal cruise ship. Wagtails are flycatchers, and we hadn't provisioned for bug-eating crew, so we made scrambled eggs for him twice a day. He loved them! We also put out water and crumbled bread-



sticks. The first day, he flew down the hatch and landed on Gene's shoulder. He watched intently as we did various chores, and he perched next to or on us while we were out in the cockpit. It was incredible! About five miles out of Marmaris on Day Three, Kato gave Gene a "cheep, cheep", and flew toward land. Sue was below and missed the farewell. He had a cross breeze of about 20 knots, which wasn't a big deal, so we know he made it ashore safely. Besides, he was strong from having eaten a Herculean breakfast that morning. For just as the sun came up, there was a break in the wind and we sailed into a big flock of moths. Kato would fly off the boat, grab a moth, and bring it back to the boat for de-winged and devouring. He must have eaten eight of them. Then he finished his eggs! We couldn't believe that anything so small could eat so much. Kato's visit was a wonderful start to our Turkish adventures."

A bird eating scrambled eggs . . . doesn't that qualify as some form of cannibalism?

"We learned some interesting things

LATITUDE/JR



IN LATITUDES



LATITUDE/RICHARD

According to Bill and Mary of 'Raptor Dance', their friends Bruce and Nora Slayden have caught a double case of Gunboat cat fever.

doing the Baja Bash this year," write Doug and Jo Leavitt of the San Francisco-based Jeanneau 43 **Jenny**, a vet of last year's Ha-Ha. First, we found Gregorio Vidal Sanchez, the Port Captain at Man-O-War Cove inside Mag Bay, to be a very helpful guy. He came out to our boat in his *panga* to check us in and to see if we needed anything. We only needed a little diesel, but he brought that out to our boat for 6.5 pesos/litre. It was a very different situation in Turtle Bay, where guys on two different *pangas* tried to sell us diesel before we could even get our hook down. They both wanted 6.8 pesos/litre, but neither of them was especially friendly. Instead of using them, we took a couple of jerry jugs to the Pemex station, where we were told about Services Annabel, a fuel service for boats. A half hour after contacting them on channel 14, they were alongside our boat. Not only was the guy very friendly, but his fuel boat/barge had both filters and a meter — neither of which could

be found on the *pangas* . In addition, his boat was rigged with very large fenders. His price was only 6.18 pesos/litre, just one peso a liter more than at the Pemex station. On top of the excellent service, attitude, and fuel pumping capability, he took our personal check! As you know, there's no bank in Turtle Bay and nobody takes credit cards, so if you're short of cash, finding a guy who takes checks is a godsend."

"Here in Ensenada," the Leavitts continue, "there's a guy who sometimes works at Bandido's Marina and convinces cruisers that they can't anchor wherever they've anchored in the harbor. Then he tries to rent them a mooring for \$15/night or a berth for \$20/night. We got one of the moorings for free. We were later told that this guy stiffed his father-in-law,

who owns the marina, when he rents out boat slips. His father-in-law is confined to a wheelchair, the victim of a stroke, so the son-in-law isn't our favorite person. Nonetheless, in the seven months we spent in Mexico, we have to say that most of the people we met were very friendly and extremely honest. It was a great experience, so we'll be going back in the fall for another year or two. We'll probably be involved in the SailFest fundraiser again. Jo chaired the auctions and raffles committee and read palms during the street fair this year. Doug just helped out with the auctions and made posters and banners. We look forward to seeing everyone in Zihua for next year's SailFest."

Thanks for the info. You can never tell what the deal is going to be with fuel in Turtle Bay, as it seems every other week Services Annabel is slapped with some kind of injunction that prohibits them from selling fuel. But a few weeks later, they'll be at it again. This dispute has been going on for years. By the way, it's interesting to here you'll be going south again this fall. You're about the tenth couple that has told us they are just returning to California for a few months before heading back to Mexico.

Connie **Sunlover** reports that **Mexico's President Vicente Fox**, accompanied by the Governor of Baja California Sur and representatives from SCT, Semarnap, and Fonatur, came to Puerto Escondido in June for the opening ceremonies for the newly-assembled Travel-Lift, as well as the fuel dock and Singlar's other new marine facilities. Fox told the audience that the idea behind the new facilities at Puerto Escondido and other 'nautical stairway' marinas is to stimulate local tourism without harming the environment or diluting the local culture. When Governor Naräso

President Fox stopped by Puerto Escondido in June to dedicate the new Singlar marine facilities — including a Travel-Lift.



LATITUDE/RICHARD

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Abundez asked Fox to help Baja because of the failing salt mines and the demise of Aero California Airlines, the president told him that people need to help themselves, but if they did, then maybe the government could help. As for Aero California, Fox said that the Mexican government would not risk the life of a single tourist by allowing unsafe planes to carry passengers. He suggested that the locals try to attract air service from other carriers.

Antonio Cevallos of **Marina Mazatlan** reports that Singlar, which is associated with Fonatur, the Mexican government's tourism development agency, has also installed a Travel-Lift at their new boatyard in Mazatlan. Officials hope to have that yard in operation by November of this year. Cevallos also reports that Marina Mazatlan's summer occupancy rate is way up over last year, and they are already getting a lot of calls from Ha-Ha boats about slips for this winter.

As reported last month, the Mexican government is rapidly completing development of marine facilities at 10 locations from San Felipe in the north to San Blas in the south. Most are going



ANTONIO CEVALLOS

The Singlar marine facility in Mazatlan also received a bright yellow Travel-Lift. They hope to have the boatyard open by November.

to offer fuel, repair facilities, dry storage, and other services. There will also be a total of just over 200 berths at the 10 facilities, which are located at San Felipe, Puerto Penasco, Santos Coronados,

Santa Rosaliita, Santa Rosalia, Guaymas, Puerto Escondido, Topolobambo, La Paz, Mazatlan, and San Blas. The good news for folks who care about the environment is that the massive original project was scaled down to the point where facilities have almost exclusively been added at locations that already had them. However, we're still puzzled as to why the Mexican government wanted to get into the marina and boat repair business, and wonder how much luck they will eventually have in selling them off to private business interests.

As we're sure all of you know, Mexico's presidential election was extremely close last month, with the center-right candidate Felipe Calderon nipping the inflammatory populist Andres Lopez Obrador by the slimmest of margins. As it stands now, the electoral board hasn't confirmed Calderon as the winner, but when they do, Obrador has promised civil disobedience. It's going to be interesting, as Mexico is as badly divided internally as are both the United States and Canada. In Mexico, the dividing lines are between the more affluent in

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the north and the terribly poor in the south. What surprised us is that the many international observers said the election was both extremely transparent and fair. In fact, Mexico's electoral process is being held up as an example to the world!

Susan Meckley of the Alameda-based Challenger 32 **Dharma**, who in her 70s singlehanded from Mexico to Hawaii, isn't slowing down. In fact, at last word she was 1,000 miles into the delivery of a Hunter 420 from Alameda to Pearl Harbor. "I'm enjoying wonderful trades here at 19° north," she reported. "I picked up a bundle of *Latitudes* from the West Marine store in Oakland, and will be delivering them to the Marshall Islands when I sail there with *Dharma*."

We want to thank Susan for her help — but even more so for her inspiration. Nonetheless, we'd like Susan — and everyone else in the world — to know that complete issues of *Latitude*, in magazine form, are now available for downloading from the internet. And the photos look spectacular! Just visit www.latitude38.com and follow the instructions.

"Yes, change is in the air," reports Nancy Tompkins of the Mill Valley-based Wylie 38+ **Flashgirl**. "Just when I thought our repainted and totally tuned up boat was ready to leave New Zealand to cruise the South Pacific again, the catamaran delivery is on. We're to deliver **Zephurous**, a 46-ft by 24-ft high performance catamaran from New Zealand to Japan. We'll do it in two legs. First, New Zealand to New Caledonia, where we'll leave the boat for several months until the seasons change. Then once conditions allow it, we'll continue on from New Caledonia to Japan. It looks like we'll have our **Thula Mama** friends Dave and Anna Fourie, who have a lot of



NANCY TOMPKINS

Normally cataphobic, 'Commodore' Tompkins plans to deliver this canary yellow 46-ft cat from New Zealand to Japan.

cat experience, along as crew. Once we get *Zephurous* secured in New Caledonia, we'll fly back to New Zealand and pick up *Flashgirl* for some cruising to Tonga, Fiji, New Caledonia, and, if there is enough time, Vanuatu. We'll then leave *Flashgirl* in New Caledonia at the end of the year while we deliver *Zephorus* to Japan. Right

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CHANGES

now my husband Commodore is in his element, running around dealing with the enormity of it all."

We're a little amused that our friend Commodore is going to do a long ocean delivery aboard a catamaran. After all, he once did a Baja Bash with **Profligate** for us, after which he wrote a single-spaced, multi-page letter explaining why we needed to sell our beloved cat, a boat we have no intention of ever parting with. Indeed, Commodore is playing with fire doing such a delivery, as once women experience cruising on a cat, they rarely want to go back to what they'd been used to.

As usual, **José Miguel Díaz Escrich**, our buddy and Commodore of the Hemingway International YC in Cuba, sent pleasant Fourth of July wishes to members of the American Boating Community: "On behalf of the Hemingway International YC of Cuba and myself, I would like to send the most sincere congratulations to all the members of the American boating community on this Independence Day. This is a great opportunity to wish everlasting peace, love, prosperity and well-being to all the



NANCY TOMPKINS

Having sailed across the Atlantic six times before he was six years old, Commodore's blue eyes have pretty much seen it all.

people of the United States, and express our joy and pride in the friendly and collaborative relations with the American boating community."

Thank you, Jose. We have nothing but

good wishes for you and all the wonderful people of Cuba.

"Having left San Francisco in April, we're now in French Polynesia bound for New Zealand with this year's group of Puddle Jumpers," report Steve and Valerie Saul of the San Francisco-based Waterline 45 **Kaïen**. "We'd like to pass along good reports on two businesses here. The first is Dominique Goche's **Raiatea Carenage**, a *Latitude* advertiser. Our windlass went on strike off nearby Huahine, and after winching 160 feet of 3/8" chain and a 66-lb CQR in by hand, we thought it would be best if we got it repaired. And since we needed some other work done, we hauled at Raiatea Carenage. After testing the windlass several times, it was determined that the 15-year old motor was shot. Nonetheless, Dominique took time from his hectic schedule to personally disassemble and re-insulate the motor, which has been running fine ever since. While doing the work in his shop, he managed to take calls on his cell phone so he could still run the boatyard while rebuilding our motor! It would have been easier for him if he'd





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told us that we needed to order a new motor, but that would have wasted a lot of our time and money. In addition, his staff of mechanics, electricians, painters, and yard workers were experienced and friendly, and quickly got us back in the water so we could continue our voyage. We'd also like to highly recommend the **Taravana YC** at Apu Bay on Tahaa. The proprietors, Maui and his two dogs, are more than welcoming to cruising boats, and offer mooring balls in the deep anchorage, water on the dock, and internet and laundry services. Plus, their restaurant served us the best meal we've had in the past four months! The place has a laid back setting, but is just four miles across the lagoon from good provisioning on Raiatea. We liked the Taravana YC so much that we delayed our departure for Bora Bora!

We recently learned that Liz Clark, who is doing an extended surfing safari under sail aboard her Santa Barbara-based Cal 40 **Swell**, met her crew, Shannon Switzer, through *Latitude*. We wrote a piece about Clark's preparations some 18 months ago, noting that she was

open to finding crew, preferably female. Shannon's father, a longtime *Latitude* reader who lives in Vista, forwarded the news to his 22-year-old daughter who was in Australia. When Shannon returned to the States, she and Liz — who are both graduates of UCSB — spent some time together and seemed to get on. So when it came time for Liz to leave San Diego in late January for Mexico, Shannon was her crew. There's never any way of knowing how crew combos will work out, but Liz and Shannon apparently made a great team. In fact, once the rainy season is over in Costa Rica, it's likely they'll do some additional sailing



No matter if they are surfing, sailing, or socializing, Shannon and Liz are having the time of their young lives.

and surfing together.

Shannon tells us that one of the best things that happened to them was meeting a couple of guys, also in their early 20s, and also on a surfing safari under sail. The two are Scott Atkins, the captain and owner of the San Diego-based Tayana 37 **Avventura**, and his cousin Ryan Forester of Rock Hill, South Caroli-



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CHANGES

na. "Liz and I had heard about these guys all the way down the coast from older cruisers, who correctly thought we'd be exâted to meet some guy cruisers our age. Scott and Ryan are characters and a half. Liz and I were so stoked to have some comrades to explore surf spots with, so Team *Swell* and Team *Avventura* would roar around the islands and along the coast in our respective dinghies in search of new breaks. We scored one right point between two islands that was fun and deserted. After the swell died a little, Liz and I deâded it was time to get going. The boys came with us, and we did a sail by of Witches Rock, a surf spot made famous in the *Endless Summer*. We anchored there for a quick morning session with not another soul around, and then continued on our merry ways, *Avventura* heading for Playa del Coco, and *Swell* heading to a summer on the hard at Puntarenas."

As for Atkins, he says, "From what Liz has told us, our general plans seem to be pretty similar. We'll cruise Costa Rica and Panama for the rest of this year before heading to Ecuador. Next spring we'll head to the Galapagos and then the

Marquesas. From there we will cruise through the South Paâfic, and spend the tropical cyclone season in either New Zealand or Australia. From there our plans are a little hazy, but should include Indonesia, the Maldives and Seychelles, Madagascar, and South Africa, then up to the Caribbean and ultimately back to California. We're currently at Bahia Herradura, Costa Rica."

Having been young once ourselves, we can appreaate that cruisers under 30 really get a kick out of bumping into and hanging with other cruisers under 30. So if you fit into that category, why don't you let us know so that we can try to put you in contact with some of your cruising contemporaries?

"We're once again trying to sail across the Pacific to the Marquesas," report Candace Cave and Richard Guches of the Medford, Oregon-based *Fantasia 35 Awaiki*, "and hope to be able to stop at Isla del Coco and the Galapagos along the way. However, right now we are anchored at Bahia Ballena, which is at the

entrance to the Gulf of Nicoya in Costa Rica, waiting for a weather window. While here, we were much surprised to discover that someone in the village has wifi, and that we were able to pick up the signal with our new little wifi antenna. Whoo-whew, surfin' the web from the boat! We'd also like to report that **Honey Heart** is still bringing her wonderful, mobile, organic food store to the restaurant by the fish pier here at Bahia Ballena every Saturday morning. The produce is incredibly fresh and bountiful, and there's whole wheat pasta, bread, chocolate, and lots of other goodies. Honey is as warm and welcoming as ever. Her husband, who started the Heart Invertor Company and later sold it, has a new invention that he claims is going to allow alternative energy sources to plug into the power grid without overloading it. Apparently that's the reason why the big wind turbines by Palm Springs are turned off so often. Anyway, these new devices are ready for production as soon as some venture capital can be located to produce them. It's very exâting."

Sam Walker recently brought his

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IN LATITUDES

SAILOR'S RUN

new-to-him Catana 431 **Today** from Costa Rica, where he purchased her, to California. Having been successful in the restaurant and most recently brewery business at Mammoth, he will keep the cat behind his home on the water on the Napa River this summer, and later on at a mooring behind his house at Orcas Island. What's unusual about his 431 is that she's got a Catana 471 mast — as is the case with the late John Walton's Catana 431 **Bright Star**. Walker's 431 brings the number of Catana 431s on the Bay to three, the others being **Jitterbug** and Paul Biery's **New Focus**. Biery has already put 24,000 ocean miles on his.

We were pleased to receive the following note from Jeff and Debbie Hartjoy of the Longbranch, WA-based Baba 40 ketch **Sailor's Run**:

"After doing the Ha-Ha and then cruising in the Pacific for seven years, we're back in the Bay Area. But we've already sent in for our Ha-Ha packet and will be seeing you in San Diego!"

Wait until you folks meet the Hartjoys, two of the most energetic cruisers ever.

"Because Panama Canal officials no

longer allow yachts to stop at the **Pedro Miguel Boat Club** at Miraflores Lake inside the Panama Canal, the club is almost defunct," write Craig Owings and Sarah Terry of the CSY 44 **Pogo II**. "As a result, our incomes have fallen to the point that we can no longer afford to pay to have the *Latitudes* you have so generously provided over the years shipped to Panama for distribution. It will be a loss for the folks used to reading *Latitude* in Panama, but that's the way it goes. Thanks for all your support over the years, and we hope you'll stop by the next time you're about to transit the Canal."

We're really sorry to hear about the state of affairs at the Pedro Miguel Boat Club, which was one of the most unusual



The Hartjoys sent along this photo of a wreck on Tarawa to remind all mariners of the importance of careful navigation.

and historic cruiser hangouts in the world. Off the top of our heads, we can't remember a better facility for international cruisers to stop for a few months to work on their boats and soãalize. What's even worse is that it comes only several years after the **Balboa YC** — surely one of the most bizarre yacht clubs in the world — burned to the ground. They don't make them like the Pedro Miguel or the



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CHANGES

old Balboa YC anymore. But there's good news. As we've been mentioning, you and all the rest of the folks in Panama can read and/or download complete issues of *Latitude* every month by going to www.latitude38.com and following the instructions. And while we're soon going to be charging \$1.50 per issue, it looks way better than the print issues do, and nobody will ever have to go without.

"After nine months based out of Guatemala's Rio Dulce, and getting to know every part of that region, J.R. and I decided it was time to move on," reports Lupe Dipp Reyes of the Puerto Vallarta-based Catana 47 **Moon And The Stars**. "We had four guests along as crew: Danny and Kathy of the Swan 55 **Swan Fun**, who keep their boat in front of my house in Puerto Vallarta, and my son Pollo and his girlfriend Marce. Cruisers check out of Guatemala at Livingston, where officials now charge \$10/person to leave the country. After paying up, we had lunch, and noticed that there were people of many races and from all over the world. Livingston is very much a Caribbean port, but unfortunately,



It's sad to hear about the demise of the once-great Pedro Miguel Boat Club, which is being strangled by the Canal officials.

it's dirty and the inexpensive food was terrible. Once we went through town to visit Immigration, Treasury, and the Port Captain, we had our stamped documents that allowed us to take off for Utila, Hon-

duras.

"It gives me no pleasure to report that Utila is a very dangerous place with lots of thieves," continues Lupe. "The boat next to ours was cleaned out in a second, so from then on we had to take turns watching each other's boats to make sure they weren't robbed. We tried to check in at Utila, but after being given the run around three times, we learned we couldn't check in until we got to Roatan. After charging us \$20 to check in there, the official wanted to keep our passports. No way was I going to let him do that! Roatan is very poor and dirty, and we didn't care for the attitude of the locals. We ordered dinner at Mario's on the beach. The view was lovely but the food was terrible. Once again we had to be alert, as every tree had a sign that read, 'Beware Of The Thieves'. Can you imagine? However, the color of the water around Roatan is spectacular! No wonder the television series *Fantasy Island* was filmed here.

"We were anchored in eight feet of water off Roatan, and had enjoyed ex-

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IN LATITUDES

cellent weather — until that night. The wind kicked up to 45 knots and it got uncomfortable. We were all watching a movie in the salon when J.R. noticed that we were dragging. So we got to re-anchor in 45 knots of wind. It was pretty exat-ing because we had boats in front of us and a reef behind us. Since the island wasn't so spectacular we continued on to Colombia's Isla Providenaa, where our luck changed for the better. We were given a wonderful welcome at Providenaa by Mr. Bush, the Port Captain, and loved the way we were treated by everyone else. One nice thing about the island is that they've prohibited big hotels and chain hotels, which has kept it pristine. We visited the whole island — it's not that big — and enjoyed a huge meal. Our next stop was Isla San Andreas, which has duty-free shops at every corner."

"We'd had very bad weather — five days of 25 to 40 knots and two tropical storms — on our way from Honduras to Providenaa. But all the way from there to Panama, the weather was beautiful — we loved it! Our cat is now berthed at



Every gal going to Europe needs some new clothes. So Amanda Neal picked out a few mola blouses in the San Blas Islands.

a marina in the Boca del Toro region of Panama. We don't like staying in marinas, but when we have to leave her for hurricane season, we have no choice. We'll come through the Panama Canal

next year. I absolutely love being on our boat on the ocean!"

"We're in Horta in the Azores, but can no longer find the **Big O** painting on the wall," report John and Amanda Neal aboard Planet Earth-based Hallberg-Rassy 46 **Mahina Tiare**. "Maybe it faded away or got painted over. There are lots of cruisers here, so it's a good thing 120 berths have been added. We had a very smooth and easy 14-day, 20-hour passage from Jost van Dyke in the British Virgins to Flores in the Azores, and are now enjoying a 13-day break in Horta. We're taking our folding bikes on the ferry over to Pico on Sunday for a three-day, 70-mile attempt at arcumnavigating the island by bike. It should be a great adventure! Our next leg is to Ireland, and we should arrive in Kinsale around August 11."

All you cruisers out there, don't forget to drop us a note — we love hearing from you, and make sure to include some high-res photographs.

We hope you're enjoying your summer sailing. We'll be in Southern California next month, so look for us down there.



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LASER II, 1997. 2 kites, 1 asymmetrical with removable bowsprit, trapeze and harness, blade bag, adjustable tiller extension, rail supported trailer, all in very good condition. A must see. \$2,500. (707) 254-1824.

SANTANA 22, 1972. Hull 603. Spinnaker, outboard, bracket, sail cover, needs deck paint and TLC. \$1,000. (925) 934-1580.

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HUNTER 23, 1989. Fun family or weekend cruiser. Great condition, well-maintained, easily-handled sloop. Winged keel, 5 hp Honda 4-stroke, sleeps four, Porta-Potti, removable galley. Trailer. Turnkey operation. Many extras and upgrades. Can deliver. \$8,500. (831) 662-2339.



COM-PAC 23/3, 1998 with galvanized trailer. Good condition, 150 genoa on CDI furler, 2'3" draft, fixed shoal keel, 9.8 Nissan electric start, bimini, sink, stove, Porta-Potti. Photos: <www.gretchenrickner.net>, click on sailboat. \$17,500/obo. Call (805) 674-3631 or danrickner@sbcglobal.net.

MOORE 24, 1983. Hull #125. 2000 refit by Moore Sailboats. Excellent condition. Call (831) 685-3934.

SPARKMAN & STEPHENS 24, 1964. Rainbow sloop. Sails quick and she is clean. Asking \$800. Call (916) 725-7594, ask for Paul.

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CHRYSLER 26, 1978. 8 hp outboard, tandem-wheel trailer, 8-ft inflatable. \$3,500. (707) 291-6227.

ERICSON 27, 1972. Over 10k of new equipment. New rigging, boom, furler, jib, lines run aft, gas tank, prop shaft, all new blocks and much more. Atomic 4 in great shape. Email me for complete list and photos: w_32@sbcglobal.net. Asking \$7,000. (415) 380-5004.

CATALINA 27, 1984. Original owner, equipped for Mexico. Two trips to Cabo and beyond. Diesel, Harken furler, dodger, bimini, Autohelm, stove, oven, refrigerator, inflatable dinghy, 4 hp outboard, ground tackle. \$18,000. (510) 236-9849.

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ERICSON 27, 1977. Tiller, 2003 Honda outboard. 2 mains, near-new cover. 3 headsails, spinnaker, holding tank, 2 batteries, built-in charger, knotmeter, depth-sounder. Excellent interior. 2 anchors and tackle. Safety gear. VHF. Lines led aft. \$7,500/obo. Call (916) 944-8713 or (916) 803-7332.

CATALINA 27, 1973. Redwood interior, new standing rigging, extra mainsail, Autohelm 1000, GPS, VHF, BBQ, new tiller, self-tending boomed jib with bowsprit, 15 hp Evinrude with cockpit throttle and gear controls. \$6,500/obo. (510) 329-2163.

CHIMO IS FOR SALE. Ready to race. Winner of numerous regattas, National Championship races, 3rd overall 2004 season. Hull #35, 1982. Below minimum weigh, 4 lbs of lead makes her legal. Dry-sailed since new Teflon bottom 2000. Two sets racing sails (ex-Exocet), like-new, just a few regattas on them. Two great spinnakers, one used only one season. Complete equipment list available highlighting all necessary go-fasts: In-line lowers, Ronstan aft-lower adjustments, boom mounted spi pole/sock, spi launcher, 24:1 stanchion-mounted backstay adjustment, double-slotted TuffLuff headstay track, 2:1 adjustable jib tracks, TackTick compass. Very good condition. Trailer with new tires and service, trailer-dock box, 3.5 hp Tohatsu 2-cycle motor, lots of spare parts and sails, many extras. Great price. \$19,500. (415) 255-4802 or geraldoddriscoll@gmail.com.



25-FT DANISH SPIDSGATTER. Double-ender sloop berthed in Sausalito. Beautiful lines. Needs new canvas deck and chain plates. 1939 Berg design, recent survey, no engine. Best offer. Call (415) 847-3718.

CAL 25, 1966. Flush deck. Recent rigging and main. Motor sold separately. \$2,500. (925) 254-0303.

ERICSON 27, 1975. In great shape. Nex-3000 electronics (parts still available), tiller/pilot, roller furling, full-batten main, 4-cylinder Yamaha 9.9, runs great. Coyote Point, moving overseas. More info: <www.smogsite.com/wavy.html> \$7,000. (707) 578-8912 or mcafee@smccd.net.

CATALINA 250, 1995. Excellent condition. Water ballast swing keel version. Solar battery charging system, knot/depthmeter. Enclosed head, galley, sleeps 4. Dual-axle galvanized trailer. Lake Tahoe boat. Asking \$15,950/obo. Call Greg (530) 308-0331.



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LANCER 25, 1978 with trailer. Standing head room, 7.5 Honda 4-stroke, 5 sails, solar panel, new VHF, depthsounder, stove, sink, 2 anchors, shoal keel, Porta-Potti. Great shape inside and out. On Delta. \$5,500. Shaun (530) 448-6167 or truckeesailor@hotmail.com.

DUFOR 27, 1974. Coastal/Bay cruising boat. Well maintained, clean, fully equipped, 2 mainsails, 4 headsails, VHF, inboard 10 hp freshwater-cooled Volvo diesel. Full galley, standing headroom, enclosed head. Berthed Coyote Point Marina. \$13,000. Call Dick (408) 358-0384.



CHEOY LEE OFFSHORE 27 SLOOP, 1969. Singlehands well. Original MD1 diesel overhauled 2 years ago and is quite reliable. Mast and rigging are solid. Exterior teak recently varnished, cockpit grates rebuilt. \$12,000/obo. See: <http://www.zen-in.com/Fairwind/> (650) 529-1970.

ISLANDER 28, 1977. Highly desired Bay boat. Diesel, wheel, 7 sails plus spinnaker. Well maintained. Owned eight years, bought larger sailboat so need to sell this beauty. Berthed Pt. Richmond. \$12,500. Call Ralph (530) 893-5290 or email: sugarpine@aol.com.

CATALINA 27, 1984. Loaded. New: Quantum full batten main and jib, Harken furler, standing rigging, lifelines, coastal dodger, ICOM VHF. Sleeps 6, diesel, cockpit cushions, swim ladder. Fortman Marina berth. Great Bay boat. \$16,500. (510) 865-2942.



XORA IS FOR SALE. 1958 wooden folkboat, Danish-made, #521. Proven coastal and Bay sailer. Ready to go with some TLC. First \$950 takes this beauty. Email: chanceinhell@hotmail.com.

CAL 2-25, 1979. 6 hp outboard. Profurl roller furling. Recent main, electronics. Well maintained, pretty clean, and ready now for Bay cruising. Farallones vet. A 'big' little 25-footer with headroom and possible SF Marina berth. See <http://www.rogaland.com/adagio/> \$9,500. Email: andrewvik@yahoo.com.

CATALINA 27, 1982. Nice Bay boat. Electric start ob, VHF, depth, spinnaker and pole, whisker pole, all teak canvas-covered. Tiller, 2 two-speed and 4 single-speed winches. All line led aft. \$8,995/obo. (707) 745-3538 or (707) 746-5491.

CAL 2-27, 1977. Brand new 25 hp Universal diesel engine, huge sail inventory including Kevlar 140 jib, full batten main (plus back up main), three spinnakers, 8 other jibs, lines led aft, self-tailing winches, automatic bilge, stereo with cockpit/cabin speakers. Sails upwind like a dream. Steal at \$14,500. (831) 332-1886.

29 TO 31 FEET

NONSUCH 30, 1979. Needs deck paint, interior finishing. New running rigging, wiring, plumbing, tanks, water heater. Volvo MD 11, sail drive. Berthed in Richmond. \$28,000. (925) 934-1580.

HUNTER 290, 2001. \$10,000 upgrades for 2004 Baja Ha-Ha. Radar, autopilot, GPS, spinnaker and sock, jacklines, spares. Spacious salon, 2 cabins, galley with stove, shower/head. Furling headsail, self-tailing winches, inboard diesel. Capable coastal cruiser. \$54,950. Rick (510) 620-1969 or rjwhitfi@comcast.net.



MORRIS/VICTORIA LEIGH 30, 1984. Chuck Paine design. Hasse/Port Townsend sails, Artful dodger, Brion Toss rigging, Spectra watermaker, Monitor, Furuno, etc. Turnkey, ocean voyager. Details and photos: (360) 421-6909 or email: svtrinket@yahoo.com.

RAWSON 30. Good boat that needs a new skipper. Has Volvo MD2 and MD3 and most of the stuff to make a nice cruiser. \$6,000. Call (916) 729-0559. Matthew 6:33.

SABRE 30, 1985. Quality cruiser in excellent condition. Wheel steering, autopilot, diesel, Avon dinghy with outboard, gas grill, depthsounder, knot log, refrigeration, hot water, self-tailing winches, mainsail with 3 reefs, dodger. South Beach, San Francisco. \$29,500. (650) 365-7509.

NEWPORT 30, 1972. Roller furling jib, full-batten double-reef main in great shape, spacious cabin, anchor and rode. VHF, compass, depthsounder and more. Atomic 4 needs work. Marina Bay, Dock E. \$7,500/obo or trade for trailerable. Call Jack (530) 241-5622.

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ERICSON 29, 1973. Good condition, Yanmar diesel, 9 hp, 200 hours since rebuild. 5 sails, main, roller furling 150, lapper, drifter, spinnaker with douser. Achilles inflatable with 2.5 hp outboard, windlass, 2 Danforth anchors with chain and line. Autopilot, VHF, DS, 3 compasses, electric head, two new deep-cycle batteries, 6 life vests, 1 throwable. Electric-alcohol-propane stove, boarding ladder, bilge pumps, electric and manual. \$10,500. Rene (805) 736-0258.



CAL 31, 1982. Comfortable cruising sloop in tip-top shape. Very roomy and dry. Diesel, wheel, five 2-speed winches, 4 headsails. Roller furling. Enclosed head with shower. Hot and pressure water. Recent upgrades include fuel polishing, GPS, fridge, CD stereo, Raymarine instruments, dripless shaft, inverter. Asking \$30,000. Call (510) 540-5150 for details.

CAL 29. Roller furling genoa, jiffy reef main, spinnaker. Navico autopilot with Garmin GPS. Full instruments and marine radio. New ss water, gas and head tanks. Come see and try out at Berth D6, Corinthian Yacht Club. \$8,500/obo. (415) 435-9928.

HALLBERG-RASSY 31, 1978. Finances force me to sell this boat that I really love. If you're looking for one of these boats you'll want this one. There's probably none nicer. Looks new and original. \$42,000. (805) 471-6863.



C&C MEGA 30. Lifting keel design. San Juans? Baja? Get there and back at 60 mph. Freshwater boat with all new sails, rigging etc. \$10,500. Located in Hood River, OR. See Mega 30 owners website. Email: tcbissell@bellsouth.net.

ISLANDER BAHAMA 30, 1979. Better than new, excellent condition. \$23,500. All new interior with cushions and exterior with no wood outside, 'maintenance free'. I spent too much \$\$\$. Roller furling, tiller, Atomic 4 with freshwater cooling, autopilot, GPS, VHF, CD, new stove. Also 35' slip at Pier 39 available. \$11,000. John (415) 602-8416 or johnnyeda@sbcglobal.net.

BEAUTIFUL, MODERN HUNTER 29.5, 1994. Customized teak cabinets, newer head, pressurized hc, fans, leather covered wheel. All the necessary gadgets, full dodger. Professionally cleaned monthly, freshly polished. This boat is priced fairly, \$39,500. (510) 582-8142 or savillan1@aol.com.

CATALINA 30, 1982. Diesel, wheel, furling jib, dodger, GPS, stereo, new batteries, cockpit cushions, etc. \$19,000. (510) 487-8219.

COLUMBIA 29 Mk II, 1967. Premier sailing yacht for SF Bay. 50% lead keel. SS design. Well maintained, including a small mountain of extra stuff. Full cover, 150% genoa, drifter, dinghy, anchors, etc. \$8,000. (510) 865-6436.

HANSE 311. Beautiful 31-foot German-made sloop. Tons of gear, wheel, dodger (off boat). Cleanest boat you will find. Many upgrades. Priced to sell. \$85,000. (650) 201-0312.



RAWSON 30. Bluewater cruiser, roller furling jib, diesel, wheel steering, GPS, much more gear. Very good condition, sliding teak hatch, teak sole, ownership within the family 25+ years. Transferable Monterey Marina slip. \$20,000. (831) 657-9101 (days) or (831) 646-0927 (eves).

BUCCANEER 305, 1979. 23 hp Volvo diesel inboard. Brand new rudder/steering (July). Roller furling jib, roomy teak salon, sleeps 5+, gimballed stove, head with shower, mounted VHF. Monterey Harbor mooring/dinghy included. Hull/interior pics available. \$12,500/obo. Chris (831) 394-3995.

ERICSON 28+, 1984. Diesel. New main, r/f headsails; jib and genoa. Recent re-rig. S/T Lewmars. Water heater, reefer, 2 water tanks. Tiller. Ask \$22,500. Email: labjab@aol.com for extensive inventory list and pix. (562) 989-4645.

1977 ETCHELLS & TRAILER. USA354. Wet-sailed last 2 years, great club racer, ready to go. Tiburon. \$7,000. Call (415) 725-3735.

NEWPORT 30, 1970. Great running and maintained Atomic 4. 5'9" headroom. Tiller and fin keel, turns quick. Large 4-burner stove on gimbals, ice box, thermoelectric cooler, 30 gals water, 20 gal fuel. AM/FM stereo/cassette. Slip in San Rafael Yacht Harbor. \$10,000/obo. Can email photos. Call (415) 847-8022 or dbarryman@yahoo.com.

RAWSON 30, 1981. Offshore ready. Spacious, comfortable and strong. Rebuilt Volvo diesel, radar, GPS, SSB, wind-vane, fridge/freezer, 6 sails and much more. Asking \$39,000. In La Paz, Mexico and ready to sail the world. Email Jay: travellinglows@yahoo.ca.

NEW WAVE OF SANTA CRUZ is for sale. Homer Lighthall's custom 30' with 28' LWL, Brand new rod rigging, etc. On trailer. Finest quality workmanship throughout. First time for sale. \$19,500/obo. (907) 229-7984 or scheeralaska@aol.com.



RANGER 29, 1972. Gary Mull design. Race/cruise. Reliable Atomic 4 engine. Good sail inventory: 2 mains, 3 jibs (90%, 120%, 150%), spinnaker, gear. Two anchors, full galley, pressure water, head with second sink. New strut and bottom job Oct. 2005. 20 years, same owner. \$7,000/obo. (650) 771-1945 or (831) 566-1300.

MUMM 30, HULL #57. New condition. New deck and epoxy bottom by James Betts. B&G wind and speed instruments. Quantum carbon fusion sails. Trailer with new wheels and tires. Fast and fun. \$79,500. Email: gary@racelectric.com or (530) 583-9133.

HUNTER 30, 1989. New main, 2006, and new jib, 2004. Fridge, autopilot, GPS, folding prop, new dodger, 840 hours on Yanmar diesel, LCD TV, new battery charger, inverter, rigid vang. Very clean boat. \$39,900. Please email for pics: MGobb7@aol.com or (209) 649-9774.

32 TO 35 FEET

RANGER 33, 1979. Custom mast and boom, 80 gal water tank, dodger, Avon with 8 hp outboard. Monitor windvane, oversized 9-winch package, Yanmar diesel, lots of spare parts. Charts, fishing gear, propane range, good condition. Located in PV. Ready to cruise. 40-ft slip for sale or rent below marina rates. Equipped for racing and cruising. Over \$50k in upgrades, a steal at \$25,000. Marc (510) 965-1934.

ISLANDER 33, \$14,995. Atomic 4 completely overhauled. All new parts. Excellent sails with spinnaker and storm jib. Autopilot, 3 anchors, 200' chain, refrigerator, propane stove and oven, dinghy with 2 hp Johnson, 2-man kayak, GPS, Loran, TV and more. (415) 883-6564.

PEARSON VANGUARD 32.5. Dinette version, two quarter berths, spruce boom, aluminum mast, fresh water Atomic 4 in running condition, DS, VHF, sitting idle for past 7 years, priced to sell. Located SF. \$5,000/offer. (415) 424-3507.



33-FT CARL SCHUMACHER performance cruiser by Westerly Marine, 1984. Cruised Mexico since 1995. Sleeps 6, great storage, Yanmar diesel, 11' inflatable, 15 hp Johnson, 6 gph watermaker, GPS, SSB/Ham, more. Must see: <www.latestcaper.com> \$35,000. Call (970) 433-9960.

NEWPORT NORTHWEST 33, 1992. Rigged to singlehand. Newer radar, chartplotter, and roller furling genoa. Diesel, excellent condition. Details at: <www.ByOwnerYachts.com> or call (360) 683-7623.

BENETEAU 351, 1997. Very clean, one owner, low hours, custom canvas, Garmin GPS, Raymarine Autohelm 5000, wind, speed, depth, roller furling main and jib, new bottom paint 2005. Lots of extras and upgrades. Ventura. \$97,000. Call (805) 794-1193.



HUNTER 33, 2004. LOA: 33'6". Beam: 11'6". Draft: 5'6". Conventional rig with full-batten main. Roller jib. Two cabin top and two aft winches. Engine: Yanmar diesel, 27 hp. Fuel tank: 25. Water tank: 50. Holding tank: 25. Two staterooms. Large salon with convertible dinette. Rugs for all compartments. Window curtains. Solar powered vent in head. Window screens and shades for cabin top windows. Refrigerator. Full set of dishes, drinkware, silverware and cookware. 2005 dodger and bimini and transition. \$94,000. (209) 823-4393 (lv msg).

PACIFIC SEACRAFT 34, 1996. Crealock sloop. Rigged for singlehanded offshore cruising. Oversized winches, Seafoist 12v refrigeration, propane stove, microwave, B&G instruments, ST4000 A/P, ICOM402 VHF. Berthed Shelter Island, San Diego. \$140,500. For detailed info call (949) 489-1529.

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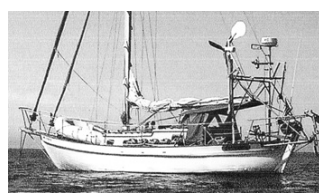
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WILLIAM GARDEN 35 KETCH, 1968. Cedar on oak. Hauled out in Dec. Rudder reinforced, full keel. New jib, main and mizzen. Perkins 4, new fuel tank, turnkey ready. \$20,000. Call Sam (707) 884-4836.



DOCUMENTED C&C 34. Mast, boom, reaching pole and spinnaker pole refitted and repainted in 2004. Cabin thoroughly cleaned, new cushions, new head, batteries, 2004. New Yanmar engine to be installed upon sale. North main, new 2006 Pineapple jib. Bottom stripped and epoxy coated 2005. Hot water, cockpit shower and washdown pump installed 2005. New and rebuilt Signet instruments 2005. More effective boom vang installed 2005. Includes dodger, 8'6" Avon inflatable, autopilot, folding prop. This is a very clean and fit boat. Over \$25,000 spent in the past 2 years. Lake Tahoe. Royal blue topsides. \$47,500. Call Mike (530) 218-7499 or mike@wmmt.com.

MODERN CRUISING CLASSIC. Wauquiez Centurion 32, 1974. Rare on West Coast. Don Pye design. Tough, North Atlantic vet. Fast cruiser. Repowered with Yanmar, low hours. New Doyle Stack-Pack, Furler, Autohelm, two 35-lb Bruce anchors. \$27,500. (510) 534-4317 or (778) 863-5667 (cell) or jillyboat@hotmail.com.



ARIES 32 ROUGHWATER CUTTER. Full keel, nice lines, world pocket cruiser. Glass hull, wood cabin. Just back from Mexico. Autopilot, radar, refrigerator, windlass, back-up sails, large battery bank, full cover. \$34,000. Call for upgrades (707) 462-4142.

MORGAN 33 O/I, 1976. \$30,000. New Volvo, feathering prop 60 hours. Quantum main, 110% headsail 3 years old. New electronics. Hard vang. Clean and big, 11.8' beam. Liveaboard. Displacement and sea-kindly shape handle Bay winds comfortably. See: sepwww.stanford.edu/sep/brad/Pics/Boat/Interior/ Brad (650) 400-6158.



WESTSAIL 32, HULL 121. Original owner, furling gear, all sails, less than 6-years-old Perkins 4-107, runs strong. Great custom interior. Love boat, must sell, I got too old. Ventura, CA. Ask \$42,000. (818) 887-6558.



PEARSON VANGUARD 32.5. South Pacific veteran. Still in South Pacific in Vava'u, Kingdom of Tonga and read to sail away. Yanmar diesel engine, GPS, Aries windvane, autopilot, roller furling. All lines led to cockpit. \$18,900. (925) 829-5256 or JJAntares@aol.com.



CATALINA 320, 1998. Recent price reduction. Pristine fresh water Lake Tahoe sailboat in excellent condition. Detailed information on web-site: www.synaptec.net/catalina or call Richard (775) 849-8520.

ALBERG 35. New 7-coat epoxy. New standing and running rigging, new electric system, new trannie, new prop, shaft and shaft log. New heat exchanger. Good Universal with low hours. New rudder, good sails. \$23,500. Chris (415) 332-7501.

ALDEN 34 SLOOP. Perkins diesel engine needs work, good sails, sleeps 4, private head, shower, galley. Could be a nice live-aboard. Berthed in San Leandro. \$7,500. Jim (209) 786-6003.



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ERICSON 32, 1974. Universal diesel 2002. Standing rigging new 2004. Halyards led aft. Recent haulout 2005. New plumbing and head. Pressure water, oven, 3-burner stove. Great boat, ready to sail the Bay today. \$22,000. (775) 342-8145.

ROUGHWATER 33. Thomas Gilmer design. He designed the Southern Cross 31 sailboat. This is a strong, proven circumnavigator. Fiberglass. Traditional double-ender. Lots of teak. Sloop with removable forestay for storm jib. Storm trysail. Furl-Ex roller furling on headstay. Fleming windvane (outstanding). Tiller-pilot (electronic) by SIMRAD. Solar panel. Simpson-Lawrence windlass. PUR-40 watermaker. Furuno GPS. Professional epoxy barrier coat on bottom of hull. Reliable 20 hp Yanmar diesel. \$34,500. (650) 851-7795.



CHRIS CRAFT CHEROKEE 32, 1968 by Sparkman & Stephens. Many upgrades and custom features. Strong, beautiful boat. Custom teak interior. Extensive extra gear. Needs TLC. Call for pictures and complete gear list. \$15,000. Call (707) 334-8595.

32-FT SLOOP BY LEGENDARY SWEDISH builder Marieholm. New rigging, fasteners, autopilots, etc. Beautiful and cruise ready, built for Mexico or the world. Must see, lots of sails, A-1 shape. Asking \$27,500/offers. Call Todd (510) 575-5880.



VICTORIA 34, 1987. Unique and gorgeous offshore cruiser. Chuck Payne designed. Made in England. Amazing attention to every detail and sturdiness. Perfectly maintained. Electric winches, in-mast furling main, new sails, new canvas and bottom paint, central heating, new head, flash water heater, autopilot. Too much to list. \$118,000. Marina del Rey. (310) 430-3099.

345 FAST YACHT, 1983. Rare Camper Nicholson, great sail or liveaboard. All new interior with teak and Koa wood, rebuilt Pathfinder engine. \$35,000/obo. (775) 354-2795.

CAL 35, 1981. This vessel has received impeccable maintenance and is in excellent condition. It has an extensive list of equipment that makes it a completely self-contained cruiser. It is comfortable, fast and strong. Call (619) 840-1011 or tntaune@msn.com.



34-FT WILLIAM GARDEN KETCH, 1966. Mahogany on oak, copper riveted. New shaft, prop and transmission. Perkins diesel, radios, depthfinder, Sat Nav. Needs some hatch work. Very clean, great all-weather sailer. \$10,700/obo. Mike (925) 325-6301.

HUNTER 33, 1982. New Quantum roller furling headsail and main. New halyards. Yanmar 15 hp. A tried and true, well-balanced Bay boat. Website: <<http://128.32.3.150>> \$25,000. Contact Alan for further info: (415) 420-7602 or abbarr@yahoo.com.



CHEOY LEE ALDEN 32, 1971 PILOT-house ketch. Long range coastal cruiser. Heated wheelhouse. Heavy Lloyds A-1 glass hull. Lovely husky lines. Needs much repair and TLC. Motor seized. Sau-salito. \$12,500. (415) 465-1656.

1D35, HULL 29. Outlaw. Always dry-sailed, freshwater boat. Quantum sails: 3 mainsails, 7 jibs, 6 spin, 1 code 0. B&G Hydra2000 Ocean Package, Garmin GPS-MAP 180, NAVTALK, Autopilot ST2000, and Triad trailer. One-owner boat, stored in an indoor heated facility. Sailed only 3 major regattas per year. Boat located in Muskegon, MI. Transportation can be arranged. Call Mario (415) 546-7245 or email: mario_yovkov@yahoo.com.

36 TO 39 FEET

MAITREYA, 38-FT INGRID design double-ender, well-built ferro cement hull, tapered aluminum mast, cutter rig with new stainless rigging. Needs new sails. 30 hp Farymann diesel. Cruised the tropics to Alaska. Available July 7, 2006. \$55,000. Pt. Richmond. (510) 215-1045.

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, must see. \$69,000. (925) 228-2852.

HUGHES 38-FT SLOOP. Built 1970 in Canada. 60 hours on new engine. Pictures available. Asking \$36,000. Possible Monterey slip. Call (831) 915-4984 or (831) 775-2475.



STRANGE MAGIC BY HUTTON is for sale. A 36.8-ft steel sailboat, interior needs to be done by new owner. As seen in pic with mast and boom, sails, refrigerator, diesel engine, etc. Will consider offers. Tamme (408) 956-1849 or (408) 646-7621.

ISLANDER 36, 1980. Never raced, too many extras to list. Must see. \$45,000. (510) 881-7743.

FREYA 39 HALVORSEN steel sloop. Insulated, new rebuilt 85 hp Ford diesel. Autopilot, radar, GPS, fridge, shower, hot water. Hood rollerfurl, hydraulic windlass, sounder, dodger, refurbished aluminum mast/boom. Recent haulout, sandblast, paint 8 coats. \$75,000. Pics: triam@adelphia.net or (805) 200-6089.

36-FT CUSTOM CUTTER. 10.5-ft beam, fin keel, built mid-1980s. Hauled out 06/20/2006. Owner before me gutted interior and it needs finishing. Lots of goodies. \$10,500/obo. (510) 706-3766.



ERICSON 39, 1971. Flush deck. Great design for fast cruising. Isuzu 60 hp diesel, full batten main. All the hard work has been done. needs deck hardware and interior completed. Located Petaluma Marina. \$29,000/obo. (707) 217-1709.

CABO RICO 38, 1981 cruising cutter. Good sails and asymmetrical. Radar, SSB and modem, VHF, GPS, Lighthouse windlass, Force 10 stove and BBQ, solar, 3ea 8D gels, high output alt. Perkins 4-108, feathering prop. Let's talk. (415) 454-5359 or vsவில்houette@hotmail.com.

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FREEDOM CAT-KETCH, 1986. \$69,900. San Diego. Weekender, liveaboard, short-handed cruiser. Sturdy, comfortable and easy sailing. Pics and description: <www.freedom-sailboat-6252.blogspot.com> Email: badkitty_barclark@yahoo.com.

HUNTER 36, 2004. \$125,000. This one is better than new. Owner spent more time perfecting than using. Call for details and specifications. New 3-blade prop, asymmetrical spinnaker. Stackpack main provides more sail area and full battens. (925) 284-9080.



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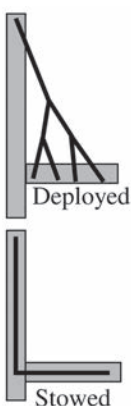
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ISLANDER FREEPORT 36, 1978. Perkins 4-108, Robert Perry design. Loads of new improvements and equipment, fresh paint, hauled last month and surveyed. Located at Pelican Harbor, Sausalito. \$55,000. Email: sailonbaby@gmail.com.



J/36, TILLOTSON-PEARSON, 1981. Fractional sloop. Looks like new. Owner spent more time perfecting than using. Racer/cruiser: One of only about 40 of these made. Major refit 2003: New rigging - standing and running. Harken furling jib, hydraulic boom vang, lazyjacks, West System epoxy bottom, Awlgrip paint - hull and spar. New electronics: Raymarine wind/speed/depth. New Icom radio with command mike. Complete sail inventory. \$77,000. Call George or Dawn (707) 447-7303.

ISLANDER 36. Perkins 4-108, new rigging 2002, 2 ss Harken 44s, 2 ss Barlow 25s. Dodge, covers, holding tank, macerator, propane stove/oven, radar, chartplotter, VHF, bowroller, 2 anchors/chain and rode, carpets/curtains, etc. \$55,000/obo. Call Arnie (415) 999-6751 (cell) or (415) 383-9180 (hm).



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BRUCE ROBERTS OFFSHORE 38, 1982. Commissioned in 1996. Fiberglass hull, Volvo Penta, 3 cyl with turbo, 100 hours. Sails 3 years old, 6 heavy duty batteries, aluminum mast, all lines to cockpit. \$24,000. (831) 475-5503.

MORGAN 382, 1980. Well equipped, good electronics, GPS, hard dodger, Perkins 4-108. Autohelm, Monitor windvane, electric windlass, Adler-Barbour. Asking \$62,500. For specs please call (213) 500-0009 or (213) 999-1450 or email: oukiva80@hotmail.com.

CATALINA 36, 1993. New North Sails, Dutchman system, additional 95% summer jib, full instrument package, autopilot, new refrigeration, dodger, VHF, 30 amp AC charger, 38 hp Yanmar, electric windlass, washdown system, spinnaker pole, hauled Jan. 2006. \$85,000. (650) 776-9471 or sell-catalina36@sbcglobal.net.

CS 36, 1981. \$62,500. Documented world cruiser/liveaboard. Harken roller furling jib and staysail. Solid Westerbeke 30 hp w/wth spare parts, autopilots, wheel, solar, inverter, watermaker. New Zodiac RIB with ob, radar, GPS, full galley. Price reduced. Call (650) 799-7340.



BENETEAU 36s7, 1996. REDUCED \$25,000 for immediate sale. 10 bags, 2 spinnakers, GPS, air and heat, hot H2O. North 3DL, Pentex, Dacron, 150, 125, 110, carbon pole. Yanmar 3GM, interior 10, bottom March 2005. Polished hull, fresh water until 2005. PHRF 123. \$75,000/first cash offer. Pat, Napa Valley (707) 291-0891.

ERICSON 39 GLASS FLUSH-DECK sloop, 1971. New: Yanmar, shaft, prop, Profurl, 120% main, fridge and Dickinson diesel stove. More than \$20,000 invested. Located in Marin. Needs woodwork and paint. \$20,000/firm. (707) 287-4032.



MORGAN 38-2 1979, Fin keel, skeg rudder, Baja vet. Equipped with: Yanmar diesel, Harken furler, asymmetrical spinnaker, self-tailing winches, spinnaker pole, oversize wheel, dodger, bimini, B&G autopilot, wind instruments, depthsounder, ICOM 710 SSB, VHF, weather fax, radar, GPS, Spectra 380 watermaker, 400 battery amp hours, ample power meter, DC refrigeration, propane stove/oven, separate stall shower, 3 anchors, covers for all wood work, cockpit cushions, TV. \$62,000. (510) 697-5189.



CHEOY LEE 38 OFFSHORE, 1978. Roberts design. Westerbeke 33 hp diesel, new Waeco refer, new interior cushions and varnish, great cruising boat, sleeps six with large-radius dinette area for entertaining. Many sails, Quicksilver dinghy and new Yamaha 4 hp. \$62,000. View pics: www.sailwildblue.com or call (818) 667-0897.

ISLANDER 36, 1972. Located Marina Mazatlan, Mexico, slip paid thru Jan. 2007. Cruise veteran, repowered Perkins 4-107, Mexicolder refrigeration, self-sufficient solar panels, re-rigged, Norsemen fittings, spare cables, autopilot, new Furuno radar, LPU hull, wood floor, new salon upholstery. \$33,500. (530) 587-3963.

ERICSON 38, 1981. New bottom 12/05. Newer interior, dodger, roller furling, st winches, Autohelm, 32 hp diesel, hydraulic backstay, refrigeration. Great liveaboard, very comfortable. \$55,000, all offers considered. Seller motivated. (650) 438-5377 or (406) 870-0207.

WANTED: ERICSON 38-200, 1988-1990, preferably on West Coast. Call Joe (925) 280-0472 or email: joe@appmech.com.



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CUSTOM BREWER 46 KETCH, 1972. Teak hull, center cockpit. Major upgrades in last five years including new 76 hp diesel. Large equipment inventory. \$114,000. Located in San Diego. See details at: <www.custombrewerketch.us>



BENETEAU OCEANIS 46, 2000. Fully cruise equipped. Already in Caribbean. Stern arch with davits, solar panels, Aero-gen 6 wind generator. Seafoam freezer. A/P. GPS, Apex dinghy, 15 hp Mercury outboard, etc. Excellent condition. <www.sbcontrol.com/boat.htm> \$195,000. (805) 969-3009.



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CT 41, 1974. Documented, well maintained. No teak decks, watermaker, solar panels, sunshades, ready to cruise now. Website: <www.svsprit.com> In La Paz, BCS. \$65,000. Email: info@svspirit.com for complete list or call 011-52 (612) 104-5880.



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KELLY PETERSON 46 CUTTER. Mexico vet and class of Baja Ha-Ha 2000. \$195,500. In Annapolis, MD. See details at website: <<http://www.kp44.org/forsale/swingset/swingset.php>> or call Chuck (202) 258-3303.

SWAN 43 SPARKMAN & STEPHENS, crafted in Finland. Classic interior, newly painted. \$115,000. In La Paz, BCS, Mexico. Email: wanderlust1931@aol.com.



MAYFLOWER 48 KETCH, 1984. Designed and built by George Stadel III. This bluewater cruiser has a solid teak interior with master aft-cabin with head with tub and shower, beautiful holly/teak cabin sole, ample salon, spacious V-berth with double-access head. Gen. set, new mainsail. LCD flat screen, 6 volt battery with Heart inverter, copious refrigeration. Hull paint Sept. 2005. Lots of extras. \$229,000. Located in Newport Beach, CA. Please Call Jeff (949) 278-9026 or newtonscage@gmail.com.

FORMOSA 47 KETCH, 1977. Project boat. Center cockpit. Perfect cruiser/live-aboard. Spacious teak interior. Large aft stateroom with head and shower. Forward bunk with head. Middle bunk. In the Delta. \$42,500. Serious buyers only. (530) 476-3271.



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ISLANDER 44, 1975. Lapworth design. Offshore ready, major refit 1996-97. Australia vet, cutter rig, roller furling, wheel, FWC Perkins diesel, dodger, Windpilot windvane, Alphamarine autopilot, Givens liferaft (certified 2005), new hypalon inflatable, much more. \$78,000. Chris (831) 423-4076 or (831) 295-0393 or email: boatbrain@juno.com.

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SEAWOLF 40 KETCH. William Garden design. Full keel, fiberglass hull and deck, aft cockpit, sleeps 4 to 6, teak interior, aluminum mast, Harken #2 furler, Perkins 4-108, stainless railing. Berthed in Berkeley, CA. For pics/specs: <www.freewebs.com/seawolf40/> Call (510) 504-7999 or email: Gennao1@hotmail.com.

GULFSTAR 50 CC KETCH, 1979. Must sacrifice. \$90,000. Positioned in the Med for adventure. <www.gulfstar50sale.com> Email: dennis_donahue@yahoo.com.



ISLANDER 41, 1977. 45-ft LOA, center cockpit, ketch, raised salon, new compass, epoxy bottom, stainless drive shaft, rebuilt fuel tank, fiberglass, roller furling hardware. Good storage, very roomy, perfect liveaboard. Good motor, batteries. Dinghy, outboard, sails, two heads. \$53,900. (510) 333-7465.

MORGAN 43, 1985. Proven world cruiser. Catalina layout. Just completely refitted, extremely clean and finished. Sails well, all the bells and whistles. Beautiful and well-founded yacht. SF Bay Area. \$125,000. (831) 840-4609. No Brokers.



42-FT COMANCHE, S&S-DESIGNED, Chris Craft built. F/G liveaboard ocean-cruising sloop. Classic New England lines, modern underbody, fast, responsive, doublehander. Major refit: Mast, rigging, sails, wiring, offshore anchor gear, dodger, profurler, interior. ABI portlights, etc. Excellent Perkins diesel, new paint. \$49,000. (415) 261-4030.



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BAVARIA 42, 2000. Well-maintained 3-cabin layout with 2 heads, now much less expensive than new due to German exchange rates. Veteran of 2001 Baja Ha-Ha. 50 hp Volvo-Penta. Forced air furnace, chartplotter/radar at nav station and cockpit, inverter, SSB and modem, 2006 bottom paint and engine service. \$195,000. Call for details (650) 888-6661.



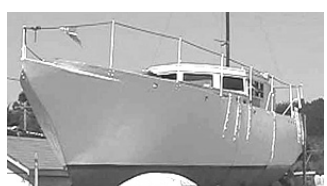
BENETEAU 4515, 1991. 3 cabins, 2 mains and 155% jibs, 135% jib, drifter, 3 spinners. Deck hardware, autopilot, 1,100 watt inverter, AC/DC switch panel, stereo, three-battery system with house/starting and windlass batteries, electric anchor windlass with chain, rode and 44-lb plow anchor. Two GPSs, radar, VHF radio, propane stove and oven, microwave, pressure water system, hot water heater, coffee pot and pantry. Reduced: \$80,000. Jim (949) 278-5812.

51 FEET & OVER

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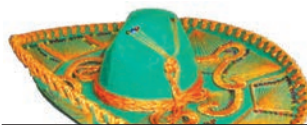


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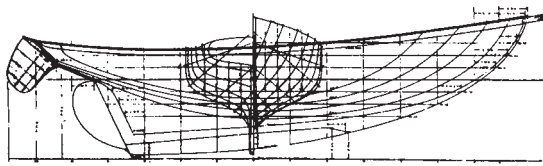
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MISCELLANEOUS

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NON-PROFIT

RESPONDING TO EMERGENCIES At Sea, a free seminar by Santa Clara Power Squadron, Sail & Power Boating, on Tuesday, August 15, Boaters World, 3291 Stevens Creek Blvd, San Jose, 1900 (7 pm). Seating is limited. For more info call (650) 207-9440 or see: <http://www.usps.org/localusps/santaclarape.htm>

MARIN POWER & SAIL SQUADRON promotes high standards of navigation and seamanship, offers members free classes ranging from Seamanship to Celestial Navigation plus cruises and social events. Next Boat Smart classes in Novato Sept. 12, 13, 19, 20 and then November 14, 15, 21, 22, all from 7 to 9 pm. For details and registration call (415) 883-6777.

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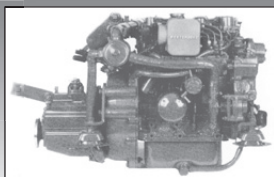
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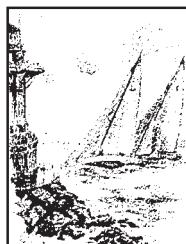
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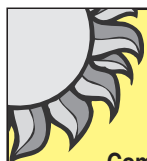
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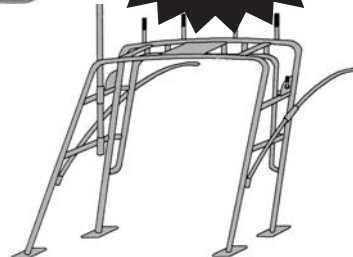


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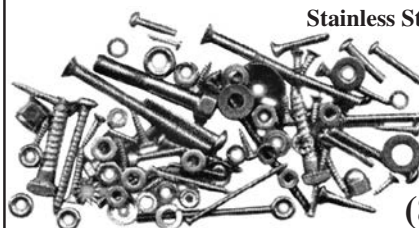
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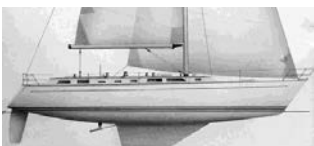
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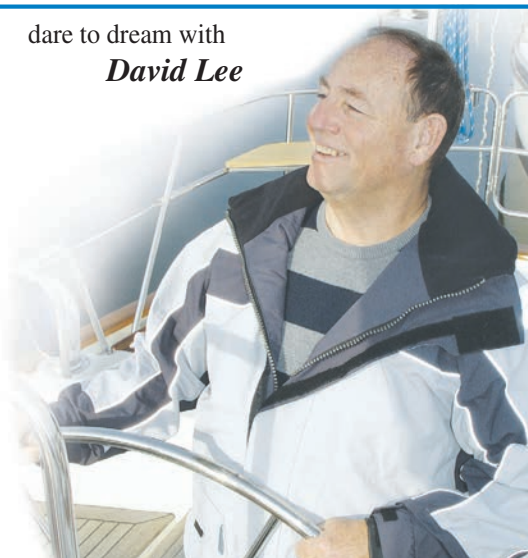
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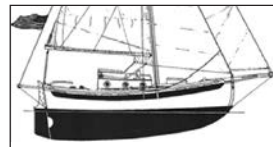
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39' O'Day.....	'83	79,000	27' Sea Ray 270.....	'88	28,900
39' Freya.....	'81	125,000	26' Osprey.....	'02	98,000
39' S&S, nice.....	'53	110,000	24' Bayliner.....	'98	15,900
38' C&C MkIII.....	'86	84,000	24' Regal 242 w/trailer.....	'98	37,000
38' Catalina.....	'84	43,900	22' Bayliner w/trailer.....	'02	32,500
38' Ingrid.....	'74/84	95,000	22' Grady White 222 w/trlr.....	'02	59,000
38' Ericson.....	'81	65,000			
38' Hans Christian.....	'79	96,000			
37' Irwin CC (2) '82 & '80 from		40,000			
37' Endeavor.....	'79	43,000			
36' Pearson cutter.....	'77	57,500			
36' Hartog, steel.....	'92	24,500			
36' Islander.....	'76	49,500			
36' Islander Freeport.....	'79	47,500			
35' Beneteau 351.....	'96	92,000			
34' Islander.....	'75/85	31,500			
34' Cal.....	'69	25,000			
33' Britton Chance.....	'75	29,500			
33' Newport.....	'84	36,500			
32' Aloha, sale pending.....	'83	39,500			
31' Pacific Seacraft Mariah.....	'79	83,000			



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36' HUNTER sloop. Cherubini design. A comfortable & spirited performer. NEW Yanmar diesel, wheel & pedestal, roller furling, inflatable, good cond. **\$29,950**



41' NORTHSTAR CC ketch by Sparkman & Stephens. F/G, dsl, wheel, full keel w/cutaway forefoot, furling, teak & holly sole, 2 heads & showers, more. Needs some sprucing up but is a premium quality cruiser at a great price. **\$44,950**



32' PEARSON VANGUARD sloop. NEW engine, NEW paint, NEW sails, SUPER clean example of this fine design. MUST SEE! Asking **\$16,500**



34' DUFOUR sloop. Great sailer and cruising boat. Wheel, diesel, shower, spinnaker, inflatable, teak & holly sole, full cover, lifelines, USCG document, and lots more! **\$29,950 Ask**



50' STEPHENS aft cabin flybridge/pilothouse motor yacht. Twin diesels, diesel genset, bronze fastened, AP, radar, davits, 2 heads, shower and more! A great design from a great builder. Asking **\$128,950**



58' ALDEN BOOTHBAY Motorsailer Ketch. Aft S/R, PH-center cockpit, dsl, furling, AC, Onan, radar, inflate, lrg. sail inventory, etc. Loaded w/world cruising gear & amenities. Super boat! Must see! U.S. document. **Ask \$279,000**



36' STEEL HARTOG ketch, Dsl, wheel, double-ended bluewater cruising design. Illness forces sale of the dream. New sails, new dbl. spreader main mast, needs mizzen mast. Great bargain at **\$20,000 Ask**



42' SPENSER Sloop. F/G, dsl, GREAT CRUISER. Many spares & gear, 6'7" hdm, radar & lots of elect. Watermaker, vane, wheel, AP & much more! Excellent boat well set up to cruise. **Ask \$64,950**

SAIL

56' SPARKMAN & STEPHENS alum slip. The famous *Lightning* just restored. 450,000
47' VAGABOND ketch. Project... 86,000/obo
41' MORGAN O/I, cent. CC, dsl. Try 49,950
40' NEWPORTER ketch. Perkins 4-108 diesel. Big, lots of potential... 27,500
37' GARDEN ketch by Formosa, F/G, dsl, shower & more. Asking 16,500
36' NIELSEN classic 1918 Danish aux. sloop. Nice condition. Asking 15,000
34' ANGELMAN Sea Spirit ketch. Diesel, shower and more. Asking 29,950
33' RANGER sloop. Diesel, F/G... 16,500
32' ALDEN MALABAR. Reduced! 6,500
32' ENGLISH-BUILT NANTUCKET yawl by Offshore Yachts, Ltd. Diesel, wheel and more! Saily cruiser. Asking 16,950
32' YORKTOWN, F/G, diesel, recent upgrades. Try 22,000
32' ARIES Dbl-ender, F/G, just refit, dsl, new furling & more! Reduced! 17,500
32' PIVER TRI kitch. Fast, dsl... 10,000 obo
30' LANCER sloop, diesel, fixer. PRICE SLASHED! Try 9,500
30' SANTANA sloop by Schock. Performance sloop w/spin, dsl, more... Ask 10,500
29' ERICSON sloop. New paint, mast, watermaker, 1/B & more! In great shape. Asking 12,950
28.5' PEARSON TRITON. F/G, diesel. Near total refit of Alberg's legendary Pocket World Beater. Asking 16,000
28'H-28 HERRESHOFF ketch. Classic beauty, 1/B, very nice!... Ask 18,000
28' MORGAN sloop, diesel, roller furling, roomy & comfortable. Asking 13,000
27' CATALINA sloop, dsl, more!... Ask 9,700
25'1" FOLKBOAT classic wood beauty at Lake Tahoe. Ask 8,000
24' RHODES/MacCarty by Seafarer. O/B, main, jib, genoa, all glass... Ask 2,900

POWER

63' FERRY conversion, 671 diesel, 19.5' beam, excellent condition. Ask 28,000
45' STEPHENS 1929 classic. Try 75,000
43' GRAN MARINER Cruising Houseboat, low hours on V-8s, fixer. 39,750/obo
42' CLASSIC '50s Hunter Sedan in great shape, good liveboard & very nice, twin V8s. Reduced! 17,500/obo
37' CHRIS CRAFT CONSTELLATION. 454s, very clean. Reduced! 18,500/obo
36' CHRIS CRAFT CAVALIER. Aft cabin, flybridge, rwin V8s, many recent upgrades, very nice. 34,950
36' UNIFLITE. F/B, aft cabin, twins, radar, GPS and more! Asking 59,950
35' STEEL CHRIS CRAFT ROMMER, cruise/live, twins, rare & very desirable 1956. Asking 34,750

35' CHRIS CRAFT Commander, F/G, glass, twins, Onan & more! Nice. Ask 24,500
35' NORTHERN STEEL TROLLER. Reliable & economical Cummins dsl, good heavy weather boat set up to go to sea & stay there. There's more!... Ask 35,000
34' CHB TRAWLER. F/G, 2 helms, dsl, 2 S/Rs, radar & more!... 49,500/obo
32' BURNS CRAFT Houseboat, V8, clean, pass liveboard berth, more. Ask 19,500
32' CARVER. Glass, twins, Sausalito live-aboard berth. Nice! Ask 30,950
31' MONTEREY BAY EXPRESS PH utility, F/G, 1991, twin 130 Yanmars, trailer, USCG-documented, commercial quality gem. Asking 44,950
30' RINKER EXPRESS. Twin V-8s, stored when new. Needs some work. A lot of boat for the money. Bargain. Try 29,000/obo
30' ALLUM. CREW/SUPPLY vessel, radar, GPS, scanning sonar, VHF, crane and more. Just refit. 35,000
30' CHRIS CRAFT Constellation, twin V8s, very nice 1967. Asking 14,950
29' TOLLYCRAFT EXPRESS cruiser, twins, good boat, runs well, great potential. 2,950

28' CLASSIC MONTEREY TRAWLER by Christofani. GM dsl, very nice. 9,000/obo
28' OWENS FLAGSHIP. Twins. EXCELLENT 1959 GEM! Ask 25,000
27' BAYLINER Victoria. V-8, glass. 5,950
26' BARTENDER by Caulkins. Fast, seaworthy. 2 starting at 13,500
25' APOLLO cruiser. Double axle trailer, V8, refit, very nice! Try 6,000
25' FARALLON SF w/trailer. New twin 180 hp Valvos, radar, etc. Asking 28,000
25' BOSTON WHALER pilothouse FRONTIER. 1/0, 260 hp & 9.9 hp Trol. Comm'l quality & loaded. Radar & more! Ask 37,000
18' SEA RAY 175-5 Series. Ski & fish pkg w/tr & very clean. Ask 8,900
16' SIDEWINDER ski boat w/tr, 115 hp Mercury O/B, glass. Ask 2,000

OTHER

2 LIVEABOARD HOUSEBOATS in San Rafael. Starting at 23,500 obo
60' STEEL BARGE, 20-ton A frame, spuds, deck house, more. Offers 55,000
56' LCM-6 w/dive support, steel, W/H,



41' ISLANDER FREEPORT center cockpit. Diesel, fiberglass, genset, wheel steering, two private staterooms including double aft, shower, two heads, roomy and comfortable. Great cruiser/liveboard and more! **Asking \$53,900**



65' CLASSIC, '31 WHEELER MY. 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**



37' GULFSTAR center cockpit sloop. Double aft stateroom, sleeps 6, roller furling, dodger, dsl, solar, full galley, 2 heads w/showers, teak & holly, sole & more. Comfortable & attractive cruiser w/the right features. **\$49,950 Ask**



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