

*Latitude 38*

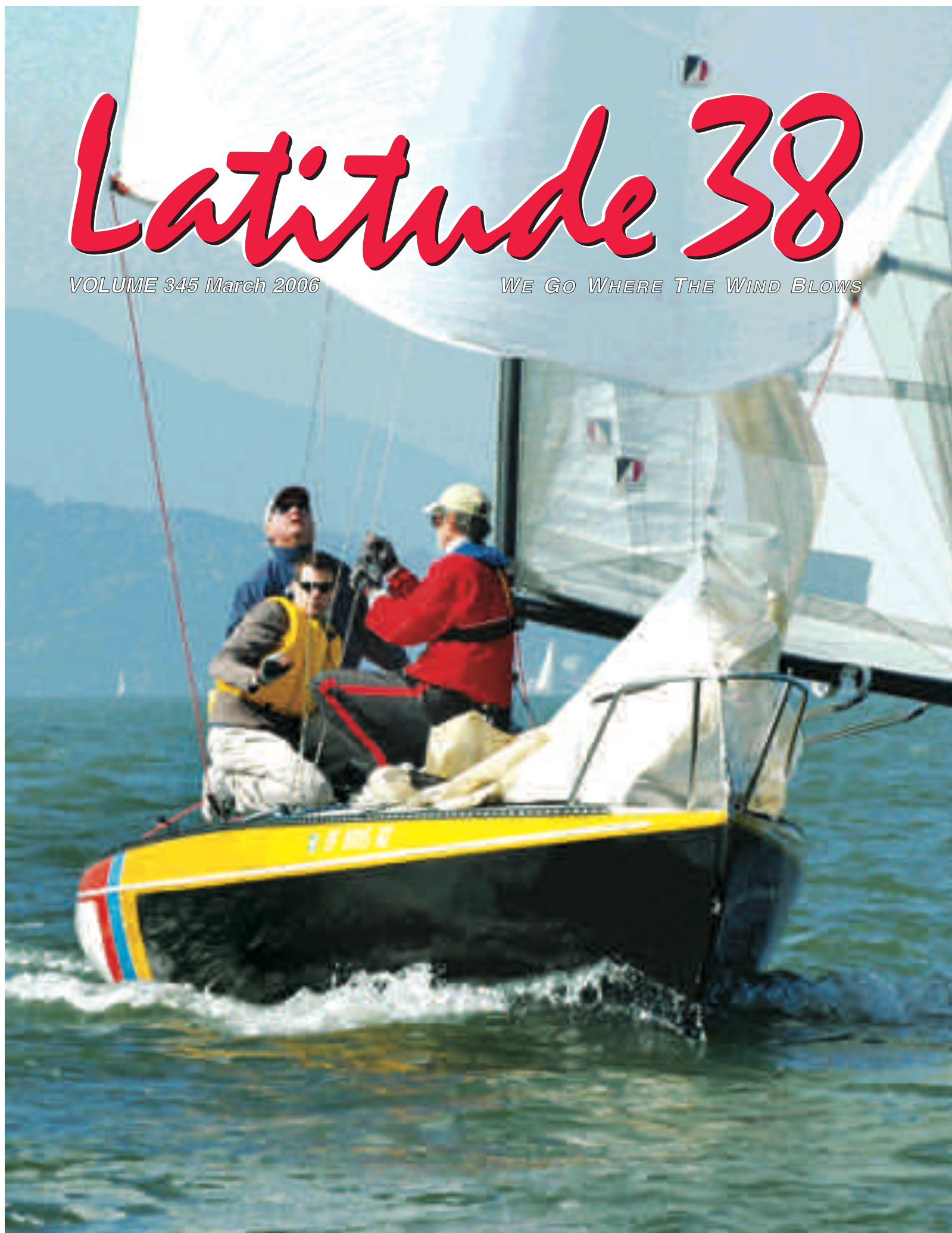
MARCH 2006

VOLUME 345

# *Latitude 38*

VOLUME 345 March 2006

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Cover: Latitude 38/JR

Photo: My pappy said, "Son, you're gonna drive me to drinkin'..."  
The Moore 24 'Hot Rod Lincoln' at the Berkeley Midwinters.

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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](mailto:editorial@latitude38.com), and all snail mail submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see [www.latitude38.com/writers.htm](http://www.latitude38.com/writers.htm).



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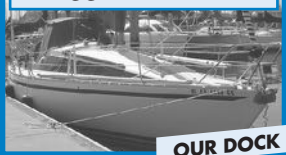
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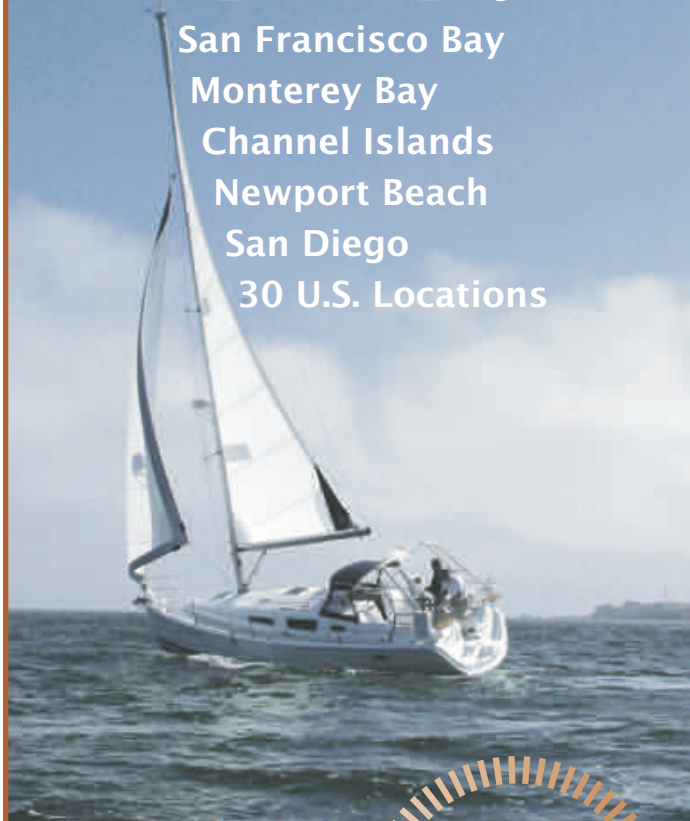
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Catalina 400	2000	190,000
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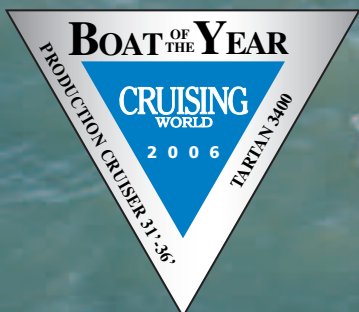
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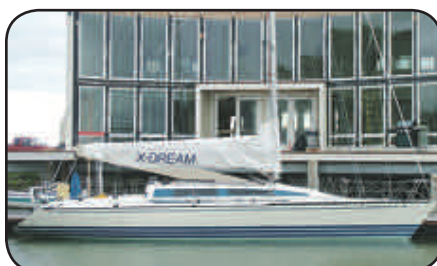
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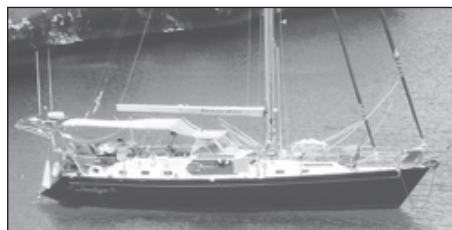
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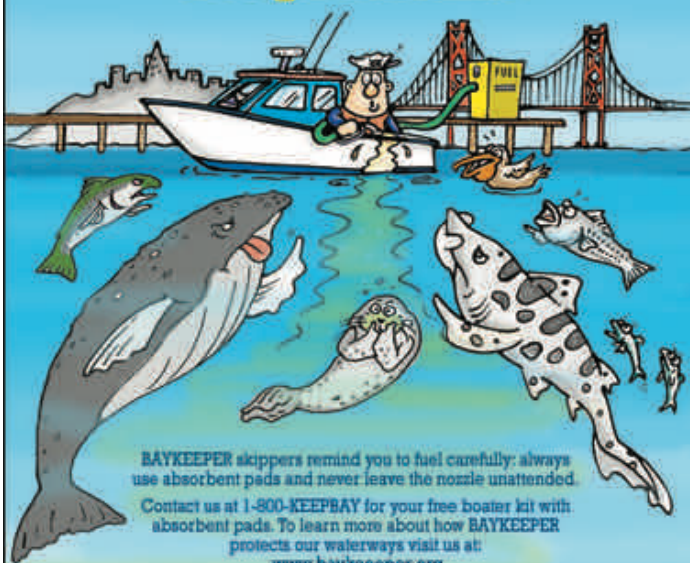


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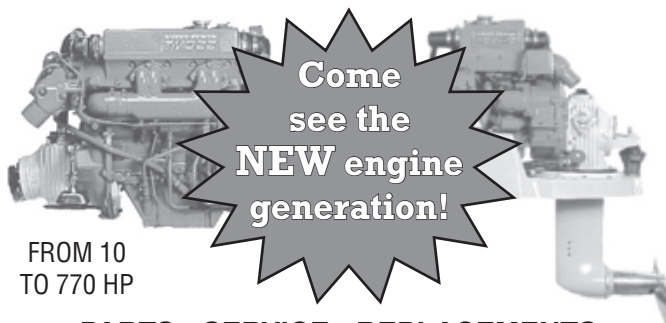
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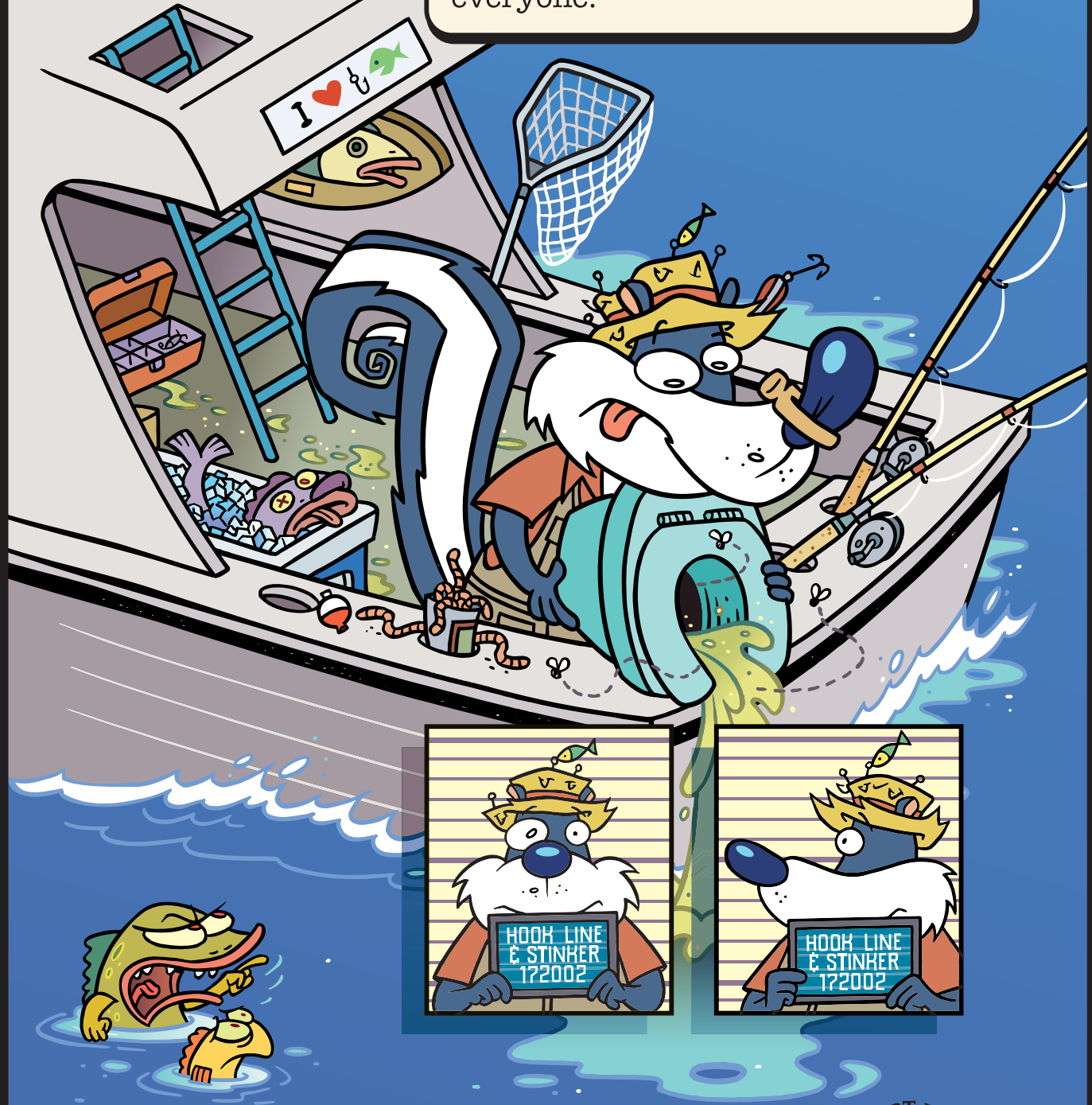


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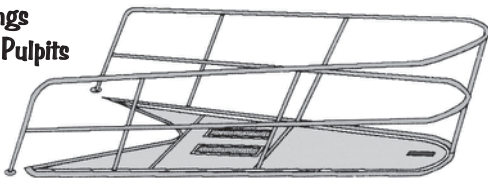
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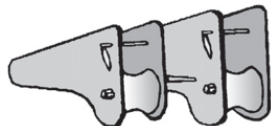
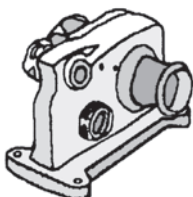
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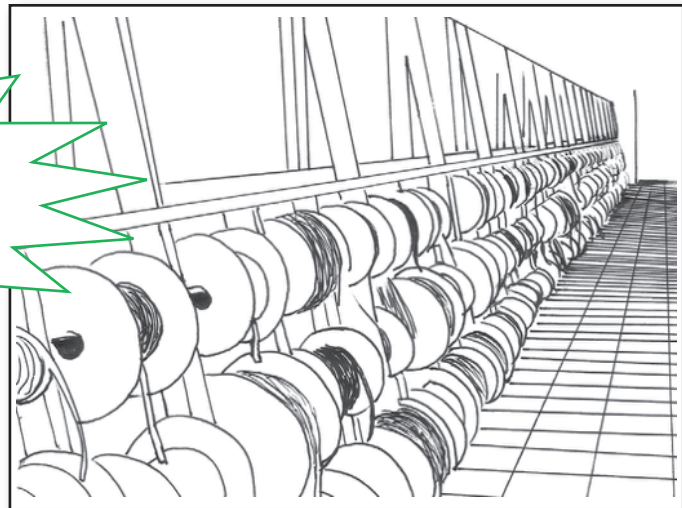
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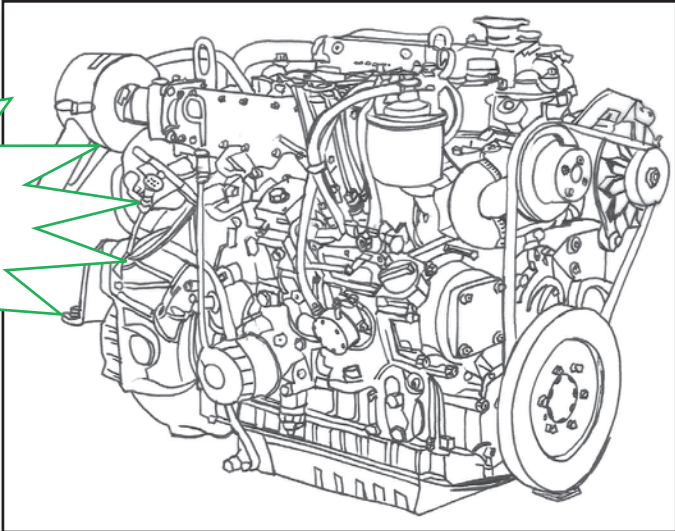
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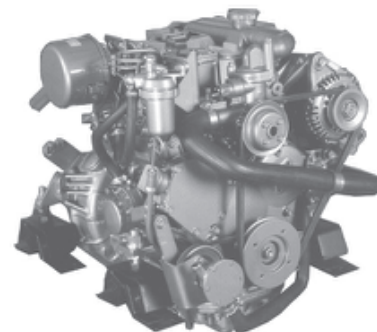
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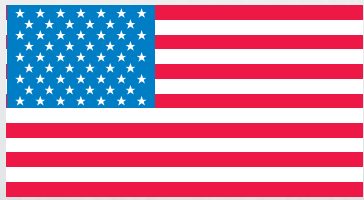


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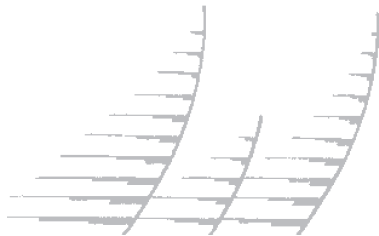
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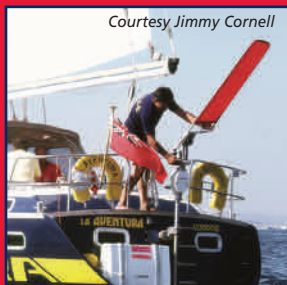


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## CALENDAR

### Non-Race

**Mar. 1** — The Singlehanded Sailing Society presents Single Sideband Communications. For info, Lucie and Ben Mewes [sssp06@yahoo.com](mailto:sssp06@yahoo.com).

**Mar. 4** — Sail-a-Small-Boat Day. Free rides in 15 different types of centerboard sailboats at the Richmond YC, 11 a.m. to 4 p.m. Info, (510) 237-2821 or see [www.richmondyc.org](http://www.richmondyc.org).

**Mar. 5** — Mariners' Sunday at St. Luke Presbyterian Church, San Rafael. An ecumenical service dedicated to mariners with the St. Francis YC Sons of the Sea Chorus (SOTS) singing traditional nautical hymns. 10 a.m., brunch available afterward at Loch Lomond YC. Info, (415) 721-4273.

**Mar. 8 - 12** — Sacramento Boat Show, Cal Expo. Produced by NCMA/SVMA. Info, [www.svmmainc.com](http://www.svmmainc.com).

**Mar. 8** — Singles who want to learn to sail, meet other sailors or need crew are invited to Pacific Currents Singles Sailing Club's Open House, 7:30 p.m. Directions and info, (805) 444-6711 or [www.pacificcurrentssailingclub.org](http://www.pacificcurrentssailingclub.org).

**Mar. 9** — If you want to meet even more single sailors, Single Sailor's Association will hold their monthly meeting at Oakland YC, 6:30 p.m. Meetings throughout the year. Info, [www.sail.ssa.org](http://www.sail.ssa.org) or (510) 273-9763.

**Mar. 12** — Visual Distress Signals Demonstration and Clinic (postponed from Feb. 4). Here's your chance to shoot off your old flares under the watchful eye of trained experts from the Coast Guard and the Coast Guard Auxiliary. Demo and clinic is from 3 to 6 p.m. at the Cal Sailing Club in Berkeley. Free of charge and open to all. See [www.cal-sailing.org](http://www.cal-sailing.org).

**Mar. 14** — Full moon on a Tuesday night.

**Mar. 14** — CG-approved Boat Smart safe boating class by Marin Power and Sail Squadron at no charge, March 14, 15, 21, 22; 7 to 9 p.m. in Novato. Text \$30. (415) 883-6777.

**Mar. 17** — Kiss someone Irish!

**Mar. 18** — 10th Annual Master Mariners Spring Potluck at Point San Pablo YC in Richmond. Info, (925) 935-7096.

**Mar. 19** — Bay Area Association of Disabled Sailors General Meeting, open to all! (415) 383-5816 or [www.baads.org](http://www.baads.org).

**Mar. 19** — Boaters Swap Meet, Coast Chandlery, Oxnard. 8 a.m. to 3 p.m. drawings for giveaways. (805) 815-4520.

**Mar. 20** — Vernal equinox, a.k.a. the first day of spring.

**Mar. 25** — American Boating Course, an eight-hour course for the recreational boater, taught by Flotilla 10-03 (Stockton), \$40. Call Barbara at (209) 983-1330.

**Mar. 25** — Spinnaker YC's Arts and Crafts Show, San Leandro Marina. Free, 9 a.m. to 5 p.m.

**Mar. 25** — Oakland's Office of Parks and Recreation is sponsoring a high school PCISA racing team. All Bay Area high school kids are welcome. Tryouts are at the Jack London Aquatic Center, 10 a.m. to 3 p.m. Info, (510) 238-2196.

**Mar. 25** — Islander 36 Association Spring Meeting, SFYC in Belvedere. All past, current and prospective members are welcome. For info visit [www.islander36.org](http://www.islander36.org).

**Apr. 1** — Get Punk'd Day.

**Apr. 1** — Seventh Annual Marine Flea Market at Anderson's Boatyard in Sausalito, 8 a.m. to 1 p.m. Limited space, call (415) 332-5432. Benefits Sausalito YC Juniors Program.

**Apr. 1** — Lake Washington SC Opening Day and Sail-a-Small-Boat-Day, Sacramento. Info: [www.lwsailing.org](http://www.lwsailing.org).

**Apr. 2** — Daylight Saving Time begins at 2 a.m.

**Apr. 5** — Latitude 38 Spring Crew List Party at Golden Gate YC, 6 to 9 p.m. Info, [www.latitude38.com](http://www.latitude38.com).

**Apr. 6 - May 1** — Basic Coastal Navigation, Coast Guard Auxiliary Flotilla 17 on Yerba Buena Island. Intro to coastal navigation, tools, instruments. Mon., Thur. 7:15 p.m. to 9:45 p.m. Pre-registration required, (415) 399-3411.



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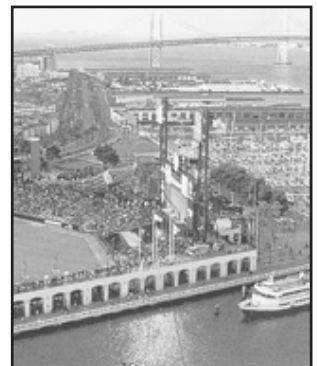
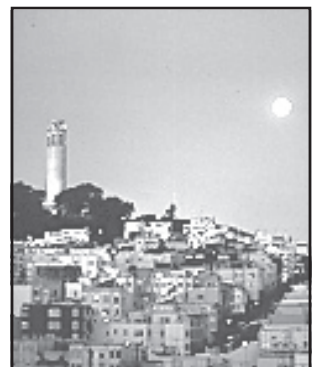
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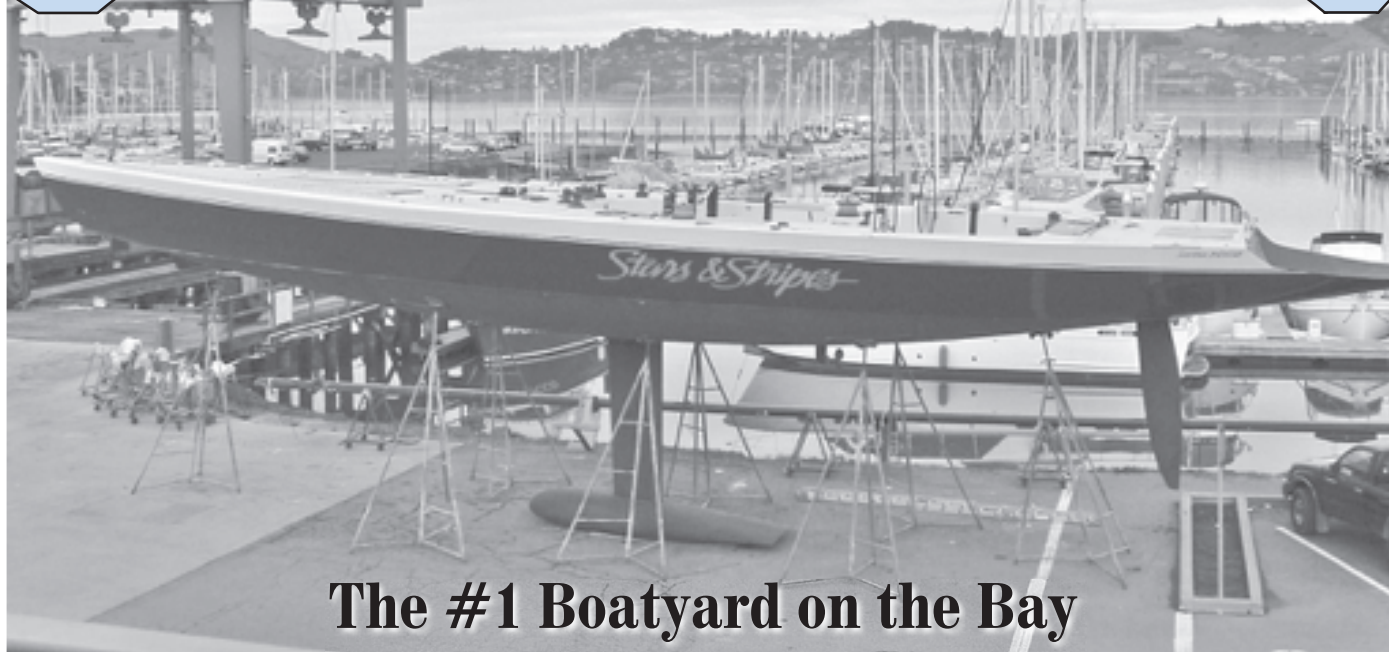
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## CALENDAR

**Apr. 7 - 9** — South Bay Opening Day. For info on events, see [www.sequoiayc.com/SBOD.html](http://www.sequoiayc.com/SBOD.html).

**Apr. 8** — Encinal YC's Nautical Flea Market, the largest in the East Bay. Breakfast, lunch and beverages available. 6 a.m. to 1 p.m. Info, (510) 522-3727.

**Apr. 9** — Berkeley YC Nautical Swap Meet, opens at 6 a.m. Coffee, donuts, hot dogs. Info, (510) 908-3304.

**Apr. 11, 15, 18** — GPS for Mariners, CG Auxiliary Flotilla 17 on Yerba Buena Island. Classroom instruction on 4/11 & 18: 7 p.m. to 9:30 p.m.; 3-hour lab on 4/15. Pre-registration required, (415) 399-3411.

**Apr. 12** — Basic Skills and Seamanship Course, Coast Guard Flotilla 12-21 in Oakland. Mon., Wed. 7:15 p.m. to 9:25 p.m. for 6 weeks. \$50 materials fee. Contact Cindy, (510) 465-2771 or [profesoracindy@pacbell.net](mailto:profesoracindy@pacbell.net).

**Apr. 19 - 23** — Strictly Sail Pacific, Jack London Square, the West Coast's really big all-sailboat show. For info, see [www.strictlysail.com](http://www.strictlysail.com).

**Apr. 27 - 30** — Pacific Powerboat Expo, Jack London Square. Info, [www.ncma.com](http://www.ncma.com) or (800) 698-2777.

**Apr. 30** — Opening Day on the Bay!

### Racing

**Mar. 3 - 5** — Heineken Regatta, St. Martin, West Indies. One of the world's great fun regattas — with some of the world's wildest parties. Visit [www.heinekenregatta.com](http://www.heinekenregatta.com).

**Mar. 4 - 5** — Spring Keel Regatta, Cityfront. Info, John Craig of StFYC at (415) 563-6363.

**Mar. 9 - 12** — Acura Miami Race Week, Premiere Racing Events. Info, [www.premiere-racing.com](http://www.premiere-racing.com).

**Mar. 11 - 12** — Big Daddy Regatta, a Bay Area classic that shouldn't be missed. Richmond YC. Info, (510) 237-2821 or [www.richmondyc.org](http://www.richmondyc.org).

**Mar. 11 - 12** — Spring Dinghy Invitational, StFYC. Info, (415) 563-6363 or [www.stfyc.com](http://www.stfyc.com).

**Mar. 13** — Marina del Rey to Guadalupe Island (Mexico) and back — 600-miles — singlehanded and doublehanded race. Perfect qualifier for Singlehanded TransPac. Sponsored by Pacific Singlehanded Sailing Association of Marina del Rey. For info, contact Phil Habegger at [phabegger@aol.com](mailto:phabegger@aol.com) or (818) 884-4511.

**Mar. 18** — Silver Anniversary for Island YC's Doublehanded Lightship. Benefits Cerebral Palsy. "Ease into the ocean racing season with us!" Call Joanne McFee, (510) 521-7442 or [iycracing@yahoo.com](mailto:iycracing@yahoo.com).

**Mar. 17 - 19** — San Diego NOOD Regatta, San Diego YC. Info, (619) 758-6310 or [www.sdy.com](http://www.sdy.com).

**Mar. 18 - 19** — Spring One Design Invitational, StFYC. Info, (415) 563-6363 or [www.stfyc.com](http://www.stfyc.com).

**Mar. 25** — OYRA/StFYC Lightship Race. Info, (415) 771-9500.

**Mar. 31 - Apr. 2** — BVI Spring Regatta, British Virgin Islands. One of the Caribbean's best regattas, which includes a huge bareboat fleet. A great way to end a weeklong charter. Info, [www.bvispringregatta.org](http://www.bvispringregatta.org).

**Apr. 1** — Sail north, the rush is on! The Bay Area Multihull Association will be sponsoring a Doublehanded Race from San Francisco to Attu Island in the Aleutians and back. Sounds great to us, but if it's cold in Alaska, we're just going to round the Farallones and call it good. See [www.sfbama.org](http://www.sfbama.org) for details.

**Apr. 1** — Spring Forward Regatta, South Beach YC. Info, (415) 495-2295.

**Apr. 1 - 2** — Big Dinghy Regatta, RYC. (510) 237-2821.

**Apr. 1 - 2** — 34th Annual Rollo Wheeler Regatta, BYC. Info, (925) 939-9885 or [www.berkeleyyc.org](http://www.berkeleyyc.org).





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## CALENDAR

**Apr. 8** — Spring Tune-Up Race, the mother of all beer can races. RYC. Info, [www.richmondyc.org](http://www.richmondyc.org).

**Apr. 8** — Singlehanded Farallones, a local rite of passage. SSS. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**Apr. 8 - 9** — J/Fest, one design and PHRF racing for the J/boat faithful. Sail California (510) 523-8500, and EYC, (510) 522-3272.

**Apr. 8 - 9** — Resin Regatta, one design racing. SFYC. Info, (415) 789-5647 or [www.sfyf.org](http://www.sfyf.org).

**Apr. 8 - 9** — Camelia Cup, the unofficial start of the unofficial '06 lake circuit. Folsom Lake YC. Info, (916) 933-8860 or [www.flYC.org](http://www.flYC.org).

**Apr. 8 - 9** — Leukemia Cup Regatta, Nevada YC. Designed to provide exciting sailboat racing on Lake Mead for its participants while raising money to benefit the Leukemia and Lymphoma Society. Info, [www.nevadayachtclub.com](http://www.nevadayachtclub.com).

**Apr. 11 - 15** — 42nd Congressional Cup, Long Beach YC. One of the oldest and most prestigious match racing events in the world, and this year it is the only Grade 1 match race regatta that will be sailed in the U.S. Info, [www.lbyc.org](http://www.lbyc.org) or (562) 598-9401.

**Apr. 15 - 16** — Laser NorCals, Santa Cruz YC. For info, [www.scyc.org](http://www.scyc.org).

**Apr. 20 - 25** — Antigua Classic Yacht Regatta, West Indies. As featured often in these pages, this eye-popping event features a remarkable fleet of museum-quality classic yachts and replicas from Europe, North America and the Carib — a photographer's dream. See [www.antiguaclassics.com](http://www.antiguaclassics.com).

**Apr. 22** — YRA-OYRA Duxship. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**Apr. 22** — Bullship Race, the annual long distance race for El Toros. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**Apr. 22** — YRA-WBRA Races. StFYC, [www.stfyf.com](http://www.stfyf.com).

**Apr. 22 - 23** — Ahmanson Cup Regatta, Newport Harbor YC. PHRF and one-design divisions. Info, (949) 723-6869 or [www.nhyc.org](http://www.nhyc.org).

**Apr. 28 - 30** — 59th Lexus Newport to Ensenada Race, the largest international yacht race. Info, [www.nosa.org](http://www.nosa.org).

**Apr. 30 - May 6** — Antigua Sailing Week, West Indies. Every sailor worth his salt owes it to him or herself to join this world-renowned, week-long regatta at least once. See [www.sailingweek.com](http://www.sailingweek.com).

**May 6 - 7** — The 106th annual Vallejo Race, the biggest inland race in the U.S., which serves as the YRA season opener. Info, (415) 775-9500 or [info@yra.org](mailto:info@yra.org).

**May 27** — Master Mariners Regatta at Encinal YC. A must for woody-philies. Info, [www.mastermariners.org](http://www.mastermariners.org).

**Jun. 24** — 15th Biennial SSS Singlehanded TransPac. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

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

The schedule for the remaining Mid-Winter Regattas can be found in the Northern California Sailing Calendar or in Calendar on [www.latitude38.com](http://www.latitude38.com).

### Summer Beer Can Regattas

**BALLENA BAY YC** — Friday Night Grillers: 4/14, 4/28, 5/12, 6/9, 6/23, 7/14, 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 Spring Series: 4/17, 5/1, 5/15, 5/29, 6/12, 6/19. John, (415) 664-0490.

**BENICIA YC** — Every Thursday night: 4/6 to 6/22 and 7/6 to 9/28. Joe Marra, (707) 746-6600.





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With the Alerion Express 28, Bay Area legend Carl Schumacher started the trend to elegant daysailers by blending traditional topsides with a modern rig and underbody. This harmony of classic good looks with the promise of up-to-date speed, plus the bonus of singlehanded ease, elicited wide admiration and prompted frequent imitation. On the West Coast it's also meant over 40 Alerion 28s delivered with almost 20 in the Bay Area.

However, matching this Alerion's singular beauty proved elusive until now. Ten years after its introduction, the AE 28 remains the class of the field as the definitive elegant daysailer. With the new Alerion Express 38, the challenge was to equal the singular beauty of the AE 28, gaining the extra comfort and longer stride that comes with added length – while preserving singlehanded capability. The key here was the location of two Harken electric winches right handy to the helmsman, so that all hoisting, trimming and reefing becomes a matter of push-button ease. This enables the skipper to conveniently control all the power and grace this yacht so uniquely embodies.

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## CALENDAR

**BERKELEY YC** — Every Friday night: 4/7 to 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](mailto:racing_chair@cal-sailing.com).

**CORINTHIAN YC** — Every Friday night: 4/7 to 9/1. David Johnson, (415) 435-4771.

**COYOTE POINT YC** — Every Wednesday night: 4/26 to 10/18. Mike Finn, (408) 866-5495.

**ENCINAL YC** — Spring Twilight Series, Friday nights: 4/21, 5/5, 5/19, 6/9, 6/23. Charles Hodgkins, (510) 504-4076.

**FOLSOM LAKE YC** — Every Wednesday night: May through September. Steve Galeria, [galeria@sbcglobal.net](mailto:galeria@sbcglobal.net).

**GOLDEN GATE YC** — Friday nights: 5/12, 5/26, 6/9, 6/23, 7/7, 7/21, 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: 4/14, 4/28, 5/12, 6/2, 6/16, 7/28, 8/11, 8/25, 9/15, 9/29. Joanne McFee, (510) 521-7442.

**LAKE TAHOE WINDJAMMERS YC** — Wednesday nights: 5/3 to 10/25. Kurt Rasmussen, (530) 541-1129.

**LAKE YOSEMITE SA** — Thursday nights May through early September. Jim, (209) 383-6149 or [ozonejim@aol.com](mailto:ozonejim@aol.com).

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

**OAKLAND YC** — Sweet 16 Midweek Series, Wednesday nights: 5/10 to 6/28 and 7/26 to 9/13. Ted or Diane Keech, (510) 769-1414.

**RICHMOND YC** — Wednesday nights: 5/3, 5/17, 6/7, 6/21, 7/5, 7/19, 8/2, 8/16, 9/6, 9/20. Eric Arens, (510) 841-6022.

**ST. FRANCIS YC** — Folkboat Wednesday Nights: 5/3 to 6/28 and 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](mailto:lweaver@cruzio.com).



*Beer Can season is upon us. Are you ready?*

**SAUSALITO YC** — Spring Sunset Series, Tuesday nights: 4/18, 5/2, 5/16, 5/30, 6/13. J. Rigler, (415) 332-6367.

**SEQUOIA YC** — Every Wednesday night: 4/12 to 10/11. Ron Brown, (650) 361-9472.

**SIERRA POINT YC** — Beercan Saturdays: 3/18, 4/1, 5/6, 6/3, 7/8, 8/5, 9/9, 10/7. Beercan Tuesdays, every Tuesday night: 5/2 to 8/29. Larry Walters, (650) 579-3641.

**SOUTH BEACH YC** — Friday Night Series: 4/21, 4/28, 5/5, 5/19, 6/2, 6/16, 6/23, 7/7, 7/21, 7/28, 8/4, 8/18, 8/25. Holiday Series: 5/26, 6/30. Nancy, (415) 409-1071.

**STOCKTON SC** — Every Wednesday night: 6/7 to 8/30. Jim Hachman, (209) 474-6659.



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**ISLAND PACKET 38, 1990, Bella Cartolina** Take her on a romantic rendezvous on the Bay or around the world. Asking **\$164,900.**

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47' Wauquiez Centurion, '89, *Aten Ra*.....Reduced 145,000  
46' Elliott Tourer (14m), '97, *Bravado* .....Reduced 349,000  
45' Wauquiez Centurion 45s, *Angelline*.....Reduced 360,000  
44' Farr, '89, *Confetti* ..... New Listing 190,000  
42' Beneteau 42s7, '98, *Just in Time*.....220,000  
40' J/120, '94, *Valkyrie*.....Reduced 194,900  
40' J/120, '01, *Kookaburra*.....Pending 249,500  
39' Farr 395, '02, *Chance* ..... New Listing 240,000  
38' Island Packet, '90, *Bella Cartolina* ..... 164,900  
36' Mumm, '94, *Little Wing* .....Pending 49,500  
36' Catalina 36 Mk II, '00, *Nova*.....120,000  
36' Beneteau 36.7, '02, *Summer & Smoke*.....Reduced 134,900

34' Sabreline Sport Sedan, '01, *Roundabout* ..... SOLD 259,000  
33' J/100, Hull #4, '05, *Faster Horses*..... New Listing 140,000  
33' Synergy 1000, '01, *Summer Moon* ..... New Listing CALL  
32' J/32, '02, *Loon\** ..... 168,000  
30' J/30, '81, *Ione* ..... New Listing 25,500  
30' Sabre 30 MkIII, '86, *Tamarin*.....54,500  
24' Melges, '99..... SOLD 32,000

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## CALENDAR

**TAHOE YC** — Spring Series, every Wednesday night: 5/31 to 7/12. Laser Spring Series, every Monday night: 5/29 to 7/10. Valerie Melucci, (530) 581-4700 x102.

**TIBURON YC** — Friday nights: 5/26, 6/2, 6/16, 6/30, 7/14, 7/21, 7/28, 8/11, 8/18, 8/25, 9/15. Ian Matthew, (415) 883-6339.

**VALLEJO YC** — Every Wednesday night: 4/5 to 9/27. Jerry Halterman, (925) 788-8283.

### Mexico, The Season Ahead

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

**Mar. 30 - Apr. 2** — The 14th Annual Banderas Bay Regatta is three days of 'friendly racing for cruising boats' and three nights of fun. Everybody plays it safe because they are sailing their homes, and entry is free. It's the perfect time and place to have family and friends fly down and join you in the tropics. The Regatta is part of the month-long Festival Náutico Vallarta. For details visit [www.banderasbayregatta.com](http://www.banderasbayregatta.com).

**Apr. 20 - 23** — The 2nd Annual La Paz Bay Fest. This event, a tune-up for Loreto Fest and cruising the Sea of Cortez, is sponsored by Club Cruceros de La Paz and Paradise Found. There will be three days of activities, including the popular "Summer in the Sea" seminar. Sunday will be the beach clean-up, a swap meet and the "Rock to the Dock" sailboat race. Visit [www.clubcruceros.org](http://www.clubcruceros.org) or [www.bajainsider.com](http://www.bajainsider.com).

**May 4 - 7** — Loreto Fest. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit [www.hiddenportyachtclub.com](http://www.hiddenportyachtclub.com).

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

### March Weekend Currents

date/day	slack	max	slack	max
3/04Sat	1108	0102/2.9F	0359	0710/4.3E
	2259	1405/3.1F	1726	1942/2.2E
3/05Sun	1217	0153/2.3F	0446	0805/4.0E
		1521/2.8F	1843	2044/1.5E
3/11Sat	1049	0232/2.1E	0518	0813/2.5F
3/12Sun	0007	1415/4.1E	1800	2109/3.5F
	1134	0252/2.4E	0556	0851/2.8F
3/18Sat		1447/4.1E	1834	2137/3.5F
	0239	0558/3.8E	0933	1232/2.7F
3/19Sun	1550	1823/2.4E	2113	
	1021	0025/2.2F	0306	0641/3.8E
3/25Sat	2147	1322/2.5E	1649	1911/1.9E
		0037/2.0E	0353	0640/2.4F
3/26Sun	0924	1244/4.6E	1640	1947/3.8F
	2301	0129/2.8E	0446	0737/3.1F
	1027	1339/4.9E	1725	2028/4.2F
	2337			



## JUST LAUNCHED... The new J/65 Hull #2



### NOW SHOWING IN SAN DIEGO

"The new 65 will be the flagship of almost any cruising fleet she joins and will be a real head-turner when she decides to strap on the racing sails and go for the silver."

– George Day, *Bluewater Sailing*

Into a luxury yacht market populated by vessels more distinguished by interior appointments and professional crew than sailing qualities, J/Boats introduces the fast new J/65 cruising/racing sloop that will be more fun for its owners to sail. The first J/65 has been delivered and is being commissioned in San Diego.

Hull #1 is optimized for 'high performance global cruising', with an extensive systems package (AC/heat/genset/inverter, etc.), bow thruster, hydraulic winches, hydraulic furler/windlass package, and a 9-ft draft all-purpose keel. Hull #2 is optimized for distance racing with all the creature comforts of elegant cruising including electric winches and heads, a full, warm, cherry-wood interior, a custom-made wine locker, and LCD video and stereo throughout. To add to performance, her ends and deck have been done in strong, lightweight carbon.

Staying true to the philosophy that comfort at sea translates into comfort at the dock, J/65's interior delivers both on style and function. There are three private cabins, a large main salon, a large navigation station, spacious galley and an abundance of storage. This ocean-proven layout allows secure fore and aft crew movement below, even in rough conditions. Owner customization of the interior layout is contemplated within the confines of the structural/systems layout.

As with all J/Boats, the J/65 has been designed for exceptional sailing performance whether racing or cruising while offering accommodations for couples and families who want to have fun enjoying days or weeks at sea.

A J/65 will not sit still for long... call for an appointment to view the flagship of the J/Boat fleet.



A 'Cordon Bleu' galley

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## LETTERS

### ↑↓ **THEIR TAYANA 52 WAS RUN DOWN BY A FREIGHTER**

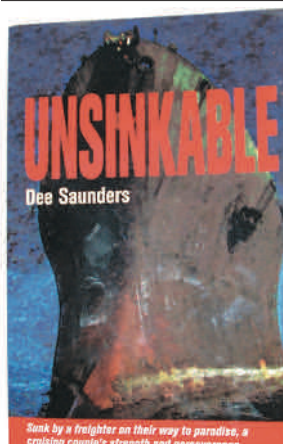
Do you remember the Shingletown-based Tayana 52 *Clambake* that was run down and sunk by a ship in the middle of the night off Mexico about 10 years ago? After cruising in the Sea of Cortez and mainland Mexico, owners Marshall and Dee Saunders, and their crew Joe, set sail for the South Pacific. They only got about 75 miles off Puerto Vallarta before they were run down by a ship. Their boat and all their worldly possessions went down in less than 90 seconds.

Well, Dee Saunders has written a riveting book — *Unsinkable* — about her and Marshall's life together, about being sunk by the ship, and all the subsequent ramifications. The book takes you through the couple's lives, as they relentlessly plow through unexpected tragedies and continually climb back up with courage and determination. You'll learn that all dreams are achievable, and can even be enhanced by life's unexpected tragedies in ways that might not be imagined.

Dee doesn't know that I am writing to you, as both she and Marshall aren't the types to toot their own horn. They are now our next-door neighbors here on Whidbey Island, and are still very active boaters. *Unsinkable* is published by Fine Edge [www.fineedge.com/newtitles.html](http://www.fineedge.com/newtitles.html).

Steve Bondelid  
ex-owner, *Grey Max*, Lord Nelson 35  
Greenbank, Washington

Steve — Of course, we remember the sinking of *Clambake*, as Dee and Marshall wrote an article about the incident in the May '93 issue of *Latitude*. Because of our current deadline, we've only had a few minutes to page through the copy that Dee sent us, but it looks pretty darned interesting. Among the topics that particularly caught our attention were issues related to their EPIRB, tracking down the ship that hit them, and the insurance settlement. Our only (very slight) criticism of the book is the title — and only because if you go to Amazon, most of the 'Unsinkable' titles are about the Titanic. But we say *Unsinkable* by Dee Saunders is well worth checking out.



'Unsinkable', first there was the *Titanic*, and then there was *Clambake*.

By the way, Steve, just a few weeks ago we were visiting with Bill and Mary Jane Makepeace in Mexico aboard *Grey Max*, the Lord Nelson 35 that you used to own. They've been having a great time cruising her for the last five years or so. We were especially impressed with the solar panel array and hot water heater they say you set up on top of the bimini. According to Bill and Mary Jane, it seems they are completely energy self-sufficient — including refrigeration and watermaker — while on the hook, without ever having to resort to the diesel. So you did good!

### ↑↓ **WE BOATERS ARE INSIGNIFICANT**

In the February issue there was a comment about anchor-outs improperly emptying their commodes or holding tanks. We mariners in Southern California are bombarded with radio ads from the state's Department of Boating and Waterways saying that a few bad boaters spoil the waters for everyone else. Well, San Diego and LA's South Bay have had many





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## LETTERS

12,000-gallon raw sewage spills that resulted in inland and surfside beaches being closed for weeks. Boaters — even the bad ones who pump overboard — are absolutely insignificant in comparison.

Michael Burkhart  
Tjuringa  
Mission Bay

*Michael — We used to be exasperated by the same apparent contradiction. San Francisco would overflow several hundred thousand gallons of raw sewage in the Bay, or a couple of hundred gallons would be accidentally spilled into the narrow San Rafael Canal, and the official word was always the same: "Don't worry, it won't have any effect." But if anybody from a volunteer environmental group claimed to have spotted a single turd floating in a marina, it was puffed up into headline news in the local papers.*

*We look at things a little differently now. First, most boating in California is done in small boats on lakes and rivers, which, because they are smaller bodies of water, are more susceptible to adverse health effects. We're sure the radio ads are directed to that boating segment at least as much as to ocean sailors. But similarly, if you had a lot of people crapping into the still waters of a marina — and the waters of San Diego marinas are about as still as they get — the human waste of recreational boaters could become a genuine health issue. In addition to the health hazard, human feces floating in a marina is a bad visual.*

*The bottom line is that we think the laws covering the proper disposal of human waste are reasonable, and that we mariners ought to view compliance with them as being a matter of personal pride. Let's not let the failures of other people or government agencies prevent each of us from doing the right thing.*

### ↑↓ HISTORY 101 OF TAIWANESE IMPORTS

My letter is in answer to the October issue inquiry by Frank Holland about the history of the Formosa 51 and similar designs. Some of your answer wasn't quite accurate. Since I was involved with imported yachts from the early '60s, I can tell you how it all started.

My family and I were living on our old gaff yawl after returning from a trip to the South Pacific in 1963. I'd just had back surgery and was looking for a job that didn't require too much physical labor. When I was accepted as a salesman for a brokerage at Mystic Cove Marina in Marina del Rey, a whole new field opened up for me.

While working at the office one day, a new 30-ft ketch with loads of nice-looking woodwork arrived at our dock. The owners said that the builder, American Bill Hardin, who had good contacts in the Far East, could have any boat a person wanted built and at reasonable cost. Soooo, I made a deal with the owners. If they let me show the boat for one weekend a month, I'd pay their slip fees for the whole month.

The only problem with this arrangement was that they'd get up early on the appointed weekend and leave their boat — bunks unmade, galley full of dirty dishes, and the boat needing a good scrub down. So I had to do all that stuff to make the boat showable.

Nonetheless, the result of all this was the 31-ft Angelman ketch Sea Spirit. The broker I worked for had to order three boats to get an exclusive for his area, and he did. The boats were built in Yokohama, Japan. They were well-built and just about trouble-free for the four to five years we handled them. In my estimation, they were better boats than the various





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## LETTERS

American-made sailboat lines we later handled.

Later, Bill Hardin came up with a new design he wanted to build for us, a 40-ft ketch he called the Sea Wolf. The boat was basically a Bill Garden-designed Mariner 40 — only with more beam, a drop down overhead above the salon, and a few other changes. The broker I worked for sent me up to Washington to meet with Bill Garden, as he wanted to make sure



AXEL HELLER

*This is a Formosa 47 ketch — one of the descendants of the Sea Wolf ketches, designed by Bill Hardin.*

the designer didn't feel there was a conflict with using what looked a lot like his basic hull design. Garden laughed at the idea of there being a conflict. He not only said there wasn't a problem, but that his Mariner 40 design really did need some extra beam.

The broker I worked for ordered three Sea Wolves, which were built of wood. All three promptly sold.

It was about that time I told Hardin that I thought a small, aft-cabin boat would sell well. So he built us two 37-ft triple-laminated, fiberglass-covered aft-cabin sloops. I thought they were great, as they sailed well, had a great aft-cabin with a double bed and head/shower, and a roomy salon. They didn't sell as well as they sailed, however, so we didn't order any more.

About this time, Mr. Harris, one of our Sea Wolf owners, came to see me. We'd done a lot of customizing on his boat and he loved it, but he still wanted something different. But he didn't know what. He asked what I thought would be good. I told him a salon on deck with an aft cabin. He liked the idea.

A little later I had to fly to Seattle to get a Sea Spirit off a ship for a customer, who happened to be the Second Mate on a Texaco tanker — as well as an ASA marine surveyor. He went over the Sea Spirit with a fine-tooth comb. Satisfied, he completed the purchase.

While in Seattle, I visited Bill Garden again, and explained about my ideas for a new boat for Mr. Harris. He didn't have anything like it, but said I could look through the drawers of all his designs. While doing this, I ran across a plan I'd never seen before. It looked like a Mariner 45 — not a 40. Garden said that several of them had been built by private builders. "I don't know what I did," Garden said, "but the owners say they are fast."

I asked if I could take a top and side plan, and he agreed. I am not an architect, but had taken a lot of drafting classes in high school. So I traced the hull lines — only I made her 48 feet long. I also added a nice, small aft cabin, salon on deck, and kept the Sea Wolf-type lower salon and forward stateroom. When I showed my revised drawings to Mr. Harris, he loved it. "How much?" is all he wanted to know.

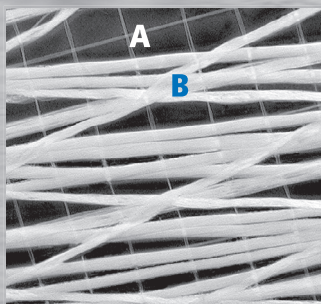
I sent my crude drawings to Bill Hardin in Yokohama with a request for a price. When I got a tentative price, Mr. Harris agreed to it as long as we took his current boat in trade. Wow, I couldn't believe it! Neither could Hardin, who flew to Seattle to visit with Bill Garden to see what changes should be made in addition to the ones I made. Hardin told me that Garden added two feet to the length and 200 sq. ft. of sail area. This



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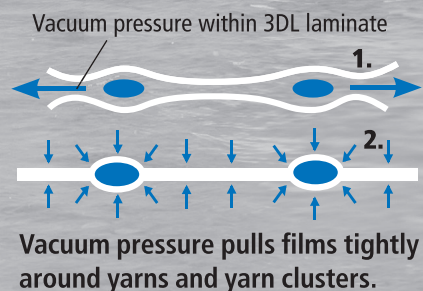
3DL laminate close-up shows laminate films (A) conforming tightly to yarn (B), creating a solid structure with a minimum of voids.

laminate voids.

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ABOVE: Mike Duncan's J/133 *Patriot*, winner PHRF Class 2, 2005 Chicago Verve Cup.



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By the way, where did Andy get that shot of the young lady





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## LETTERS

convincing her diesel to start? That's got to be the cleanest engine and the biggest engine space in the history of boating!

We love reading *Latitude*, even though the ones we get down here are usually pretty old and dog-eared. We're also vets of the millennium Ha-Ha aboard *Humu-Humu*.

Rick & Ami Bergstrom  
Tara Vana, Nautitech 435  
Chaguaramas, Trinidad

*Rick and Ami — The folks at the School of Sailing & Seamanship at Orange Coast College will offer a Diesel in a Day course for \$39 on September 8. For those looking for a more comprehensive program, they offer a 9-week course from September 20 to November 15 for just \$115. Terry Brown is the instructor for both.*

*The young lady in the Latitude diesel photo is Ha-Ha Honcho Lauren Spindler. The photo was taken at List Marine in Sausalito, where every fall Tom List teaches a one-day seminar on diesels.*

*We love the simplicity and reliability of diesels. For what it's worth, our biggest engine problems have had to do with the engine's auxiliary systems. Over a 10-year period of heavy use, we've destroyed two saildrives, had repeated problems with a high-output alternator bracket, and fried one smart battery charger. When given proper care and treatment, the engines have been terrific.*

### ↑↓ **OUTBOARDS ARE UNBELIEVABLE MACHINES**

I work as a Harbor Patrol officer here on the Central Coast of California, and deal with outboard motors as part of my job — two of our three patrol boats are outboard-powered. I also have owned my own outboards for many years.

In a recent *'Lectronic*, you asked how long an outboard should last. The answer is approximately 5,000 to 7,000 hours. And longer — maybe for the rest of your life — if you're good on your maintenance. Outboards are designed to be used by folks who don't really perform the 'needed' maintenance, so if you actually do the recommended maintenance, outboards should last damn near forever.

The Harbor Patrol here has two Yamaha 150s on our 26-ft RIB. They're about eight years old, get run almost every day, and have been almost maintenance free. They are just unbelievable motors.

Four stroke motors are heavier and more expensive, but they run cleaner and will probably last even longer than two-strokes.

I've enclosed a photo of my personal boat with an '87 Yamaha. The engine gets used hard and often, but runs perfectly and has tons of life left in it. Considering the environment in which they must work, outboards are truly unbelievable pieces of machinery.

The best thing you can do for outboards is rinse often and well with fresh water, keep them lubricated, and flush them regularly with Salt Away or a similar product to prevent corrosion up in the powerhead.



JEFF CHAMBERLAIN

***Jeff Chamberlain uses outboard motors almost every day, either for work or recreation, and he thinks they're terrific.***



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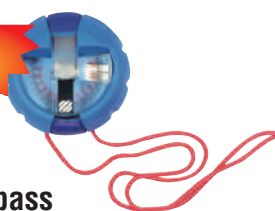
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## LETTERS

P.S. I've seen every issue of *Latitude* since you started, and say congratulations on the great magazine. The switch to editorial color is fantastic.

Jeff Chamberlain  
Central Coast

*Readers — We published a request for opinions on the life expectancy of larger-size outboards because we're thinking of running our photoboot on outboards as opposed to the current trouble-plagued inboards. A few people responded by saying their outboards stunk, but we received many more replies such as the one above. For what it's worth, our smaller outboards — an 8 hp Suzuki from the early '80s, and mostly 15 hp two-stroke Yamahas ever since, have been the model of reliability despite minimal maintenance.*

### ↑↓ THE CANAL DE REHUSA IS TREACHEROUS

I'm writing in response to Stan Gauthier's January letter extolling the virtues of the Mag Bay 'inside passage'. I'd like to point out that it's actually two bays — Magdalena Bay to the north, and Almejas to the south. They are joined by the Gaviota Channel. The primary entrance into Bahia Almejas is via the Canal de Rehusa. The main danger of Rehusa lies with crossing Rehusa's outer sandbar.

Now I don't want to get into a pissing contest with Mr. Gauthier, who has 35 years of professional experience and holds a, presumably Canadian, 350-ton license, which makes him a better mariner than I. But although the passage he mentions does exist, it's far from safe. Being the professional mariner he is, he, of all people, should be careful about spouting off about it. In my opinion, any prudent and responsible mariner — especially one with a large boat that's capable of sailing the Baja coast — would be wise to stay away from the Canal de Rehusa.

As for my qualifications, I'm but a humble recreational boater who launches his trailer boat in Mag Bay to research, locate and dive shipwrecks in Baja — and there are many in this 100-mile rough fetch from Isla Creciente, rounding Cabo San Lazaro, and on up to Boca de Santo Domingo. In the course of searching for shipwrecks, which requires being geographically precise, I've made 40 round trips of the Canal de Rehusa's treacherous bar. And many more times I've gone out to the bar and decided to turn back rather than attempt to cross it.

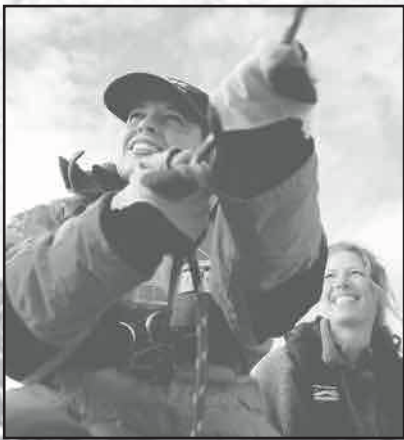
The waves that break on the bar are not the long rolling type. The swells come in from deep water, suddenly stand up when they hit the shallow bar, break, and then reform into waves again several times over as the swell rolls across the shallow sand. It's a real straight-up place, for there are no tricky currents or rips — just unbelievably massive volumes of water, high flow rates and speed. What you see is what you get. Inside the bar, the canal is a piece of cake.

My boat is a 19-foot Boston Whaler with a 150-hp Johnson. When I bought her, the salesman said that it was impossible to stick the bow. I've done it twice now, both times exiting Canal de Rehusa over the bar. I've also crossed it in a 24-foot Parker, a 22-foot Whaler, as well as several times on pangas with local fishermen. When they go over the bar, they always make the sign of the cross.

For years, the wrong approach to the bar's channel thru the roaring surf was marked by the mast of the wrecked fishing vessel *Shasta*, which unsuccessfully tried entering the bay at the seemingly logical place — across the center of the bar. Several vessels have also been lost on Punta Tosca, including the tuna clippers *Lois S* and *Enterprise*. While beachcombing



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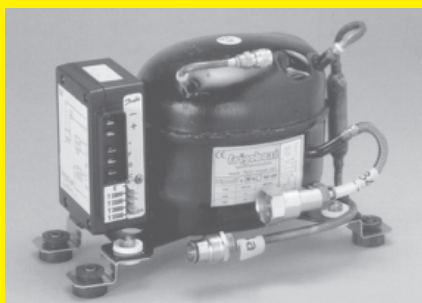
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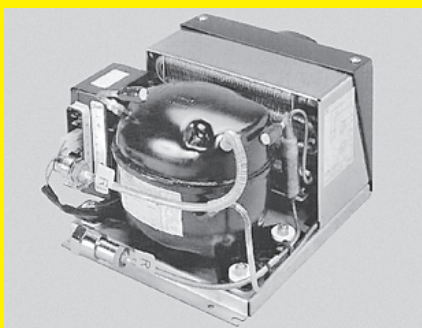
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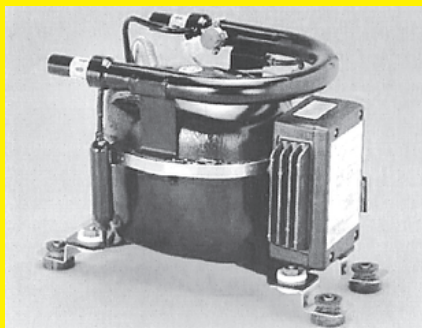
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## LETTERS

for traces of these wrecks — there were none — during a minus tide in '99, I came across the remains of a badly decomposed human corpse recently washed ashore against the base of the cliffs. Speaking with the local free and hooka divers who go down for shellfish there, I learned that at least three divers have been washed out to sea and lost.

My point is that the Canal de Rehusa is not a place to be taken lightly. On a moderate tide change, the water flows thru Canal de Rehusa's bar channel at about five knots. Still water lasts 15 to 20 minutes. The outgoing tide is particularly wicked, as much of Almeja's waters flush thru the bottleneck canal, then over its sand bar that extends from Pt. Santa Marina on Isla Creciente to Isla Magarita's Pt. Tosca. The water flowing out hits the incoming swells, making the waves even higher and steeper. Even on a relatively calm day it's not uncommon for there to be 8-foot waves. Yes, I have seen it flat calm, but more often I've seen the passage thru Rehusa's bar closed out.

Mr. Gauthier claims that fishing vessels regularly use the channel. Well, local pangas are fishing vessels, and but for one occasion, they are the only fishing vessels that I've seen cross the bar. Gauthier's inference is misleading, for I highly doubt he has ever seen vessels other than his own, and pangas, cross the bar. And why should they? There is a perfectly safe anchorage inside the traditional entrance to Mag Bay. And once committed to the Canal de Rehusa, one must skirt the off-lying rocks of Punta Tosca, then enter the channel heading not for the open waters of the bay, but tight in under Punta Tosca. I've found that you need to head for the cliffs at 11-15 knots to stay on the leading edge of a swell and not lose steerage. Once past the surf, before stranding, you have to come around to the NNE, paralleling the shore, with the surf off to the starboard. When there is a swell, it ranks about a 9.95 on the pucker scale. If you want sea room and head for the center of Rehusa, you will take the swell and waves full on your starboard beam.

Rehusa opens up nicely into Bahia Almejas, and once you've reached that, the worst is behind you. The only danger then is running aground — which is easy to do because of the meandering channels of Almejas. I know, as I was stranded high and dry there, a mile from shore, for eight hours in '92. But I did manage to pick up a lot of clams! Unless a hurricane has recently passed thru, the channels do not change, but the sand does come in and out from year to year. The backside of Isla Margarita is full of blind channels. Past the stranded wreck of the Asian longliner *Seabird* #83 is the narrow Canal de Gaviota entering Mag Bay, and then more shallows. Mag Bay offers endless anchorages with the preferred ones being just inside Punta Redondo or Pt. Belcher on Isla Magdalena.

Once across the bay and through the channel to San Carlos, it is possible to continue ziz-zagging up the inside of Isla Magdalena, thru the twisting channels. I've never done it on a boat with radar, but it's got to be easier than picking your way. The problem here is the lack of landmarks. The coastal terrain is flat and featureless. Once you get through 10 miles or so of shallow mangrove swamp area, the main channel pretty much opens up for a straight shot to Pt. Soledad — but not before passing a river mouth. Here, there is a trailer launch site where I usually camp while listening to the surf pound 24/7. Then, to regain the open ocean, Boca de Soledad must be crossed. Again, it's shallow but with slightly smaller surf and rip tides, but without Rehusa's volume of water.

It's possible to venture on north to run the channel behind the next sand barrier island, but the waters here are shallow.





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## LETTERS

Anyone planning to make any of these runs should only do so at high tide — and keep an eye on the engine temperature, as sand and sea grass tend to block the water intakes.

If the seas are so rough outside Mag Bay that Gauthier feels the need to pop into Canal de Rehusa for relief, the surf across the bar will be many times more dangerous than the offshore conditions. If one does pop into Bahia Almejas intending to leave again across the bar when the seas subside, they should be prepared to get caught spending days on the hook in the wind. Fortunately, though, it is a sand bottom — unless you get blown into the shallows, which tend to be a sandy mud.

The bottom line is that the wise mariner — or at least one who values his life and boat — will either tough it out around Cape Lazaro or sit out the weather on the hook inside Mag Bay, or on the hook at Bahia Santa Maria.

There is a reason that navigating the Canal de Rehusa, Bahia Almejas and the Mag Bay complex is not discussed in any of the cruising guides. It's too damn dangerous.

Peter Jensen  
Palos Verdes

*Readers — As an avocation, Jensen investigates wrecks on both sides of the Baja Peninsula. If you've got any questions about any such wreck, email him at [waterlinepro@cox.net](mailto:waterlinepro@cox.net). We had a enjoyable telephone conversation with Jensen recalling the wreck of the 160-ft motoryacht Cantamar south of Puerto Escondido during a New Year's cruise back in '85. We told him that we'd scrambled all over the boat a month after she'd been wrecked, and had recovered the diary of one of the passengers from the beach. We're going to send him photos for a book he's thinking about writing on the subject. He reported that Lloyds lost \$7 million on Cantamar, a World War II minesweeper that had been converted to a mini-cruise ship.*

### ↑↑ I WANT A BOSUN'S CALL FOR MY CELL PHONE?

First of all, thank you for all your good works. Secondly, do you or any of your wise readers know how I can get my cell phone to ring with a bosun's call?

L. Mark Lussky  
Adventuress  
Marina del Rey

*L. Mark — Thanks for the kind words. We've never figured out how our cell phone works, so maybe one of our readers can help you with programming a bosun's call for yours.*

### ↑↑ I'D LIKE TO BUY THE FIRST ROUND

I just read the January 20 *Electronic* report on the rescue of the crew of the catamaran *Eclipse* in the Gulf of Tehuantepec. I say, well done *USS Ford*!!!

I've spent a lot of time at sea aboard small sailboats, sometimes in extreme conditions between San Francisco and Hawaii. So I know what it's like to be in harm's way. As such, I cannot fully express my sincere respect, thanks and admiration for the crew of the *USS Ford* — especially the SAR crew and swimmer who carried out the rescue. So with heartfelt thanks, my hat is off to you all, for a job well done.

I hope you will forward this email to that SAR crew so that when they are next in San Francisco they will allow me to buy the first round.

Richard Leevey  
Artisan Marine

*Richard — Like you, we have nothing but tremendous re-*

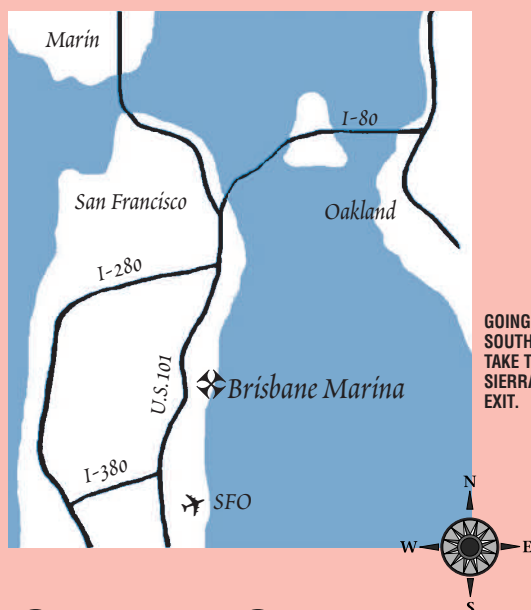


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## LETTERS

spect and admiration for the rescue team from the USS Ford. The fact that the pilot, LCDR Connie Avery, could maneuver a helicopter in 50-knot winds and 30-ft seas at night is amazing. But for the rescue swimmer, AW2 Chris Gotelli, to then jump into mayhem to help rescue Richard and Jetti was incredibly courageous. By the way, we've got a further report on Eclipse elsewhere in this issue.

### ↑↓IMPORT PERMITS AND TRANSPONDERS

I've been reading reports in *'Lectronic* about two issues that are of great concern to cruisers. The first issue is whether Temporary Import Permits are no longer being issued. The latter came up because cruisers have been having trouble getting the permits since the start of the season, and because one agent in Puerto Vallarta said the government wasn't going to be offering them anymore. That would be spooky, because without the Temporary Import Permits, boatowners would either have to take their boats out of Mexico after six months or pay 100% duty.

The second issue is the report that the Mexican government is considering requiring all recreational boats over 34 feet be equipped with transponders so their movements can be monitored 24/7. It's estimated that it would cost boat owners \$80/month.

The Temporary Import Permits — usually good for 10 years and also required for RVs brought into Mexico — have always been issued through *Banjercito*, which is the Mexican Armed Forces Bank. This is done because the Mexican government doesn't want their border agents to handle money, and because banks traditionally have been better equipped to accept payment by credit card.

On the mainland, vehicles and RVs with trailered boats used to have to stop at KM 21 south of Nogales on Highway 15. There, individuals would get their tourist visas from Immigration, and then go to the *Banjercito* kiosk with all their vehicle and boat papers to get the Temporary Import Permit. Unlike boats and RVs, the permit for cars was usually only good for one year.

Since cruisers can't sail their boats down the highway, they have to get their Temporary Import Permit through an agent in places like Ensenada, Cabo, La Paz, Mazatlan or Puerto Vallarta. Even though the permits are obtained through an agent, they are processed by *Banjercito*.

As some readers might know, Temporary Import Permits are no longer needed anywhere in Baja, nor on the mainland north of San Carlos/Guaymas. Because the state of Sonora was declared a 'free zone', Americans can now drive their cars straight from the border to San Carlos, for instance, without stopping except to get tourist cards. Designating Sonora as a 'free zone' was purportedly done because there are big plans to make Guaymas a major port for cruise ships, as well as a commercial port for shipping new cars.

Baja has been a 'free zone' for many years. Owners of vehicles and trailered boats who want to cross from Baja to the mainland by ferry — Santa Rosalia to Guaymas, La Paz to Topolobambo, or La Paz to Mazatlan — have to get Temporary Import Permits before making the crossing. That's why, for example, a temporary *Banjercito* office opens in Santa Rosalia the day before the ferry leaves for Guaymas. The same thing is true at the Pichilique ferry terminal just outside La Paz. But as long as you stay in Baja, you don't need a Temporary Import Permit for a vessel or a vehicle, you just need a tourist visa for Baja Sur. When driving down, there is a stop at Guerrero Negro — sort of the 'border' between Baja Norte and Baja Sur — where tourist visas are issued. You can't pay for a visa



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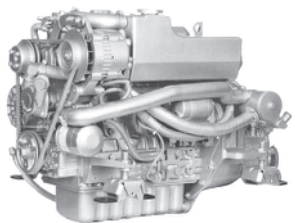
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## LETTERS

at the checkpoint, but you do have to pay the \$20 fee to some bank before you leave Mexico.

With regard to the idea of transponders being required on cruising boats, longtime marina owner Ed Grossman says the idea originated with SCT, the Communications and Transportation Ministry of Mexico, and was intended to regulate fishing vessels.

The Mexican government thinks that the U.S. government is going to require transponders like this — but the U.S. government doesn't seem to know anything about it.



There are a lot of foreign vessels fishing in Mexican waters too, so perhaps the transponders were meant to keep track of them as well. However, such a requirement would not go over well with other boat owners, which means

it was a problem for Mexico's Department of Tourism. So it seems the idea has been quashed. And if it ever gets implemented, it would likely only apply to commercial vessels.

The problem for Mexico is that in just the state of Sonora, for example, there are thousands of pangas that have never been registered with the state, let alone the federal government. There is now a big push to get them registered, and to let the states, as opposed to the federal government, regulate the issuing of fishing licenses. In the future, Grossman is hoping that boats won't have to have fishing licenses, either, just the fishermen themselves.

For the moment, I don't think anyone needs to panic about the Temporary Import Permits for pleasure boats. In fact, you can now apply for such permits online. You give them all your information, and they'll give you a confirmation. But you still don't pay until you get to a *Banjercito*, and you don't get the permit until you've paid. However, you can save a lot of time by getting the information put into their computer system in advance.

You can also get an Import Permit through the Mexican consulate in San Francisco. However, when you factor in the time it takes to get there, the expensive parking, and the fact that they charge 50% more for permits, it might not be worth it.

When applying for a Temporary Import Permit, always have multiple copies of all the boat paperwork, including the title, and bring your passport. And remember, the rules can change from day to day and place to place.

John 'Woody' Skoriak  
Sausalito / San Carlos

John — The good news is that the report from an agent in Puerto Vallarta that Temporary Import Permits will no longer be issued is complete baloney. We always suspected that might be the case, as it would be financial suicide for marine tourism in Mexico.

The Armed Forces Bank, Banjercito, which always issued Temporary Import Permits for cars, was supposed to take over the issuing and administration of Temporary Import Permits



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## LETTERS

for boats from Customs/Aduana in March of 1995. Alas, they weren't ready in time — and in a few places still aren't. Complicating matters, at the beginning of the year, a \$50 fee was instituted for the permits. (When cruisers paid money for Temporary Import Permits in the past, they were paying a fee for the agent, not for the permit.) As a result, at the November start of this cruising season, cruisers were able to get Temporary Import Permits at some places, such as Ensenada, but not right away at Cabo, La Paz or Mazatlan. We think the problems have been cleared up at all those places, but perhaps not at Puerto Vallarta. Nevertheless, it's just a matter of time there, too.

While it's possible to apply for a Temporary Import Permit at the [www.banjercito.com.mx](http://www.banjercito.com.mx) or [www.aduanas.gob.mx](http://www.aduanas.gob.mx), we don't see the point. For one thing, the websites are inexplicably in Spanish only, so most gringos won't be able to follow along. Secondly, as you correctly pointed out, you're only able to input your basic information on the site. You still can't pay for the permit until you visit a Banjercito, and you don't get the permit until you pay.

By the way, Neil Shroyer of Marina de La Paz tells us that, while cars don't need a Temporary Import Permit in Baja, boats do. Why the difference? Cars are on land, and Baja is a 'free zone', but boats are on water, and all water in Mexico — even around Baja — is federal, and therefore not part of the free zone.

We're also told that San Carlos/Guaymas is becoming a free zone because the businesses there, having lost so much money to the booming Puerto Penasco development at the north of the Sea of Cortez because it was declared a 'free zone', were successful in lobbying efforts to get a similar designation.

According to everyone we spoke with who attended the meeting with the SCT Ministry in Mexico City, the head of that agency said that the idea for the AIS transponders came from the U.S. government. It all started when President Bush, President Fox, and Prime Minister Martin of Canada met and created the Security and Prosperity Partnership of North America. Members of the Mexican Marina Owners Association who attended the meeting in Mexico City say they were promised that Mexico would not require the transponders on boats unless the United States did first, and will not charge more than the U.S. does when, and if, they are required. So the drive to require the Automatic Identifying Systems (AIS) on recreational boats clearly didn't start in Mexico. For more on this subject, see this month's Sightings.

The way we see it, the news out of Mexico is excellent. The new domestic clearing procedures, while not perfect, are a huge improvement on the old procedures. The Temporary Import Permit scare and difficulties are rapidly fading away and there now seems to be nothing to worry about. As for the Mexican government requiring transponders on boats because the U.S. is going to require them — we don't think the U.S. is going to propose such legislation, and even if they do, we doubt that it would pass.

### ↑↓ WHAT WAS THE FEBRUARY ISSUE LIKE?

Great issue!! As an old surfer/sailor, I found the issue to be full of fun stuff. The various letters and pictures — more on that later — were awesome. I now have to set aside time immediately after picking up the latest issue to go through it cover to cover. The articles about Jim Welch and Craig McCabe both sound like luck — bad and good — rather than 'the hand of God'.

As for the photos, that stern shot of Mari-Cha IV truly gave meaning to the term megayacht. And for big praise, a little



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## LETTERS

T&A doesn't hurt. Look what it did for *Sports Illustrated*!!

Keith Dekker  
Central Coast

Keith — So, you're not just a surfer/sailor, you're a surfer/sailor/non-believer. We're glad you liked the photos, but if you're reading *Latitude* for T&A, you're going to be disappointed, because that's not what we're about.

### IT SURE LOOKS LIKE FUN

Whatever this Zihua SailFest is, it sure looks like fun from the photo you posted in *Lechronic Latitude*. In these times of bad politics, we need something to cheer us — and you are succeeding!

Horst Lechler  
Seahorst, Catalina 350  
Marina del Rey

Horst — SailFest was dreamed up at the end of the 2000 Ha-Ha as an excuse for cruisers to sail down to Zihua to have some fun together. Since just having fun seemed a little shallow, a fund-raising aspect was added. During the first several years, the money went to the Netza School, which was nothing more than the shade of a tree under which an indigenous woman taught 15 non-Spanish-speaking indigenous kids Spanish so they could attend Mexican schools. But with the fund-raising having now become the major part of the event



LATITUDE / RICHARD

**Fun is fun but having fun while raising big bucks for charity is even better.**

— nearly \$150,000 has been raised in five years — there is a 9-person board that oversees the distribution of the money, most of which now goes to six schools in the area. In Mexico it costs just \$250/year to send a child to school for a year and provide him/her with a uniform, books, backpack, and shoes

— about 1/50th of what it costs for students in Marin — so the money goes a long way.  
We asked the ladies aboard *Elysium* why they flashed their boobs, and they had a good reply, "To attract the attention of men like Horst Lechler, so they'll contribute to the cause. Horst can do so by going to [www.losninos.us](http://www.losninos.us). We'll bet he can't visit that site and not cough up at least \$50."

### HOW ABOUT A SOUTHERN CALIFORNIA CHARTER?

When I was a kid, I remember watching with a sense of awe as my grandmother tore apart her apartment looking for her reading glasses — which were planted on top of her head. I felt the same awe reading your response to the December letter about where teachers might go for a lengthy bareboat charter in June, July or August.

Ahhh yeah, granny, your glasses might be in one of those 30 drawers you just emptied, but they might be on your head. And ahhh yeah, *Latitude*, there might be great summer cruising in Mexico or the South Pacific or wherever — but how about Southern California, which is so close.

My June, July, August advice: Jump on a Jet Blue from Oakland to Long Beach, pick up a boat at Shoreline Marina



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## LETTERS

— Pacific Sailing, Marina Sailing and others are based there. Then sail an hour DDW to a guest end-tie at Alamitos Bay Marina, where Trader Joe's, Wild Oats Market (like Whole Foods), West Marine and many great restaurants and watering holes are within walking distance. Then off to Catalina.

Bored with Catalina after a few days at Avalon? Then try Isthmus Cove or hang on the hook on the back side. What next? Jump across to Ventura, up to Santa Barbara, over to Santa Cruz Island, and back down to Catalina. From there, how about Newport, Dana Point and San Diego? You get the idea.

I know that the cruising grounds of Southern California are so close that they are easy to overlook. Sort of like those granny's glasses atop her head.

Thornton Reese  
Probable Cause  
San Pedro

Thornton — You make an excellent point. It's inexplicable that we overlooked Southern California as a charter destination, because in the fall of each year we have a great time cruising Profligate between Santa Barbara and Newport. There's so much



LATITUDE/RICHARD

to do and see — and surprisingly, almost all of it is away from the hordes of people and traffic. To get an idea of what sailing is like in Southern California, check out Joe Elliott's series of feature articles on it in the pages of

Latitude, beginning this month.

However, we're not Jet Blue fans, and here's why: After a great three-day weekend cruise from Newport to Catalina and back to Long Beach's Shoreline Marina, we booked a flight on Jet Blue from Long Beach's cool-looking historic terminal to Oakland. But Jet Blue officials refused to let us check in because we'd arrived 40 minutes before scheduled departure, not the 45 minutes before that they required. It made no difference to the rule-obsessed Jet Blue officials that there wasn't a single person in the security check line, not a single person at their check-in counter, and plenty of empty seats. Little Southwest Airlines is always much more accommodating — which might have a little bit to do with the fact that they are the most profitable airline in the world and have a market capitalization greater than all other U.S. airlines combined. Customer service is important.

### ↑↓ I'M KINDA SPOOKED ABOUT CAPTAINS

I've dreamed about cruising since I first set foot on a friend's boat at age 19. But children, divorce and single parenthood prevented it. Then I remarried, got into boats again, and finally got the right boat to go cruising. Unfortunately, though, I was with the wrong guy and got another divorce at age 51.

Moping around on the boat this summer, I became friends with two avid sailors who owned boats in the San Pedro area.





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Photo by Sandra Carson

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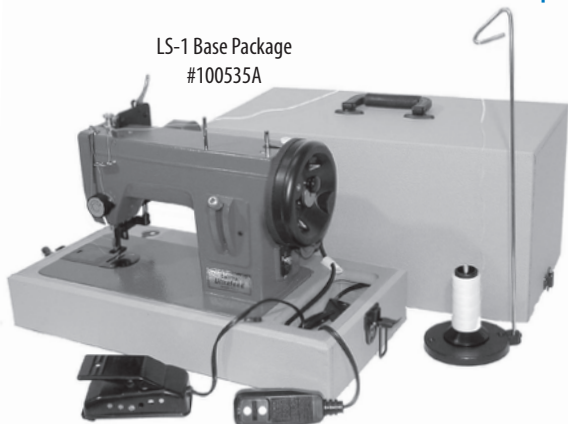
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## LETTERS

We did a lot of daysails together, and even overnights to Catalina. Ken — not his real name — sailed down to Cabo as part of the Ha-Ha in November. When Tom — not his real name, either — said he wanted to take his boat to Puerto Vallarta and wanted myself and Ken to go along as crew to satisfy the insurance requirements, I jumped at the chance to realize my lifelong dream.

In the spirit of things, I bought Capt. Tom a bait table for his boat and shirts with the boat name on them for all of us as Christmas presents. And I brought along eight charts of Mexican waters from my boat. Tom bought me foulies for the winter night's sailing. It seemed as though it was going to be a great trip.

The sailing was wonderful, as we had many warm and sunny days, and the crystal-clear nights featured lots of stars to steer by. I cooked, cleaned, took the wheel, sang, and thrilled to the ocean. I had the 0000 to 0300 watch, and since I was new, my fellow crewmember Ken stayed up to keep me company until we felt I could stand watches alone. I reciprocated on his 0300 to 0600 watch, while Capt. Tom slept for six hours.

While I never got more than 2.5 hours sleep at a time, Capt. Tom slept six hours at a stretch each night, and took lengthy naps in the afternoon. Another thing that bothered me a little was that he sometimes used pretty foul language.

It took us four days to get to Turtle Bay, where we put in for some welcome sleep. We then continued on for four more days, arriving in Cabo San Lucas on Christmas Eve. We walked around town, I drank some wine, and Ken and I walked arm in arm to steady ourselves after eight days at sea. At some point Tom left us.

The next morning we left for a two-day sail to Puerto Vallarta. There had been no indications of romance between anybody, and my intention was to keep it that way to forestall any jealousy. I cooked, cleaned, and stood watch, and was a willing spirit. But then El Capitan asked if I was "sweet" on Ken. It was such an odd question, as there had been nothing whatsoever between Ken and myself. So I gave a diplomatic answer — that I was happy to have both the captain and Ken as friends, and felt privileged to be on the boat with both of them.

But at 0500 the next morning, while I was on deck during Ken's watch, Capt. Tom came up yelling, "This is bullshit!" But we weren't doing anything — absolutely nothing! I became frightened of Tom's crazy behavior and went below to lie down. Two hours later, when just Tom and I were on deck, he told me that I was off the boat as soon as we cleared in at Puerto Vallarta. It was so weird that I chose not to argue.

In a subsequent conversation with Ken, I learned that the captain had told him there was no problem between the two of them. Apparently, Capt Tom was jealous and angry that I didn't come on to him — even though he talked and smelled like a goat.

During the last day of the crossing to Puerto Vallarta I was so terrified that I always made sure there was something between the captain and myself — be it the wheel, the dodger, anything. I didn't want him to hit me or throw me overboard.

Thankfully, we pulled into Banderas Bay the next morning, and I packed my belongings — careful not to take the foulies the captain had given me. When we got to the dock, Ken and Tom got into a conversation with the dock neighbors. I fetched my belongings, stepped onto the dock with 90 pounds on my back, but because my hands were full didn't take my sleeping bag or charts. I publicly thanked Capt. Tom for the very



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## LETTERS

interesting trip and reached out to shake his hand. He didn't take it. I walked away and got a hotel room, as my flight back to the States wasn't for another 10 days. When I returned to Tom's boat a week later, he said I could have my sleeping bag, but he wasn't giving back my charts. I don't argue, scream, or get into the gutter, so I walked away.

Now I'm wondering whether I should ever crew or go on a sailing trip again. After all, I had checked these guys out, I did everything I should — and I was still thrown off the boat far from home and ripped off. Is this common? Do female sailors frequently have these experiences? Are women often treated badly unless 'accommodations' are made? What am I talking about! Was the guy being crazy exceptional, or was I crazy not to expect it? Am I naive?

I think women are at a substantial risk, and need to be aware that situations like this are possible. Don't get me wrong, I loved the sailing, but I must admit that now I'm kind of spooked about captains. What happened wasn't part of my dream.

Barbara Brown  
Los Angeles

*Barbara — Having heard your side of the story — and with all due respect, there's always another side to the story — we'd still have to say that you're at least a little bit guilty of being naive on several counts.*

First off, before the trip even starts, the captain, a single man, spent a couple of hundred dollars buying you, a single woman, foul weather gear. Even people as insensitive as us know that this was the time that you were supposed to look him straight in the eye and say, "We need to be perfectly clear about the situation between you and me — are there any strings attached to my foul weather gear?" Didn't any alarms go off in your head? Let us give you a little insight into the male mind. Guy + girl + sailing adventure = why not a little romance? That's Nature. If men weren't wired that way, the species wouldn't perpetuate. So you always need to make the non-relationship perfectly clear in advance — and for the duration of the trip.

But we think you're most naive for assuming that any crew situation will work out successfully. Crew problems — and it doesn't matter what sexes are involved — are as common as bird shit on Isla Isabella. In fact, you can consider it something of a success that the three of you made it all the way to Puerto Vallarta. On our first sail to Mexico with our Freya 39, two of our male crew had a serious brawl on just the third night out. They are both great guys, they just weren't compatible in a small space. You find situations like this all the time, which is why the frequency of crew getting kicked off — or fleeing boats — in Cabo is hardly worth mentioning. It's not that there was anything wrong with the individuals, they just weren't compatible with each other. Heck, we know of several women who have sailed every leg of the Ha-Ha on a different boat.

Crew problems are most frequent when captains and crews are relatively new to ocean passages. With experience, crews learn to take up less physical and psychic space, and tend to cut others slack when they seem to be having a bad day. But even then it doesn't always work out. And thank goodness yours was just a short trip. Four folks recently made a 40-day delivery from Cape Town to the Caribbean, and both the captain and first mate thought the two other crew were completely worthless. But they all stuck it out.

On the other hand, we won't completely discount the possibility that your captain was a complete asshole — those types certainly exist, too — and that you are right to be upset. If you decide to make another ocean passage, we hope you



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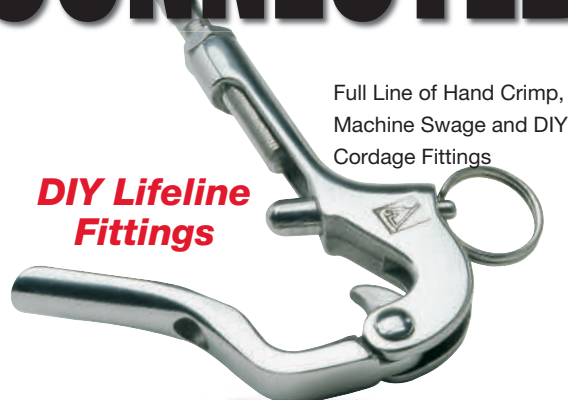
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## LETTERS

have better luck.

### ↑↓ AND SOON YOU'LL KNOW THE REST OF THE STORY

While stuck in traffic in Washington, D.C. — imagine the Bay Bridge but without the scenery — the thought occurred to me that the anniversary of *Latitude 33* must be approaching. I used to work at West Marine in Long Beach, and as I recall, you did three or four issues — one included a pretty funny map that included a tortured latitude 38 line that ran through Catalina, Palos Verdes, and Long Beach to explain where the name came from. It was a great attempt to expand your market. Unfortunately, or perhaps fortunately, this was about the same time that *Santana* started as the 'SoCal rag'. The market couldn't support both. If I were to speculate, pulling the plug wasn't the most fun at the time. Judging by the editorial, ad content and color of the current *Latitude*, I'd guess it worked out for the best. Cheers!

Stefan Svlich  
Washington, D.C.

Stefan — You've got a terrific memory, but you're a little off on a few of the details. It must have been '84 or '85 when David Poe and Kitty James approached us with an offer to become partners in a Southern California sailing magazine modeled on *Latitude 38*. The deal — they'd get to use all our editorial material, and we'd get 25% of the profits, if any — had little appeal to us. It was a friendly meeting, but at the end we promised that we would protect what we felt were our interests in Southern California.

It's a considerable source of pride to us that two weeks after they came out with their initial issue of *Santana*, we were able to respond with our first issue of *Latitude 34* — not 33. After 14 months we stopped publication — but it wasn't because the market wouldn't support both magazines, and ceasing publication of 34 was anything but an unhappy decision on our part. Let us explain.

At the time, our routine was to work about 12 hours a day three weeks of the month on *Latitude 38*, then collapse for a week. In order to publish the kind of *Latitude 34* we could take pride in, we felt we needed to have a photoboot on the scene at as many sailing events as possible in Southern California. So we bought a small Whaler-like powerboat and started spending what had been our recovery week from 38 towing that damned boat up and down the 405 in weekend traffic in order to hit as many sailing venues as possible. To tell you the truth, it wasn't all that much fun — particularly because when we got to the venues there was rarely enough wind to shoot anything resembling an exciting sailing photograph.

But it was unvarnished hedonism, not a bad business environment or crummy photo conditions in Southern California that caused us to pull the plug on 34. You see, we just happened to fly down to St. Barth — which we'd never heard of at the time — to look at an Ocean 71 ketch that a bank had repossessed and was offering at the price of a Valiant 40. After three days of having our eyes opened to a life of bacchanalian sailing adventures in the Caribbean, we sat ourselves down on the beach at sunset with a big bottle of Mt. Gay rum and a small bottle of tonic, and faced a life-altering decision. Given that *Latitude 38* left us with only one spare week a month, we could either use that week to continue pulling the photoboot up and down the 405 in order to publish 34, or we could shut down 34, buy what was to become Big O, and pursue a reckless life of sailing debauchery on a big yacht in the Caribbean. It might have been the tropical conditions, all the naked women, the rum or even a latent curiosity in debauchery, but we went with the latter



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## LETTERS

option. Based on that decision, we ended up making hundreds of great friends in the tropics, took thousands of great photos, and made a million priceless memories. Right from the outset it was clear that it was one of the two or three best decisions we'd made in our life.

### ↑↓ LIKE HAVING YOUR OWN PERSONAL PLANETARIUM

In the years that I've been organizing and leading bareboat charter groups, I've been fortunate enough to see the green flash in lots of nice places. Sometimes people can disagree as to whether there was a flash or not. Some people even doubt there is such a thing. *The Field Guide to the Night Sky* from the National Audubon Society has two nice color plates of the flash, and is a convincing authority on the subject.

One of the best flashes I've seen was from San Francisco Bay — just like Paul Kamen's photo that appeared in the January issue. Rich Ferrari and I used to take passengers on the *Brigantine Rendezvous* for evening sails, and we both saw a beautiful flash right through the Golden Gate. I had never seen one there, and would have felt like a fool telling everyone to look for it if there was nothing to see. So Rich and I kept it to ourselves — and were the only ones to catch it.

In the past, I used the *Field Guide* to help me learn stars and constellations, but matching the night sky to the star maps was always a problem. Now I use something better — a computer program called *Starry Night Pro* (from *starrynight.com*) for the laptop. It shows everything the way it really looks in the sky, and is like having a personal planetarium. Free updates on the web make it possible to view and identify artificial satellites as well as the stars, planets with their moons, nebulas, and other space features. Moving the cursor to an object reveals data — such as location, size, distance from earth, apparent magnitude, etc. It makes learning the night sky a lot easier and more fun.

My next organized flotilla will be to the Grenadines for the 2006 Summer Sailstice celebration. Sky conditions permitting, I'm sure we'll have opportunities to see the green flash in places like Bequia, Canouan, Mayreau and the Tobago Cays. As usual, there's likely to be debate over whether the green flash has happened or even if there is such a thing. Of course, a few rum drinks or G&T's won't hurt — as long as we're already safely anchored.

Bob Diamond  
Spinnaker Sailing  
Redwood City

Bob — *Starry Night Pro* sounds terrific — thanks for alerting us to it.

### ↑↓ THE GREEN FLASHES OF JUPITER AND VENUS

I'm writing in response to F. Berg's January letter about extended green flashes and your editorial response. I also believe that Berg saw the green flash at sunrise.

However, although I stood the 0400-to-0800 watch many times over the years, I must admit that I never saw a green flash in the morning. Perhaps I was either working out morning stars in the chartroom or just not paying attention — although waiting for an amplitude of the sun would have given me numerous opportunities.

By the way, the 0400-to-0800 morning watch was my favorite, as few others — especially the 'old man' — were awake during the early part of the watch and the ship was quiet. I got to pick out and work which stars to shoot, and the time spent waiting for first light and hoping for a clear sky was a great time for reflection. That watch also featured glorious



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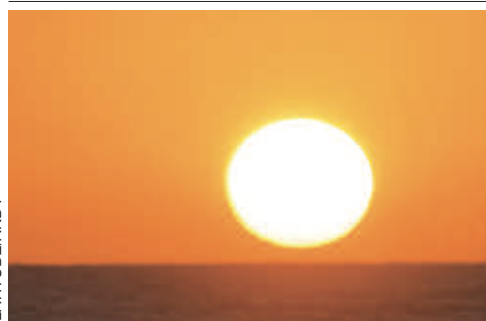
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## LETTERS

sunrises, the smell of freshly brewed coffee, and, of course, the smells of frying bacon and freshly baked bread wafting around the bridge.

No less an authority than *Bowditch*, *American Practical Navigator* answers questions on the green flash. I'll site my 1962 printing, page 811-12, article 3821: "If the red, yellow, and orange images are below the horizon, and the blue and violet light is scattered and absorbed, the upper rim of the green



LATITUDE/ANDY

**If the conditions look right, stand by for the green flash.**

"these colors may be seen at sunrise, but in reverse order." *Bowditch* also states that under favorable conditions, a flash has also been observed at the setting of Venus and Jupiter!

P.S. I have a strong urge to buy a sailboat and sail over the horizon — although the time I capsized a rented sailboat in Raccoon Strait in '67 is a vivid memory. Especially the four saucer-sized eyes being washed up from the cabin as the boat went down by the head. So much for knowing it all — let out the main sheet, stupid!

Bob Hannah  
Proud Seafarer  
Reno

### IT HAPPENED ON THE WAY TO BORA BORA

While on watch with Ethan Silva aboard the 84' steel schooner *Dariabar* — which Silva had built in Oakland — we saw a sunrise green flash on our way to Bora Bora from Moorea. It was a first for both of us, and it must be true because I just confirmed it by checking my log of the trip. It was a couple of days before Bush the Second captured the White House. It was hard to believe the unfolding news from home as we watched television at Bloody Mary's.

John Attaway  
Ukiah

John — We all know what happened to George Bush, but what ever happened to *Dariabar*?

### THE GREEN FLASH WINKED AT ME A SECOND TIME

I can back up Fred Berg's claim that green flashes can also occur at sunrise, as I have witnessed them twice — one of them being a 'double'.

I spent eight years fishing for tuna and salmon from the Columbia River to Mexico. The albacore tuna season is late summer and fall when the weather offshore is often clear and calm — perfect for green flashes. A fisherman's workday starts well before sunrise, so unless we somehow wake up on the fish, I always had time to watch the sunrise. One clear, fairly calm morning, I was leaning against the combing holding a cup of hot coffee when the rising of the sun produced the brilliant jewel of a green flash. Just as suddenly, the boat dipped into a three-foot trough — and I'll be damned if I didn't see a



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## LETTERS

second green flash.

The time I saw the green flash is one of the most memorable mornings of my life and at sea — and I have logged 30 years out there — including a few with Bruce Perlowin. If you've been around long enough, you know who he is.

Brett Dingerson  
Marine Electric  
San Diego

Brett — We've been around long enough to know who Bruce Perlowin is. In fact, if it weren't for him, we'd probably never have found ourselves in jail.

For those not familiar with the name, Perlowin was one of the earliest big-time smugglers and distributors of pot in California. Indicative of how much things have changed from the '70s, he got his start by buying pot in Florida, stuffing it into the largest suitcases he could find, and then checking it as baggage when he flew Continental Airlines to the West Coast. He and his friends did it over and over again, and never got caught because there was no such thing as airline security back then.

Perlowin later got involved with Colombians, and would ultimately bring about \$300 million worth of pot to the West Coast — most of it being landed at a warehouse near the Richmond YC. Rather than doing the smuggling himself, Perlowin recruited down-on-their-luck fishermen from places like Moss Landing to go to Colombia and bring the stuff back on their boats.

His first big smuggle — a fishing boat full of dope from the Pacific Coast of Colombia to Richmond — went badly. There was no problem with the DC-3 dumping the bales on the remote beach in Colombia, and no problem with the locals who were paid peanuts to collect the bales and load them onto the Northern California-based fishing boat. In fact, there was no problem at all until the boat got to about Montara, just 20 miles from Richmond, at which point a Coast Guard C-130 did a fly-by. Figuring the Coasties had spotted the bales because some of the tarps had blown off during a Tehuantepecer, the skipper and crew set the autopilot for a slightly offshore course, then hopped into the dinghy and made their way to shore at Pillar Point.

Perlowin, who was monitoring the operation from a radio-filled RV on the hills above Montara, started shitting bricks because back in those days the Colombians fronted the dope. If you didn't pay them when the time came, you had a lot of explaining to do. After determining — via radio scanners — that the pilots of the Coast Guard plane didn't suspect anything, Perlowin chartered a plane or two to search for the now-unmanned fishing boat heading out to sea with a small fortune in dope. The fishing boat was never seen or heard from again. Somehow Perlowin managed to convince the Colombians that he hadn't played them for suckers, and went on to do hundreds of millions of dollars in business with them.

Because Perlowin's story had to do with passages on the Pacific Ocean, local fishermen, and smuggling millions of dollars of dope into (usually) a Richmond warehouse, we decided to interview him after he'd been caught, prosecuted, and, for some reason, temporarily brought to a cell in the San Francisco Hall of Justice.

After making arrangements for an interview, we showed up at the Hall of Justice, and were directed to an elevator. When we got to the jail level, all we could do was walk out into a small, windowless room with steel walls and a steel door. We waited and waited and waited. Finally, a tiny slit was opened in the door and an unseen person asked what we wanted. When we replied that we'd come for a scheduled interview with Perlowin,



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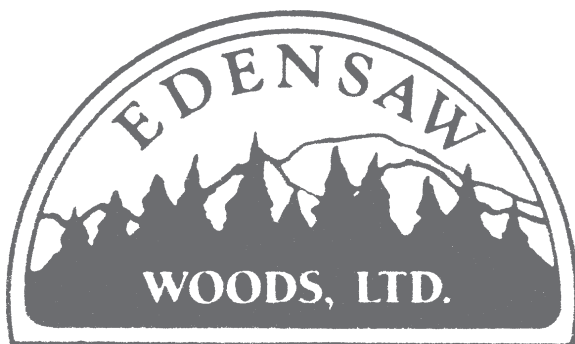
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## LETTERS

the slit was slammed shut without a word being spoken.

After having stood in the little room for about 15 minutes, the elevator door suddenly opened and a large and very animated African-American man stepped into the small room with us. When the elevator door shut, it occurred to us that we were all but in a cell with him. Given the rather crazed look in his eyes, it didn't make us feel all that comfortable. After about five minutes, the slit in the door opened again, and a voice asked the African-American what he wanted. He said he'd just gotten out of the jail — oh great! — and thought that he might have forgotten his belt. The slit again slammed shut without a word.

As soon as it did, the African-American guy started laughing hysterically. "I didn't lose any belt," he confided in us, "I just came back to fuck with the guards' heads." And he started laughing wildly once again. More concerned with our well-being than ever, we were glad when a steel door opened and we were admitted to one of those rooms where the prisoner sits behind bulletproof glass and talks to you over a phone.

It turned out to be a fascinating interview, and we featured it in two issues of *Latitude*. Perlowin, who had become a Buddhist or something to survive in jail, expressed what seemed to be genuine remorse for having lured a lot of law-abiding fishermen into a life of crime. He said he realized that he'd not only ruined the fishermen's lives, but also the lives of their wives and children.

The only time we thought Perlowin might not have been telling the truth was when he said that he hadn't managed to stash any of the tens of millions he'd made before he got caught. How could such a smart guy be so dumb? Expecting to be released from prison about eight years later, Perlowin expressed confidence that, given his managerial experience, he could be an effective asset for a legitimate corporation.

So yeah, we know Bruce Perlowin. It would be interesting to know what happened to him after he was released from prison.

#### ↑↓ **THE MOST BRILLIANT FLASH WAS AT SUNRISE**

It never occurred to me that one could see a green flash more than once by changing one's elevation. It makes perfect sense — until you think about it. What are the physics — and trigonometry — of lowering your head at a rate greater than the sun's traverse across the sky? Call me skeptical, but don't call me a disbeliever.

Over the course of the past 30 years or so, as a sailor and a merchant officer, I have observed green flashes on more occasions than I could possibly keep track of. But the total number remains relatively small as compared to the total number of days I have seen the sun slip below the horizon without a flash. So for me, a green flash remains a relatively rare astronomical event.

However, the most brilliant green flash I have ever observed was at sunrise. It happened while I was aboard a crude oil tanker about 100 miles due west of the Golden Gate Bridge on our way from Valdez, Alaska, to Los Angeles. Until that time, I also would have been skeptical of anyone telling me that they had observed a green flash at sunrise. But this flash was so brilliant that it forever changed the scale upon which I subconsciously measure green flashes. It happened in '87, and to this day I consider that sunrise green flash to be the most brilliant and colorful that I'll ever see in my life. Since then I have observed one other green flash at sunrise, but it was no different from any of the hundreds of green flashes I'd witnessed at sunset.

My guess is that I will be one of many who report having



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## LETTERS

seen a green flash at sunrise.

Kelley Stark  
Redondo Beach

*Kelley — You're correct, we've gotten so many letters about green flashes at sunrise that we're no longer skeptical.*

### ↑↓SUNRISE FLASHES ARE A SCIENTIFIC FACT

As a sailor and amateur astronomer, I can assure you that the green flash occurring at sunrise is a well-documented scientific fact. The atmosphere doesn't stop refracting light just because it's sunrise, wherever you happen to be.

Part of the difficulty in observing a green flash at sunrise is that you have to know exactly where to look. It's not as easy as sunset, where you can follow the sun going down. Many a sunrise green flash is missed because people aren't looking in the right place.

There's also a physiological factor at sunset that doesn't come into play at sunrise. At sunset the observer has been looking at the red sun, which depletes the retina's red-sensitive photopigments and distorts color perception. This distortion can make even a yellow flash appear as green.

There are also numerous well-documented cases of multiple, extended green flash observations — most notably by Admiral Byrd's Antarctic expedition of 1928-30. At extreme high latitudes, sunrises and sunsets slowly graze the horizon at shallow angles. Byrd's team observed repeated flashes over the course of 35 minutes as the sun's limb winked in and out of view. Here is an excerpt from the account which appeared in the Monthly Weather Review 59, written by William C. Haines, who was Byrd's meteorologist:

"On the evening of October 16, 1929, between 8:45 p.m. and 9:20 p.m., several members of the expedition observed a very striking example of the green flash. At the time, the sun was skirting the southern horizon, its disk disappearing at intervals only to reappear again a few moments later. This fluctuation was caused by the unevenness of the barrier surface which formed the line of the horizon. The irregularities in the snow surface permitted the upper limb of the sun to appear in one or more starlike points of light from adjacent notches. These points or flares of light would sometimes have a greenish color on their appearance or disappearance. The length of time during which the green flare was visible varied from a fraction of a second to several seconds, and at times it was possible to keep it in view or to make it reappear again by raising or lowering the head. Occasionally, green, orange and red flares could be seen simultaneously at different points, giving one the impression of traffic lights. When the sun sank too low to be seen from the ground, it was still visible from elevated points such as the anemometer post or radio towers. The above effect was seen at intervals during a period lasting over half an hour."

For a great explanation of all things related to green flashes, visit Andrew Young's web page: <http://mintaka.sdsu.edu/GF/>.

C.R. Saikley  
Alameda

*C.R. — Since you're an amateur astronomer, perhaps you can answer a question for us. What do you call it when there's just a sliver of a moon, and it's so low on the horizon that all you can see are the tips at each end?*

### ↑↓BEAUTIFUL ANCHORAGES THAT REMAIN PRIVATE

I'm thrilled that there are still great places to anchor lo-



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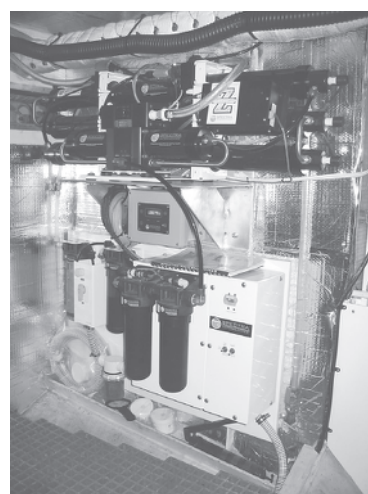
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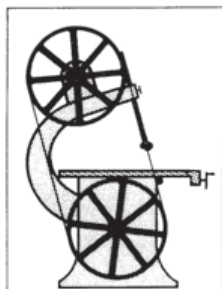


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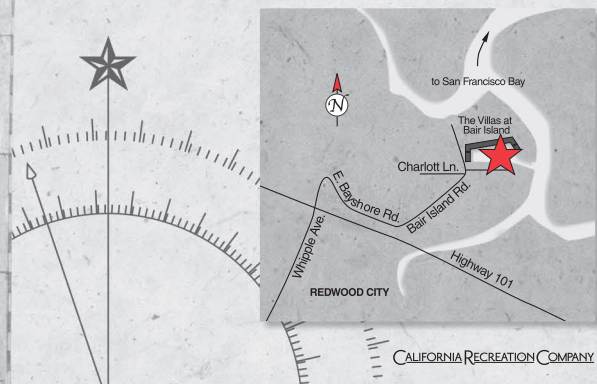
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## LETTERS

cally without regulation, as freedom is one of the ideals that attracts me to sailing. To have a safe harbor without having to tie up, plug in, and pay fees, all within easy access to one of the more important ports and exciting destinations in the world — like Clipper Cove — is not something to be dispensed with. Not for locals, and not for the cruising world at large.

I'm sure that you have cruised down the coast to Catalina, and doubtless many other coasts, and seen all the beautiful anchorages that remain private and unmoorable to just anyone passing by. Let's not let that happen here in the Bay.

Tom Neely  
Minerva  
Richmond

*Tom — How free would you feel if you wanted to anchor in Clipper Cove and there wasn't any room because the cove had been filled with unattended derelict boats?*

*As for "all the beautiful anchorages on the coast that remain private," we challenge you to name one. Certain small areas of the coast have been zoned by the government for specific purposes such as ship navigation, mooring, diving and/or swimming, marine preserves and for scientific research, but anchorages can't be privately owned. The same is true in Mexico and every other country that we've visited.*

### ↑↓ A TYPICAL MOORING FIELD WOULD HELP

Thanks for the opportunity to discuss anchor-outs! The California State Park Service should develop many anchorage areas for cruisers and recreational boaters. They should be operated like our existing marinas, with *simple* rules and *low* fees. This would eliminate the developing problems we have at places such as Clipper Cove.

For example, the installation of a typical mooring field would allow more boats to tie up without bumping into each other or fouling each other's anchor rodes. Any boater could check in and pay a small mooring fee, which would generate revenues to maintain the mooring field. Every evening the anchorage attendant would dinghy around and collect fees from boaters, and evict anyone not in compliance with the rules. It would be just like at the many campgrounds throughout the state.

A lot of the South Bay is shallow, out of the shipping lanes, and could be designated as an open anchorage. Water taxis could provide regular landing service.

Mariners who would agreed to follow the rules and pay the fees could liveaboard on a long-term basis.

Jim Van Sant  
Alameda

*Jim — With all do respect, we don't think enough boats would use a mooring field in the South Bay — or even Clipper Cove — to make the installation of mooring fields financially viable. After all, such buoys would only be used on weekend nights a few months a year. You have to realize that owners of mooring buoys in places like Newport Beach have to pay something like \$1,000 a year just for the annual maintenance, so the annual revenue in the South Bay and Clipper Cove wouldn't come close to covering that — let alone pay for a mooring attendant or the huge expense of installing such a mooring field. And in any event, if all the derelict boats were removed from Clipper Cove, wouldn't there normally be enough room for everyone to anchor in reasonable safety?*

*The only place where we think a mooring field might be financially viable is in Richardson Bay — and we've long believed that one should be put in. In fact, we don't believe any*



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## LETTERS

*boats should be allowed to winter over in Richardson Bay unless they are secured to an inspected mooring buoy. After all, how many tens of thousands of dollars should taxpayers have to cough up each year to clean up the mess created by irresponsible boatowners who allow their boats to drag ashore? We're not against liveaboards in Richardson Bay, but we are against irresponsible boatowners.*

### ↑↓ **KEEP THE FREE ANCHORAGE FREE**

I'm writing about the boats anchored in the Sausalito free anchorages. Free anchorages should stay just that — free and unregulated. There are already too many rules and regulations in the world as it is. Leave these people alone. For some, just living afloat is an adventure.

Bill Nay  
Jackson, Wyoming

*Bill — Free and unregulated anchorages are great in theory — and reality, too, when people are responsible. Alas, there's a long history of anchorages in urban areas taken over by people who haven't always been very responsible. But we wouldn't worry about Richardson Bay — those folks have been sacred cows for decades, and we doubt that's ever going to change.*

### ↑↓ **WHO INSPECTS THE DERELICTS IN CLIPPER COVE?**

I was surprised by the paucity of comment in the February issue regarding your January item on the decline of Clipper Cove. Over the past quarter century, I have spent many peaceful afternoons in the Cove, out of the wind and waves, anchored for a few hours to enjoy some sun and lunch with friends. The cove used to be empty but for a few fellow visiting sailors. Now it is littered with old boats with no one aboard, looking more and more like Richardson Bay. Aside from the issue of permanently crowding a small cove with unused craft, when one of the old boats sinks, it will pollute the Bay with diesel or gasoline.

Last week I took my boat out on a weekday cruise in front of Treasure Island — and was stopped by four polite Coasties with nothing better to do than a safety check on my two-year-old boat. We had registration, flares, PFDs, fire extinguishers, holding tanks, oil dumping plaques, and so forth — and therefore passed muster.

Who is inspecting these floating wrecks left in Clipper Cove? I propose that there is no permanent boat anchorage in Clipper Cove. How about a 30-day anchoring limit with a Coast Guard inspection? That way, visiting yachts could use the Cove, but we would be spared pollution and overcrowding of a beautiful resource. The Coast Guard could tag the current boats, and if no one responds, the boats could be towed to Alameda Naval Shipyard or Richardson Bay.

There seems to be no shortage of people available to do inspections of new and properly-equipped boats on the Bay, but there seems to be a big vacuum when it comes to protecting a public resource such as Clipper Cove.

Bruce Adornato  
m/v Roxanne  
San Francisco Bay

*Bruce — It's more than a little strange that better boats seem to be subject to federal and state laws, while ones that obviously have violations are treated like sacred cows. For instance, people like you get stopped and would have a problem if you couldn't produce either state registration or federal documentation for your boat. Yet there are all kinds of boats anchored around the Bay with no registration or documenta-*



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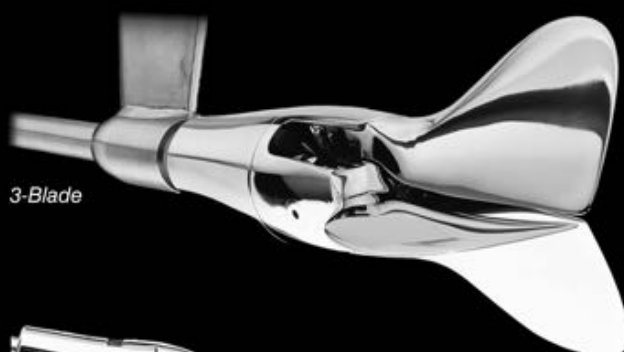
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## LETTERS

tion — no government agency does anything about it. Is that what's meant by equal protection under the law?

A few years ago we had a minor problem with the registration on our photoboot, and we caught hell from the Marin County Sheriff. We pointed across the fairway to 40 boats, most of them unregistered and unsafe, and repeatedly asked the deputy why he wasn't tagging any of them. We assumed he was a mute, because he never answered us.

For years many boats anchored out in Richardson Bay had been in violation of all kinds of laws. Then the BCDC (Bay Conservation and Development Commission) was finally going to do something about it. But at the last minute, Phil Burton, then President Pro Tem of the State Senate and the second most powerful man



CITY OF SAN FRANCISCO

**Clipper Cove hasn't always been a free anchorage. In fact, as this 1934 aerial shows, the Cove didn't exist until Treasure Island was created in the late '30s for the Golden Gate Exhibition.**

in the state after the governor, reportedly told the BCDC brass to back off and threatened to slash their budget. The BCDC backed off. Thank goodness we live under the rule of law.

Because Clipper Cove is such an important resource for local boating, we think there should be a time limit on how long a boat can be allowed to stay there. And we don't think boats should be allowed to be unattended overnight. In other words, it shouldn't be used as a storage yard for boats belonging to private individuals. Why shouldn't unregistered boats be impounded, and then auctioned off or destroyed if not claimed and properly registered. We all know what happens if our cars aren't registered.

We don't think things need to be quite as restrictive on Richardson Bay because there has been a long, long tradition of people living on boats there, and because there's a lot more room than in Clipper Cove. Nonetheless, we think people who keep boats anchored in Richardson Bay should have to abide by the same state and federal laws as everybody else. We know that's not going to happen, but it would make us feel less cynical about local government.

## ⬆️⬆️ **CLIPPER COVE HAZARDS**

We just spent the weekend at Clipper Cove, and have a couple of hazards to report.

The first is what we believe is a sunken boat, marked by a fender, on the south side of the anchorage next to the lifeboat. At first we thought the fender marked a mooring, but then we watched as a boat came in and, while milling around looking for a spot to anchor, came to an abrupt stop near the fender. Fortunately, they were moving very slowly and probably didn't do any damage to their boat. There used to be a blue Cal 20 with the mast strapped to the deck in that area, and we suspect it's the boat that is now on the bottom.

The second hazard is a visual one, but not all that obvious at first. There is a Cal 25 anchored right in the middle of the anchorage with about 300 feet of rode. We watched as she moved in a rather large circle with the wind and current, and actually made contact with two other boats.

Another item of note is the ketch on the rocks over by the



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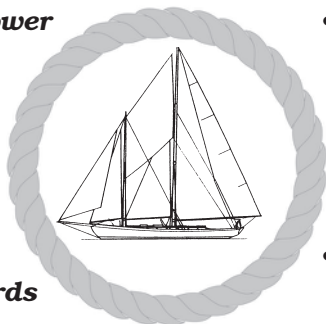
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## LETTERS

sailing school. She doesn't seem to be a derelict because she has a brand new bottom job. The cockpit is gutted, but it looks as though someone was trying to breath new life into her. All the visible wiring appeared to be new. But it's sad to see her on the rocks.

Otherwise, what a stellar weekend! We couldn't have asked for better weather in February.

Emmy & Eric Newbould  
Nataraja, Flying Dutchman 37  
Zephyr Cove, NV / Richmond

### ↑↓ OUR BELOVED, BUT UNDERRATED, CITY

I have no words to tell you how thankful and appreciative I am for the January issue article you wrote about Mazatlan. It took my breath away. It was so great to see our beloved, but underrated, city get that kind of positive coverage. I couldn't

get the smile off my face after I read it, and neither could all the people who, in various ways, are involved with various projects at Marina Mazatlan. It will do us so much good, especially since this marina had a bit of a troubled past.

Antonio Cevallos  
Marina Mazatlán



LATITUDE/RICHARD

*The Old Town district of Mazatlan is romantic and has some fine restaurants.*

Antonio — Thanks for the kind words.

While anchored out in Banderas Bay, we visited with Bill and Mary Jane Makepeace

of the Boulder-based Lord Nelson 35 Grey Max. They told us they spent the last four winters in Mazatlan. When we asked what the attraction was, they said it was the cruising communities at Marina Mazatlan, Isla Marina and El Cid Marina. "We couldn't believe that we could be having so much fun at our age that we stayed and stayed." And they aren't even that old.

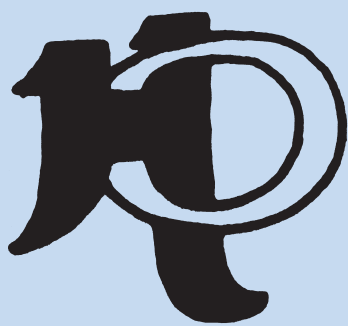
### ↑↓ NORM STILL HELPFUL TO CRUISERS AT SAN BLAS

Your January article on Mazatlan and the Jungle Coast of Mexico had some comments about San Blas, Mexico, that call for some clarifications.

First, you mentioned Norm Goldie, and said that he "had once been very helpful to cruisers . . ." Let us assure you that Norm is still very helpful to cruisers. We just spent two weeks in San Blas — two nights in Mantanchen Bay and the rest of the time in the estuary. We thoroughly enjoyed our time there — with many thanks to Norm and his lovely wife Jan. Norm hails on channels 16 and 22 most days, asking arriving cruisers if he can help them. So I'm surprised that you folks on *Profligate* didn't hear him.

Goldie tells cruisers that they can either go to the port captain's office to check in, or that he can help them do it. If you stop by his house and sit in his beautiful garden, he'll not only help you with the paperwork, but he'll give you a map of the town — marked with places of interest such as the bank, market, and so forth. He'll also offer you coffee and pastries. And he absolutely will not accept any payment. We tried to pay for his dinner on our last night in town, but he and Jan





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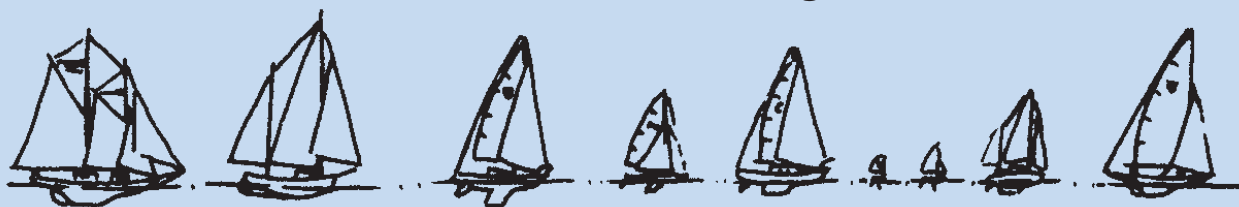
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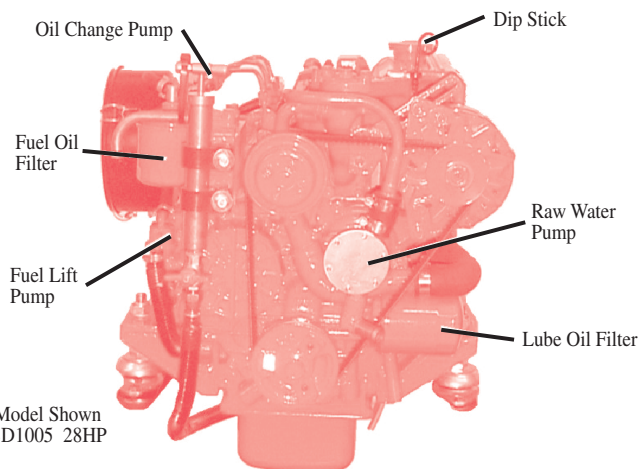


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## LETTERS

would not accept it.

Second, you said that most cruising boats pass right by the San Blas Estuary for Mantanchen Bay — accent on the last syllable, and yes, this is the correct spelling. That's quite true, but what a shame. There were nine boats in the estuary when we left — eight sailboats, and one motoryacht — with four in the bay waiting to get in. We all thoroughly enjoyed our time there. The bay is pretty, but sometimes rolly, and you can't easily walk to town. You either have to hitchhike — which is what we did — or catch a bus or taxi. Also, the no-see-ums pretty much force you to stay on your boat in the evening. The estuary is a well-protected anchorage, and with a little Off repellent and screens that have been sprayed with a garden-type spray, the bugs are very manageable. We were able to tie our dinghies behind a research vessel at the Navy pier, with two sailors on guard morning, noon and night. Norm told us about this, and suggested that we cruisers bring sodas and pastries to the guards as thanks. Many of us did.

Norm works closely with the port captain, and guides most boats into the estuary. By the way, San Blas is not a place you want to try to enter at night. We and Norm arranged a time to meet at the entrance to the estuary, and following his directions, anchored in about 15-20 feet of water at the edge of the channel on the west side of the estuary. By the way, when shrimpers complain to the port captain about boats being anchored in the channel, the port captain complains to Norm. So it's a good idea to let Norm show you where to anchor.

The walk to town from the dinghy dock is a short four blocks. We found a market with beautiful veggies, and fresh fish and shrimp for sale each morning; an Internet café with Skype and headsets available on a couple of computers; good restaurants, we particularly liked Chef Tony's; a bank; a good laundromat; and very friendly people. You can also get wonderful, fresh flour tortillas. We went to the tortilla shop on a Saturday night, but it was closed. But Jan, who was with us, just knocked on the door of the owner's home next to the shop, and we were able to buy a half-kilo off her kitchen table.

Third, you didn't say anything about the wonderful jungle



LATITUDE / RICHARD

**The old cathedral in the Plaza is as much a signature in San Blas as the no-see-ums.**

tour. Most of us took it, and what a ride it was! There are two places to start the tour: a mile due east of town, and another near Mantanchen Bay. The cost for four people was 400 pesos — about \$10 apiece. The ride that starts near town is about an hour longer, so you get to see more for the same price. You have to start this trip very early, preferably at 0700, to see the most birds and to beat the tourists who are shipped in from Mazatlan and Puerto Vallarta. By the way, some of the cruisers could not walk the mile to the launch, so Norm was up early and called taxis to met us on the Navy dock. During the ride we saw crocodiles from four to 14-feet long, iguanas of various colors and sizes, and birds and more birds. It's all those





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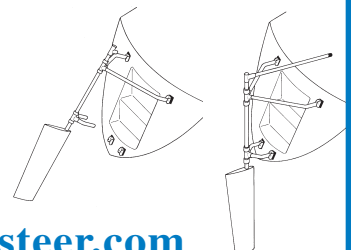
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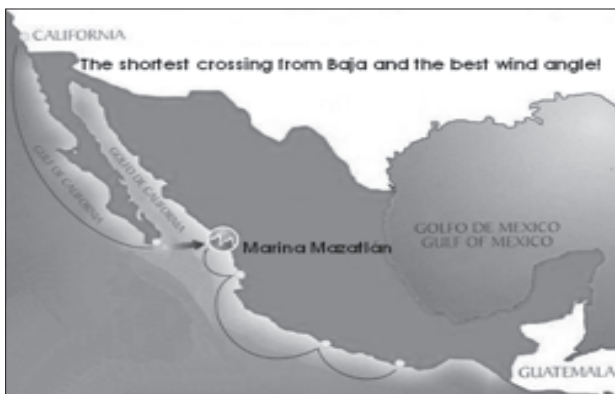
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## LETTERS

insects that attract more than 300 species of birds. In fact, there was a birder event, *Aves Migratorias*, the week we left. The jungle tour ends at Tovar Springs, where we swam and then had a good lunch. People who start early and have guides who move too quickly get to the springs before the restaurant is open, so it's good to bring a snack just in case. At the end of the tour, it was an easy walk up to the church and fort ruins. It made for a great day.

We intend to visit San Blas again when we head north in a few months. It's a great place for cruisers. By the way, a new marina is planned for the San Blas estuary, and some initial work is going on now.

Anita Giani & Ron Feldman

*Liberty Call II*, Hunter 37.5, Ha-Ha Class of '05  
San Francisco

### ↑↓WE AND OUR HALIBUT-BELLY COMPLEXIONS

Rog Jones' January letter highlighted the pleasures of traveling from cold areas — such as Reno — to fine sailing and the relative warmth of San Francisco Bay in the winter. But I think we've outdone him. We and our halibut-belly complexions took a little flight from Fairbanks to the British Virgins last month for an 11-day charter with Horizon Yacht Charters. Between flying on airline miles and the post-holiday/pre-peak season charter rate, we had a relatively cheap vacation that was



LATITUDE/ANDY

*Now that Larry is freezing his ass off again in Alaska, here's a nice shot of the toasty British Virgins to remind him to come back someday.*

delightful — and featured great sailing. The crux was in the coming home. Between Tortola and Fairbanks, we experienced a drop of 130 degrees in air tem-

perature! But we still bask in the glow of our memories.

Our subscription check is enclosed. The *Latitudes* provide a bright spot of sanity when the sun only peeks above the horizon here, and when the thermometer seems to be stuck at the bottom of the scale.

Larry Freeman

Landlocked in the Sub Arctic  
Fairbanks, Alaska

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



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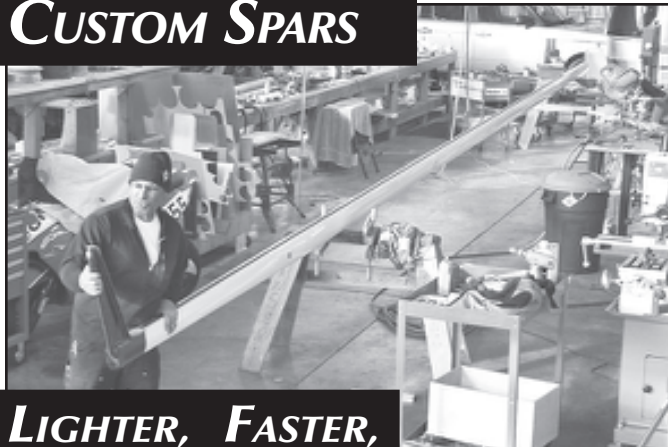
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## LOOSE LIPS

### Eight bells.

Veteran Bay sailor, businessman, community supporter and rogue Charlie Merrill passed away of natural causes at his Sausalito home on February 2. He was 95.



JAMES RIGLER

Charlie Merrill.

Merrill was California born and educated. He was born in what's now Menlo Park in 1911 and graduated from Stanford in 1934. He entered the family business, Holbrook Merrill, a family owned manufacturing company that traced its roots back 150 years. During World War II, he served with the Coast Guard.

Charlie sailed most of his life. An early boat was a Mercury he built at the old Nunes yard in Sausalito. She was followed by *Williwaw*, a 23-ft

Bear also built at Nunes. All through the '50s, way before the widespread use of radar and radios, Charlie and other Bear boaters used to sail their tough little sloops up to Tomales Bay — just for the fun of it.

In the early 1980s, Charlie acquired his beloved 32-ft Grand Banks trawler *Cimba* — and immediately put her to work. He established the Farallon Patrol, an all-volunteer fleet of private boats which to this day runs personnel and supplies back and forth to researchers on the Farallon Islands. When big weather rolled in and no one else would go, Charlie would fire up *Cimba* and head out to do his duty.

Ashore, Merrill was a respected — and adored — part of the Sausalito waterfront community. His passion was preservation of the city's working waterfront, "and he stepped up to bat in a dozen different ways whenever he was needed," says friend, cartoonist and Sausalito historian Phil Frank.

Charlie is survived by two brothers, three daughters, a son, six grandchildren and five great-grandchildren.

There will be a memorial service Saturday, March 18, at 11 a.m. in Christ Church Episcopal in Sausalito. The following day, Sunday, March 19, Charlie's ashes will be scattered from *Cimba* in the vicinity of Point Bonita Buoy. The family invites all yachtsmen who knew Charlie to join this ceremony, and to parade back into the Bay together.

### Greatest moment in the land of Oz.

An Australian radio station recently conducted a poll. It asked listeners to rank the top 25 sports moments in Australian history. Number one on the list: *Australia II's* victory in the 1983 America's Cup. "No great mystery as to why," notes *BMW/Oracle's* Tom Ehman, who witnessed the spectacle from a jury boat. "It was a classic victory for the little guy, and we were him. We knocked off the most powerful nation on earth in a battle of technology, as well as of sporting skill, and we were able to thumb our collective nose at what became a convenient embodiment of American power, and thus arrogance, namely the New York Yacht Club. The reasons for the event's enduring appeal are beyond argument."

### House hits boat.

We've all had close calls — coming into a slip a little too hot, running aground, playing bumperboats on the way out of a marina — but probably not too many of us have hit houses, much less had a house hit us. Back in December, a boathouse from





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## LOOSE LIPS



STEVE EBERHARD

**This Columbia River boat house went on a downstream rampage.**

the Portland Yacht Club broke loose during a wind-storm and floated downriver where it took out anything that got in its way. Tim Hryciw's Cascade 42 sustained extensive damage when *Chucky C's* boathouse smashed into it. "My boat needs a new bow pulpit and some touch up work on the Sterling paint job," reports Tim. Hats off to the Portland Fire Department who managed to wrangle the beast, but not before it took out a dock and runabout on its way downstream.

### Speaking of the Columbia River. . .

When a friend decided to take a winter cruise downriver, and possibly up the Washington coast, he did the responsible thing and 'filed' a float plan with his family. By the time he made Astoria, a winter storm warning had been issued, so he hunkered down at the public dock next to a Coast Guard cutter.

In the middle of the storm, there was a knock on his hull. A Coast Guardsman, buffeted by 80-knot winds, informed him that the Commander wanted to see him ASAP. His anxiety mounted with every step up the gangway, but he couldn't for the life of him think of any rules he'd broken.

The Guardsman ushered him into the Commander's room and scurried out. "Are you Joe Blow (name changed to protect what's left of his dignity)?" the Commander asked sternly. How did this guy know his name? A meek "Yes" passed Joe's lips. Then, with just a hint of a smirk, the Commander shoved the receiver at him and said "Your Mom's on the phone."

### One more Columbia story.

Did you know that Columbia yachts — which in its day had the biggest market share of any production yacht company and 'made yachting affordable to the middle class' — derived its name from the America's Cup? Well, it did. In the early '60s, Vince Lazzara, who bought controlling interest in the Irvine-based Glass Marine Industries, renamed the company Columbia Yacht Corporation, after *Columbia*, the 12-Meter that Briggs Cunningham had steered to a 4-0 victory over the British *Sceptre* in the 1958 America's Cup.

Oh, and by the way — yes, that thing you adjust luff tension with is also named after Briggs, who developed it.

### Congrats, Steve.

He doesn't sail anymore, but it's still fun to follow the exploits of record-addict Steve Fossett. Just a few years ago, Fossett was all over *Latitude's* pages as he broke sailing records, first on his 60-ft trimaran *Lakota*, and later aboard the behemoth 125-ft catamaran *PlayStation/Cheyenne* (some of which he still holds). Having pretty much 'been there, done that' in sailing, he turned his attention once again to the wild blue yonder. Last month, the 61-year-old entrepreneur piloted his lightweight experimental aircraft *Virgin Atlantic Global Flyer* to a new long distance round-the-world record of 26,389 miles — nonstop — in 76 hours. Back in 2004 aboard *Cheyenne*, it took 58 days and change to do the same thing.

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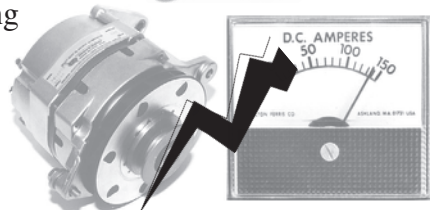
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# SIGHTINGS

## the loss of *first light*

There have been several inaccurate reports carried on the internet regarding our recent loss, in mid-Atlantic, of our J/44 *First Light*, including one on *Lectronic Latitude* which stated that our boat had sunk. Although we are very upset and find discussing the experience painful, we are submitting this to correct these inaccuracies.

We departed Las Palmas, Gran Canaria, on December 31 for the last leg in our round-the-world voyage. Bruce Ladd, a South Bay sailor and friend (and the one who had joined Jill and I aboard *First Light*), had flown in to do the passage with us. We had strong northeasterlies almost from the start. The wind eventually shifted more east and blew consistently at 25 to 30 knots, and higher in the frequent squalls. The following seas were large and confused, complicated by nasty cross-





# SIGHTINGS

## *first light* — cont'd

seas, but we were all coping well and *First Light* was making good time even with double-reefed main and a small amount of jib. We passed the halfway point on January 8.



Above, Andy and Jill Rothman. Left, 'Ros Ailither', the converted trawler that rescued them in mid-Atlantic.

Two days later, at about 0730, a particularly large cross sea caused the boat to round up sharply and the sails to backwind. When we tried to get things back under control and back on course it soon became apparent that we no longer had steering. Although the large seas precluded a trip over the side, a probe confirmed the worst: the rudder was gone, apparently broken off at the waterline.

That day and the next we worked to the point of exhaustion on several different emergency steering rigs. However, in the prevailing conditions nothing we tried was successful. We were still 1,000 miles from the nearest land, Barbados.

On the third day, we had an unexpected VHF radio call from a British boat that had been monitoring our HF radio conversations but did not have an HF transmitter. They were a 37-ton converted fishing trawler, were not far away, and offered to tow us to Barbados. We gratefully accepted and set about preparing a tow bridle and protecting it with as much chafe protection as we could. At about 1100, the *Ros Ailither*

rendezvoused with us and passed us a very large-diameter towing line, which we affixed to our bridle.

While the heavy trawler had no trouble towing us, the large waves (and lack of steerage) caused *First Light* to fishtail wildly through 180 degrees every 15-20 seconds. Despite constant attention to the chafe protection day and night, and despite the fact we were towing a drogue to dampen oscillation, after 10 hours, one of our bridle lines chafed through. Regardless of what we tried, we could not get the chafe under control and the tow line or bridle subsequently failed three more times.

At this point, Andy felt we could not impose on *Ros Ailither* to stand by any longer. We were still about 1,000 miles from land. Wind and sea conditions were very difficult and forecast to remain so. We were taking on water through the rudder housing and no other assistance was in the offing should things deteriorate further. He made the difficult decision that in order to safeguard the lives of all involved, we would have to abandon the boat.

With great difficulty, Bruce and Andy managed to launch the dinghy, with the engine attached, from the foredeck. Andy made several trips between the two boats through the very high waves, taking off some personal items. Finally, as the sun was getting close to the horizon, the three of us left *First Light* for the last time and ferried over together. After a week aboard *Ros Ailither*, we made landfall in Barbados, and after four or five days there, we flew back to the U.S.

Our hosts, David and Hazel – a terrific young British couple – couldn't have been more gracious. We are very grateful to them and also to Jerry and Carolyn on *Option*, whose assistance as net controller was invaluable; and to Peter and Karen on *Piquet*, then still in the Canaries, who facilitated communications with the Coast Guard in Martinique and Puerto Rico.

When we left *First Light* we had logged some 40,000 miles and were only 1,000 miles from the conclusion of our circumnavigation. After nine years, we had only five or six days left to go. We felt that we had done all we could under the circumstances, but it was heartbreaking to abandon our home of nine years and we know we will not get over

continued on outside column of next sightings page

# SIGHTINGS

## *first light — cont'd*

the emotional impact of this abrupt end to our cruising life for a long time.

If there is a silver lining in all of this, it is the way in which the cruising community helped us handle this whole emergency without outside help. From the beginning of our troubles, they helped us in many ways from relaying communications to useful advice on how to rig emergency steering devices. And, of course, the wonderful English owners of *Ros Ailither*, David and Hazel, showed up to help us without being asked.

We are so thankful to all who tried to help us, and so proud to be a part of this wonderful cruising community.

— andy & jill rothman

*Readers — In a cruel twist of fate, First Light washed ashore on Barbados on February 15, a bit more than a month after she was abandoned. She was reportedly destroyed by a combination of hitting some rocks and an attempt to save her with heavy construction equipment.*

*As might be expected, the J/44s surprise arrival in Barbados prompted various yahoos sitting at their computers in comfortable armchairs to second guess the skipper's decision to abandon his boat. One said that the trio didn't belong out there. Another mocked them by asking if 50 miles a day was too slow for them.*

*We find such comments to be both idiotic and ignorant. In the first place, the Rothmans are very competent sailors. In their racing days, they won the extremely competitive Express 37 one-design class on San Francisco Bay, one of the most challenging sailing venues in the world. And as noted above, they'd sailed First Light 40,000 miles all but around the world. Bruce Ladd, their crew, is also first rate. He sailed all over the Caribbean on his Valiant 40, has crewed all over the world on a variety of other boats, and has been the conscientious delivery skipper on Profligate for passages such as Panama to Puerto Vallarta and Puerto Vallarta to San Francisco. As a trio, the Rothmans and Ladd are far more skilled and experienced than most cruisers on the water.*

*The fact that First Light floated all the way to Barbados is misleading — and does not necessarily mean she was habitable. For example, elsewhere in this issue you'll read about Moquini, a South African monohull that was found floating many months after her crew was last heard from. While not sunk, she was capsized and awash — nobody could have survived aboard her. As First Light was continuing to take on water when she was abandoned, it's almost certain that the battery went dead and the bilge pump failed sometime along the way to Barbados. We and others suspect that what kept her afloat was a large air bubble in her bow.*

*The age of the crew are also considerations when making a decision to abandon a boat. Andy is in his mid-60s, Jill a bit younger, and Ladd in his late 40s. If they were no longer able to keep up with the ingress of water into their boat and she sank, how well would an already exhausted 64-year-old fare surviving in a liferaft, even for a relatively short time? And how much trouble would others have to go to rescue them? Had the three been in their early 30s, they might have stayed and battled for the boat.*

*The health of a crew is yet another consideration. It had been a rough passage to begin with, so they were beat up before they began four days of nonstop rolling beam-to the 12-foot seas. In addition, one of the three has been coping with a serious health condition for years.*

*How easy is it to sail a boat downwind in moderately heavy weather? Jonathan Livingston, the owner of the Wylie 38 Punk Dolphin and one of Northern California's best offshore racers and cruisers, told Ladd that after the rudder on his boat broke, he couldn't sail her downwind at all. You might also remember that Bill and Rebecca Huesby lost the rudder on their Soverel 33 Sting in the 1992 West Marine Pacific Cup. They made such slow progress downwind toward Hawaii that Steve Rander motored hundreds of miles upwind with his Wylie 70 Rage to bring them food and a replacement rudder. No wonder emergency rud-*

continued on outside column of next sightings page

## **new pier**

Visitors to Catalina's Two Harbors this summer will be surprised at the facelift on the old pier. Reconstructive surgery is more like it. The majority of the old structure — the origins of which reportedly date back to the Civil War — was demolished in January and new pilings sunk in February, creating the framework for the new 180-foot pier that is slated to be finished sometime around Tax Day. In the meantime, a 120-foot floating dock has been temporarily installed to accom-





## at two harbors

modate visitors.

Part of the \$1.3 million restoration project includes the installation of a much-needed pumpout station, 32 additional moorings — 12 for day use, and the remaining 20 for those on a very long waiting list — and a new Harbormaster's Office which will also be the home to some Baywatch babes...uh, paramedics.

To check out photos of the renovation — and see the latest update — go to [www.visittwoharbors.com](http://www.visittwoharbors.com).

## first light — cont'd

ders are required for all races to Hawaii — not that all of them work.

And sometimes abandoning a floating boat is just plain smart. When the great 97-ft Leopard of London lost her rudder several years ago sailing east across the Atlantic, skipper Chris Sherlock, one of the very best in the business, decided that it was in everyone's best interest to abandon the yacht. She was later recovered, repaired, and sailed to greater glory — yet the owner never regretted his captain's decision.

The loss of First Light just prior to the completion of a long circumnavigation has been devastating enough for the Rothmans. So if you're not familiar with their sailing skills and that of their crew, and you don't know all the circumstances surrounding the decision to abandon their boat, you might think twice before being so critical.

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**Coming soon to an Isthmus near you — a new pier and other facilities are under construction in Catalina's Two Harbors.**



# SIGHTINGS

## volvo ocean race — full speed ahead

"These machines are bloody crazy. You can't sleep, you can't eat, you can't go to the toilet . . . and I've never had so much fun in my life." So spoke *Pirates of the Caribbean* crewman Earle Williams.

Williams' observation is actually analogous to the whole Volvo Ocean Race (the crewed round-the-world race that started in Spain last November) to this point. The Volvo 70s are bloody crazy machines. *Pirates* skipper Paul Cayard has likened sailing fast in one to "being dragged down a cobblestone street in a 55-gallon drum." A brand new design for this event, most of the boats also exhibited severe teething problems in the early going, mainly involving the failure of their canting keel mechanisms. Safety concerns and negative press led race organizers to put together a panel of team reps, designers and measurers in Melbourne, where they were asked, "Should there be a change to the

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## new pac cup awards

There will be two new trophies awarded at this year's Pacific Cup.

One is the "Million Miles of Fun" award. Since the Pac Cup first started in 1980, more than 600 boats have sailed a total of almost 1,000,000 miles. To commemorate this milestone, in the 2006 race, the Million Mile Trophy will be awarded to the yacht with the best performance on the day the millionth mile is officially sailed. The committee is still reviewing records of previous races, but by their best reckoning, mile 1 million should occur on July 8

continued middle of next sightings page





# SIGHTINGS

## volvo — cont'd

design?" The unanimous answer: "Leave the boats alone. We'll figure them out."

They seem to have done just that. Lots of work was done to the keel assemblies in both Cape Town and Melbourne, and it seems to have paid off. None of the six remaining boats in the race (the Australian *Brunel* team pulled out of the next two legs, but will rejoin the race in Baltimore) reported any problems in the 'short' 1,450-mile hop to Wellington.

Which, getting back to Williams's comment, makes the race even more fun to follow. We swear, if any American TV station had the hair to run Volvo coverage, we'd never watch basketball again. (Okay, we don't anyway. But you get



Above, 'movistar's incredible 9-second victory over 'ABN Amro One' at the finish in Wellington. Below, 'ABN One' hits Warp 9 off Cape Town. Submarines are drier boats than Volvo 70s.



the point.)

When we left our coverage last month, the two Dutch *ABN Amro* teams were running away with the race. After two legs, they were way ahead on points. *ABN Amro One*, the professional boat (with the Bay Area's Stan Honey navigating), had won both the first (Plymouth-Cape Town) and second (Cape Town-Melbourne) legs. The 'kids' on *ABN Amro Two* had not only managed second in both legs, they set this race's day's run record, covering 563 miles in 24 hours in mid-January.

But things are changing. Missing from Leg 3 were reports of serious structural failures or boats dropping out. (There have been crew injuries, however. One crewman on *ABN Two* had to be replaced in Wellington after suffering face and back injuries when he was swept from the bow into a daggerboard.) Included — finally — was some great racing, such as the closest finish in the history of this race: *movistar* roared up from the back of the pack to break *ABN One's* winning streak . . . by 9 seconds! Cayard and the *Pirates* were third.

By the time they started Leg 4 off Wellington on February 19, one got the impression that — for the first time — all six boats and teams were 100%. You could even say, with all the work done, problems solved and lessons learned, they were 120%. The dues are paid. What's broke is fixed. Let's get on with the show. "These are going to be good legs for us," noted Cayard of the hard miles ahead. "The last few legs, the damages have stopped us from doing what we can do. Now we can go out there and hit it."

At this writing, the fleet is a week into the longest, toughest and arguably most dangerous leg of this or any other sailboat race on the planet, the 6,700-mile marathon from Wellington to Rio De Janeiro. How dangerous? In the old days when this race was called the Whitbread, boats used to head south, *way* south, some as far as the 'furious 50s' to get the really big breeze and carve miles off. No one died, but many scared the bejesus out of themselves in close encounters with icebergs. To add a measure of safety, in recent years organizers have added 'ice gates.' On Leg 4 there are two of these, both GPS waypoints, both at 48 degrees South latitude. Unlike the optional 'scoring gates' in which boats can earn extra points, the ice gates are mandatory. You have to go 'through' them. The intent is to keep boats from having to dodge 'bergs in the middle of the night. There will still be ice to watch out for, just not as much of it. And if growlers in the darkness aren't exciting enough for you, Leg 4 also includes Cape Horn.

Cumulative scores through the end of Leg 3 (including in-port race) — 1) **ABN Amro One** (Netherlands, skipper: Mike Sanderson), 32.5 points; 2) **ABN Amro Two** (Netherlands, Sebastian Josse), 25; 3) **movistar** (Spain, Bouwe Bekking), 18; 4) **Pirates of the Caribbean**, (USA, Paul Cayard), 16.5; 5) **Brasil 1**, (Brazil, Torben Grael), 16; 6) **Ericsson Racing Team** (Sweden, Neal McDonald), 14.5; 7) **Brunel** (Australia, Grant Wharington), 11.5. **SCORING** — A boat that wins a leg gets points equivalent to the number of boats in the leg (i.e., 7 boats — 7 points). Each subsequent finisher gets fewer points. In-port races count half (winner in a 7-boat fleet earns 3.5 points). Boats also get bonus points for going through 'scoring gates', of which there are one or two per leg. The highest scoring boat at the end of the race (in Gothenburg, Sweden, in June) wins. For more: [www.volvooceanrace](http://www.volvooceanrace).



# SIGHTINGS

## the real scoop at marina village — we think

If the right hand knew what the left hand was doing around here, we might just be dangerous. We published conflicting reports, one on *'Lectronic Latitude* and one in the February issue, on the sale and 'condo-ization' of Marina Village — and both were wrong!

An understandably frustrated Alan Weaver, harbormaster at Marina Village, explained what's *really* happening. "First of all, Marina Village has not been sold," notes Weaver. "We have a *potential* buyer but no contracts have been signed and it could take months for any sale to be finalized."

"Secondly," Weaver continued, "the potential buyer hasn't shared with me their plans for the marina, if they even have any." Apparently,

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## new pac cup

or 9. (Starts are July 3 for smaller yachts and July 7 for the larger/faster boats.)

The second new award — and the one we're most proud of — is the *Latitude 38* Performance Trophy. This will be awarded to the boat with the most convincing win relative to its own division. The intent is to allow boats of widely-varying types and sizes (including multihulls), which start on different days and encounter different weather, to compare their racing success against the entire Pacific Cup fleet.

*Leading the way — the Melges 24 'T-Reb' ('Tinsletown Rebellion'), in background, and the Antrim 27 'Max', foreground, both lead their respective classes in Encinal YC's Jack Frost Series. With one remaining race left to sail in March, will they hang on to win the whole enchilada? Tune in next month to find out.*





## awards — cont'd

But wait a minute, you say. Doesn't the Pacific Cup itself do that? No. The Pacific Cup trophy is given for the best overall corrected time. The Performance Trophy uses a complex mathematical process that evaluates the winner of each division relative to the finish times of other boats in the same division. Each winner is assigned a points value, and the boat with the highest number of points gets the *Latitude 38* trophy. Don't ask for any

continued middle of next sightings page



## marina village — cont'd

the approval process for changing from rental to condo is not a quick one and was begun by the current owners months ago.

Not a single voice of opposition to the plan was heard at the February 13th Planning Commission meeting, though a number of tenants were present. "I think once people had the correct information in front of them, they realized this really isn't such a big deal," Weaver said. The plan was approved and is expected to receive the necessary City Council go-ahead.

Even if — IF — Marina Village goes condo sometime down the line, it doesn't mean renters will be out of luck. Surprisingly, nearly 70% of the slips at Emery Cove Yacht Harbor, the Bay's only condo-style marina, are occupied by renters. "Many people buy slips as an investment," noted harbormaster Diane Isley, "so even though all of our 430 slips are sold, only 129 are owner-occupied."

Isley went on to explain that most marinas in the Bay merely lease their property from the state. Both Emery Cove and Marina Village hold "fee simple" ownership of their property, meaning slip owners are buying the "permanent and perpetual right" to use their slip as they see fit, including renting it out. "It's just like buying a condo on land," said Isley.

The benefits of slip ownership do seem to far outweigh renting, if you can afford the initial outlay. Owning instead of renting — be it a slip, car or piece of furniture — is much cheaper in the long run, plus you have the added benefit of owning a piece of property that will likely increase in value. And as with any real estate purchase, mortgage interest and real estate taxes may be fully deductible (check with your tax advisor, blah, blah, blah).

Isley believes the most beneficial aspect of dockminiums is the requirement that the marina maintain a substantial reserve fund for long-term maintenance costs, such as dredging or dock repairs. She points out this not only benefits slip owners by keeping the facility in good shape, but renters also have the knowledge that rates are based on what the market can bear, not what profit margins need to be.

Weaver suggested that if — again, IF — Marina Village goes condo, they would most likely model their plan on Emery Cove's success. If that day ever arrives, some berthers will certainly have a tough decision to make. But rest assured, if they decide not to buy, there will be plenty of folks waiting in line for a chance to invest in California real estate.

## 30 years (!?) of sailing mischief

How can it be that we're starting our 30th year of *Latitude 38* when the founder/publisher doesn't even have the maturity of a 25-year-old? It's one of the mysteries of the magazine, but must have something to do with our liking what we do.

Speaking as the founder and publisher, I would like to mark this occasion by sincerely thanking everyone who has helped make this magazine a success. First of all, you readers, who we think are the best of any sailing magazine in the world. Your contributions — be they in the form of *Letters*, *Changes*, articles, or *Classy Classifieds* — are so interesting that we can't wait to check our email each morning. And we couldn't have made it without all the support of our great advertisers — some of whom, like Pineapple Sails, have been in the same spot in the magazine for all 345 issues. The support has been more than financial, of course, as you advertisers have been opened-minded enough to allow us to pursue our editorial vision with minimal interference. And last, but certainly not least, we want to thank all the great people who have ever worked at *Latitude 38* — starting with co-founder Kathleen McCarthy, who still consults for us.

There have been a number of significant changes at *Latitude* during the last four or so months, ones that we hope will leave it in a better

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## SIGHTINGS



*As all parents know, the arrival of a child can turn your world upside down. That was certainly the case when Tiki Green, now 6, joined veteran cruisers Jim and Anna Green. Check out the interview with the Greens elsewhere in this issue to see how life has changed aboard 'Tango II.'*



## pac cup — cont'd

more detail than that, because frankly (and despite repeated attempts to dumb it down), that's all we understand.

### WHO WOULD HAVE WON

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Year	Boat	Type	would have been:	
2004	<b>Winnetou</b>	Santa Cruz 52	<b>Inspired Environments</b>	Beneteau 40.7
2002	<b>Wildflower</b>	Wylie Custom 27	<b>Wildflower</b>	Wylie Custom 27
2000	<b>Octavia</b>	Santa Cruz 50	<b>E.T.</b>	Antrim 27
1998	<b>Water-Pik</b>	Newport 30	<b>Water-Pik</b>	Newport 30
1996	<b>Illusion</b>	Cal 40	<b>Springbok</b>	Hylas 42
1994	<b>Moonshine</b>	Dogpatch 26	<b>Chimera</b>	Express 27
1992	<b>Team Bonzai</b>	Moore 24	<b>Team Bonzai</b>	Moore 24
1990	<b>Oaxaca</b>	Santa Cruz 50	<b>Saraband</b>	Westail 32
1988	<b>Saraband</b>	Westail 32	<b>Magic Carpet</b>	Smith 42

(But if you really want to know how it's figured, go to the January 11 *'Lectronic Latitude* at [www.latitude38.com](http://www.latitude38.com)).

Of course, the boat that wins the Pacific Cup trophy can also win the Performance Trophy. But not always. In looking back over previous Pacific Cup results, it's interesting to note that the 1988 overall winner *Saraband*, a Westail 32, would not have won the Performance Trophy. But in 1990, she would have because she sailed a better race — *relative to the other boats in her class*. When the numbers were run, the Performance Trophy winner and Pacific Cup winner would have been the same only about 30% of the time.

The West Marine Pacific Cup currently has over 50 entries. There's room for about 20 more. For more information and entry forms, go to the West Marine Pacific Cup web site at [www.pacificcup.org](http://www.pacificcup.org). Entries close April 1, so don't delay.

And there's yet *another* milestone this year: 2006 marks the 100th anniversary of racing from California to Hawaii. The organizers of the first race originally planned a San Francisco start in 1906, but moved to Long Beach because of the earthquake that year. That event became the Honolulu TransPac, which is now held on odd-numbered years. The Pacific Cup revived racing from San Francisco to Hawaii in 1980, and it's been going strong — on even-numbered years — ever

## geronimo in bay this month

Late last year, Olivier de Kersauson's giant French trimaran *Geronimo* set a new TransPac record from Los Angeles to Honolulu. This month, the 110-ft Cap Gemini/Schneider Electric-sponsored

continued middle of next sightings page

## 30 years — cont'd

position to thrive for another 29 years of sailing mischief. Unless you're colorblind, you've probably noticed the biggest change — all our editorial photos are now in full color. The quality wasn't always what we had hoped in the beginning, but the last issue was terrific, and we hope to maintain that standard.

On December 31, Miller Creek jumped its banks, and the rainwater pouring down Mt. Tam decided to filter itself through our editorial and bookkeeping offices. In truth, the offices were in need of a good cleaning out, but as of mid-February the editorial department was still struggling to get back to semi-normal. We say 'semi' because we still have to unpack 400 boxes that were taken away and put into storage. Adding to the editorial mayhem is the fact that a combination of the flood and going to all color has meant we've had to replace almost all the editorial computers. As all of you IT people can confirm, there are never any glitches when you do something like that.

We've also lost two of our longtime employees in the last few months. After 18 years as our superb Racing Editor, Rob Moore decided to move on. He's since turned down a number of writing opportunities, and seems to be doing more high-end racing than ever. The fourth editorial position — but not necessarily the Racing Editor's shoes — has been filled starting this month by LaDonna Bubak, whom we culled from a large number of applicants. LaDonna cruised to Mexico with her parents when she was 16, and after college solo-sailed her own boat on the Columbia River. For the last several years, she's lived with her longtime boyfriend aboard their Creaklock 37 *Silent Sun*. They spent a year in Antioch, then cruised to Alaska and back to Seattle. LaDonna has written for *Cruising World* and other sailing publications. While she wasn't the most experienced writer to apply for the job, we were impressed with her enthusiasm, and believe she had the best potential to thrive in the unusual *Latitude* editorial environment.

February was also the last month for account executive Mitch Perkins, another 18-year *Latitude* veteran. We're glad to say this was another parting on very friendly terms. Mitch isn't sure of his future plans — other than heading to Costa Rica for a little R&R. We told him he'd be nuts to travel all that way south and not continue a few miles further down for a Canal transit and pop out to the San Blas Islands. We've already begun a search for Mitch's replacement, so the position may have been filled by the time you read this. But if you're interested and qualified, see the job listing posted on *'Lectronic Latitude*, as it still might be open. Whatever you do, do not call the office!

While we've lost a couple of great employees, we still have a skilled, hard-working, experienced nucleus: Managing Editor John Riise, the proud new owner of a new-to-him Columbia 36, is beginning his 21st year; Senior Editor Andy Turpin, 11 years; Ad Sales Manager John Arndt, 18 years; General Manager Colleen Levine, 18 years; Graphic Artist and Webmistress Christine Weaver, 16 years; Photo Guru Annie Bates-Winship, 10 years; Classy Classified Queen Mary Briggs, 7 years; Bookkeeper Helen Nichols, 9 years; Boat Deliveries and Whatever Else Needs To Be Done, Doña de Mallorca, 10 years.

So what does the future hold for the founder/publisher? With our kids out of school, *Profligate* all ready to go, and our having benefited from the ridiculous increase in the value of California real estate, we're free to cruise the world on a budget. There's only one thing that holds

continued on outside column of next sightings page



The 'new guy' — LaDonna Bubak.

# SIGHTINGS

## 30 years — cont'd

us back — we love what we do at *Latitude*. Sure, there's a million little business annoyances, and at the end of every issue we're so exhausted that we vow that we'll never do another. But after a few days of rest, the addiction kicks back in, and we can't wait to get back to the computer and start working on the next month's *Letters*, *Changes*, and other

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Midwinter sailing fun (clockwise from above) — 'Serendipity' moving nicely; 'Spirit of Elvis' sails by The Rock; big waves were sighted on several boats; 'X-To-Sea' has all the bells and whistles; 'Ghost' trimmed well and looking pretty — we'll drink to that!; 'Paxil' (foreground) and another boat enjoy some beautiful winter sailing.



LATITUDE/LADONNA



# SIGHTINGS

## geronimo — cont'd

boat will come to the Bay for an early spring attempt at another trans-Pacific record, the 4,525-mile passage from San Francisco to Yokohama.

You may recall that in November, de  
continued middle of next sightings page

## 30 years — cont'd

stuff we do for the magazine. And what would Monday, Wednesday, or Friday be like without trying to slap something interesting together for *'Lectronic Latitude?*

So as we head into our 30th year at *Latitude*, our main goal is to bring about a greater balance between actually sailing and writing about  
continued on outside column of next sightings page



LATITUDE/LADONNA



LATITUDE/LADONNA



# SIGHTINGS

## 30 years — cont'd

sailing. Thanks to the internet, we like to think that we can keep up most of our editorial load, and from time to time still be able to sail places where it wasn't feasible before — the East Coast of Australia, Thailand, and the Med come to mind. The bottom line is that we've still got a burning passion for sailing — both doing it and writing about it. We hope it shows in our future work. But no matter what happens, we thank you — all of you — from the bottom of our hearts for giving us this opportunity.

— richard spindler, founder, publisher

## The moquini mystery

Even the good news is not really good: the Fast 42 *Moquini* — missing in the Indian Ocean since last September — was found last month. The really bad news: she was upside down with no keel, and there was still no sign of her six-man crew.

One of four Durban-built Fast 42s in the Mauritius to Durban Race, *Moquini* was last heard from on September 16. At the time, she was

continued on outside column of next sightings page

## geronimo

Kersauson and his 10-man crew made the LA-Hawaii crossing in 4 days, 19 hours — an average speed of 19.17 knots for the 2,125 passage. This beat the old record, set by Bruno Peyron's 86-ft cat *Explorer* in 1997, by half a day.

The current San Francisco to Yokohama mark is 19 days, 15 hours. It was set in May of 1996 by Steve Fosset and crew aboard the 60-ft trimaran *Lakota*.

We were unable at presstime to confirm exactly when *Geronimo* will arrive, where she will be berthed in the Bay Area, or whether she will be viewable up close by the public. (Please check *Electronic Latitude* [[www.latitude38.com](http://www.latitude38.com)] for updates.) We do know that she likely won't be here long: she will go on standby almost immediately, and will leave as soon as her





# SIGHTINGS

## — cont'd

weather routers give the green light.

The Hawaii record and San Francisco-Japan attempt are part of an inaugural 'circuit' put together by the Superyachting Challenge, an Australia-based outfit that is developing specialized challenges around the world for maxi-size yachts. (Prior to her Hawaii run, the boat also set two southern hemisphere records.) After the Japan run, *Geronimo* will complete the circuit with attempts at the Tokyo-Hong Kong passage, and a run back across the Pacific from Yokohama to San Francisco. That latter record, which will likely take place in late summer, is also currently held by Peyron's *Explorer*.

*Geronimo* has been in San Diego undergoing regular maintenance since her return from Hawaii in November.

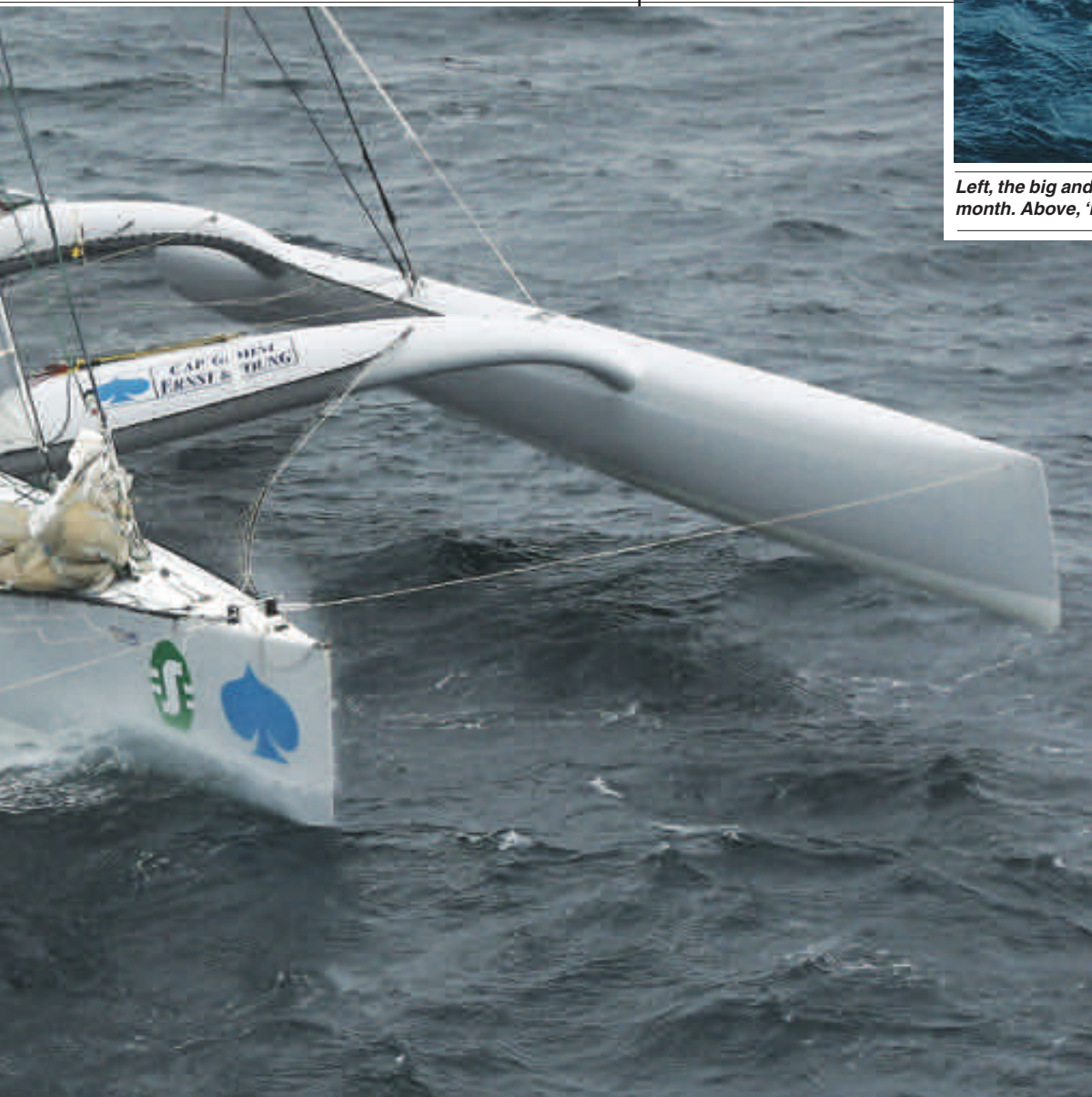
## mystery — cont'd

thought to have been just off the tip of Madagascar, about a third of the way through the 1,400-mile off-the-wind race. Other boats in the area reported 25-knot winds and 5-6 foot seas at the time — nothing particularly gnarly. At 3:40 a.m., *Moquini's* EPIRB went off for less than a second, long enough to ID the boat, but not long enough to transmit a position. Then . . . nothing. A huge air and sea search by the South African Navy took place over the next four to five days. And when they stopped looking,

continued



Left, the big and beautiful '*Geronimo*' is headed to the Bay this month. Above, '*Moquini*' — found after 5 months.



friends and family of the six crew kept private planes flying for several more weeks, funded by an eventual \$85,000 in private donations from individuals, businesses and fundraisers. Even Alexander Simonis, the designer of the Fast 42, kicked in R15,000 (about \$2,500). But until last month, no trace of the yacht, launched only a few months before the race, was found.

*Moquini* was finally located, by chance, on Sunday, February 5, some 500 miles off Port Elizabeth. At this writing the boat had been righted, pumped out and was under tow back to port where it's hoped a thorough inspection will reveal what happened to her.

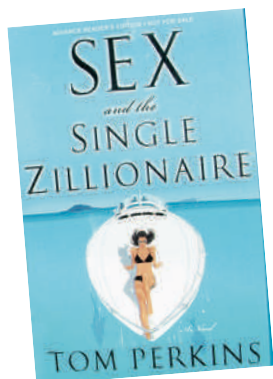
As we went to press, speculation is rampant in the local (South African) press that *Moquini* might have hit a shipping container. Reportedly, a freighter lost 39 of them over the side off Madagascar only a month before. The south-running current could well have taken them into the path of the racing fleet.

VINCENT CURTCHET/CG&E ELECTRIC

# SIGHTINGS

## sex and the single zillionaire

For someone who, as a young man, aspired to become a television repairman, life has turned out pretty well for Tom Perkins of Belvedere. His technological innovations made lasers affordable, then he and several



others created Kleiner, Perkins, Caufield & Byers, the Silicon Valley firm that redefined venture capitalism and helped usher in the likes of Genentech, Compaq, Amazon, AOL, and Google. Perkins also served on the boards of some of the best-known U.S. corporations. And that's just the very short list of his business accomplishments.

Having profited handsomely from his labors, Perkins became interested in classic yachts, and is well-known for having campaigned the 138-ft Herreshoff gaff-schooner *Mariette* in impeccable style. He raced the yacht, which had been built in 1915, in the classic regattas in France, Spain,

and elsewhere in the Med, but also in the Caribbean and across the Atlantic. He has also owned two Perini Navi modern cruising ketches in the 150-ft range, and beautifully restored the 1930 Alfred Mylne 110-ft motoryacht *Atlantide*.

Now in his early 70s, Perkins remains very active. In fact, he has two important launches this year. One is the 287-ft *Maltese Falcon*, which will be the largest — by most standards of measurement — private yacht in the world. She's a unique and complex boat that you'll be reading a lot more about after she splashes down in Turkey sometime around late April. The second launch took place on February 1, and is much more unusual — Perkin's first novel, titled *Sex and the Single Zillionaire*. The book belongs in the Danielle Steel genre, which isn't that surprising, as the two were married for a short time and remain close friends.

"Danielle gave me some important pointers," Perkins said in a phone interview. "She told me that 85% of books are purchased by women, so my heroine's boyfriend, who I was going to portray as a jerk from the beginning, wasn't viable because no intelligent woman would have him. He had to be reasonably okay in the beginning, and then I could gradually get rid of him."

The idea for the book came from Perkins being asked to appear on a proposed reality show to be called *Trophy Wife*, in which a number of gorgeous women nearly a half-century younger would vie to become his wife. Perkins declined participating in the project, but decided it would make a great background for a book for the beach. Steel concurred. Authors are always advised to write about what they know, so Perkins wrote about life at the very top, from Wall St. to Vail, to having the biggest yacht at St. Barth.

When a person attempts a first novel at age 70, and writes it all himself by longhand in just 10 days, you can't help but cringe at the thought of the results. But while strictly fun reading, we have to admit that Perkins did a good job with the dialogue, one of the hardest aspects of writing, and really kept the plot moving forward. Since Perkins was a key player in some of the biggest financial and technological revolutions of the last 100 years, we'd have preferred an autobiography, but he says that if he wrote the true story of Silicon Valley there would be no end to the lawsuits. But he might use the Valley as a backdrop if he decides to write a second book.

While the book isn't part of our favorite genre, it's gotten good reviews. The *Wall Street Journal* described it as "a

continued on outside column of next sightings page

## let's hear it

Two extraordinary women are currently attempting solo circumnavigations, but the efforts couldn't be more different. Dee Caffari, a 33-year old Englishwoman, is attempting to become the first woman to sail nonstop around the world westabout, against the prevailing winds and currents. Her boat is a high tech Challenge 72-ft Class yacht wearing the name and livery





## SIGHTINGS

### for the ladies

of *Aviva*, an international investment and insurance group. (As *Imagine It Done*, Dee skippered this boat with 18 crew aboard in Sir Chay Blythe's last Global Challenge.)

On the opposite end of the spectrum is American Donna Lange, a 42-year old mother of four, on her modestly outfitted

continued middle of next sightings page

### zillionaire — cont'd

bodice-ripper for the Silicon Valley set." Rupert Murdoch said it was a fun, fast, and great read. *Fortune* commented on the "eyebrow raising sex scenes." All of the readers who reviewed the book for Amazon gave it give it the maximum five stars. Ione Conlan of Capitola wrote that Perkins is now one of her "favorite writers along with George Bernard Shaw and Somerset Maugh." But you have to wonder about a critic who can't spell the name of one of her favorite authors.

Hardback copies of *Sex and the Single Zillionaire* list for \$24.95,

continued on outside column of next sightings page

*Bow lookout to bridge —  
All clear ahead!*



# SIGHTINGS

## zillionaire — cont'd

but can be bought for \$16 at Amazon. If you're waffling at spending that much for just a fun read, rest assured that all the profits will be donated to Harvard.

## speaking of zillions . . .

Derecktor Shipyards in Bridgeport, Connecticut, is deep into production on a 145-ft aluminum catamaran destined to be the world's largest sailing cat. We have no idea what the final cost of *Gemini* will be — it's a tightly guarded secret — but if the \$35 million pricetag on Alaska's new Derecktor-built 235-ft state ferry is any indicator, *Gemini* could be worth more than Jessica Simpson's latest recording contract.

*Gemini* was designed by Marc Van Peteghem and Vincent Lauriot Prevost (just call them VPLP for short), the French design team that's given the world such notable racing machines as the record-setting 60-ft *Primagaz* (and her sisters, Steve Fossett's *Lakota* and the two *Waterworld* movie trimarans) and Olivier de Kersauson's 110-ft trimaran *Geronimo*. They are also principal architects of the Lagoon line

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## ladies — cont'd

Southern Cross 28 *Inspired Insanity*. Lange isn't trying to break any records or be a 'first,' she simply wanted to challenge herself with a one-stop circumnavigation — quite a challenge, considering she's only been sailing for about seven years.

Coincidentally, both women cast off last November and are currently on course to pass each other somewhere in the Indian Ocean. We wish both of these courageous women luck with their attempts. If you'd like to follow their progress, you can read daily updates on their respective websites, [www.avivachallenge.com](http://www.avivachallenge.com) and [www.donnalange.com](http://www.donnalange.com).

And there are more on the way. Two more European women, both former Atlantic rowers, have also set their sights

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# SIGHTINGS

## *gemini* — cont'd



of production cats. But this boat, for an unidentified buyer, goes off in an entirely different direction — though not a new one for VPLP: they also designed the current largest catamaran in the world, the 138-ft *Douce France*, which launched in 1998.

Like *Douce*, *Gemini* will ultimately end up in the luxury charter trade. Nobody at Derecktor could tell us where, but the Caribbean would be a safe bet. And what a charter that would be, considering some of the on-board gear listed in the company's press release: sun beds, full diving gear for 12, Jacuzzi, 28-ft tender. And what luxury yacht would be complete without a fully equipped bar or 'al fresco' dining area.

The interior layout accommodates 12 guests — let's forget about the crew for a moment — in five 'en suite' cabins and a 320 sq. ft. master suite. But if you need to escape such cramped quarters, you have your pick of three different decks on which to bask, not to mention a large private terrace — you read that right — and trampoline. If all else fails, you

can always go for a swim off the ten-foot hydraulic swim platform that slides out of the port hull at the push of a button.

You won't have to actually push that button yourself, mind you — there will be eight crew aboard to anticipate your every need. But fear not about privacy. The crew's quarters are in the starboard hull and — this is a direct quote from the press release — 'there is even a private crew's entrance so that, in spite of her size, all aboard *Gemini* can have a sense of intimacy and privacy.' Phew. For a minute there, we thought we might have to interact with the hired help.

All petty jealousy aside, *Gemini* is an impressive feat of design. Her specs tell the story: 145' LOA, 54' beam, 9' draft, 210 tons, 27,000 sq. ft. sail area, 8000 gallon fuel capacity, 2200 gallon water capacity, and watermakers that can put out 150 gallons/hour, just in case you run the tanks dry.

The fact that she's being built by a yard with such a prestigious history also demands respect. Derecktor is probably most widely known as the builder of America's Cup winner *Stars & Stripes*, but has quietly been building luxury yachts and complex one-off vessels — such as high-speed ferries — for 60 years.

*Gemini*'s Project Manager, Mark Donahue, told us that such a huge boat is built in 17 separate pieces which are eventually joined together like a massive jigsaw puzzle. "She should start taking shape some time in June," reported Donahue, "and is definitely on target for a November 2007 launch date."

## short sightings

**MARQUESAS** — As reported in our January issue, the 72-ft gaff tops'l schooner *Lord Jim* sailed out the Golden Gate in late December, 'bound down around Cape Horn', as the old square-rig sailors used to say, with a single stop anticipated at Puerto Vallarta. As most *Latitude* readers know, the 1936 John Alden schooner is one of the most remarkable vessels ever to call San Francisco Bay 'home', as she has completed four circumnavigations, among other distinctions.

Just the other day it occurred to us that we hadn't heard a word about her southward progress. The next day, a post card arrived from the Marquesas. Owners Holger Kreuzhage and Tracy Brown wrote: "Well, we didn't make it to P.V. after all. Too many easterlies for the old gal, so we turned southwest and ended up here in the Marquesas after 4,000 miles." Of course, that's just a walk in the park for old salts like Holger and Tracy.

continued on outside column of next sightings page

**Spread** — no, it just looks like the Boeing factory. In reality, these are hull sections for 'Gemini' under construction at Derecktor's. Above, an artist's conception of the finished boat. (If you get out your magnifying glass, you can actually spot some people on board.)



# SIGHTINGS

## shorts — cont'd

With Sausalito shipwright Inga Peterson along as crew, *Lord Jim* was set to leave Nuku Hiva February 5 for the Strait of Magellan. With any luck she'll make pit stops at Mangareva and Pitcairn en route.

**THE SEVEN SEAS** — In June, Royal Caribbean International, the world's second largest cruise line, will commission the world's largest cruise ship, the 160,000-ton *Freedom of the Seas*, which can carry up to 4,370 passengers. This 'outsizes' the present largest ship, Cunard's *Queen Mary II*, which at 151,400 gross registered tons has been the literal queen of the seas since her launch in 2004. But wait — in mid-February, Royal Caribbean International announced it had ordered a ship that made both *QEII* and *Freedom* seem paltry by comparison. Code named *Project Genesis*, this thing will be 1,160 feet long, weigh in at 220,000 gross tons displacement, and hold up to 6,400 passengers. We probably don't have to tell you that, at \$1.24 billion, it will also be the most expensive cruise ship ever. The ship will be built by Norway's Aker Yards for a 2009 launch, and among its amenities will be five swimming pools, a rock-climbing wall, a wave-generating 'surf pool' and a planetarium.

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## ladies

on the 'nonstop upwind woman' mark — although if Caffari makes it, they'll have to settle for 'fastest' rather than 'first'. England's Debra Searle, 30 ([www.debrasearle.com](http://www.debrasearle.com)), plans to depart later this year aboard an as-yet unnamed Volvo 60. This boat raced the last round-the-world race as *NewsCorp* — the boat with Bart Simpson on the spinnaker. (You may also recall that it took 12 professional sailors to horse this boat around the world, so the note that it's been 'retrofitted' for Searle's solo effort is classic British understatement.) Across the Channel, France's Maude Fontenoy, 28, also plans an early fall, 2006, departure for her upwind effort, which will be sailed on the 90-ft sloop *L'Oreal Paris*, named for her famed cosmetic sponsor. This boat knows





## — cont'd

the way — as *Adrien*, countryman Jean Luc Van Den Heede sailed it to a new solo nonstop upwind record (122 days, 14 hours) in 2004. Maud's webpage is [www.maudfontenoy.fr](http://www.maudfontenoy.fr), but you'll have to read French to understand it.

March is Women's History Month so we'd like to take this opportunity to honor all the other female solo circum-navigators we could track down: Krystyna Chojnowska-Liskiewicz (1978), Naomi James (1978), Tania Aebi (1987), Kay Cottee (1988), Isabelle Autissier (1991), Lisa Clayton (1995), Samantha Brewster (1996), Catherine Chabaud (1997), Pat Henry (1997), Karen Thorndike (1998), Ellen MacArthur (2001, 2005), Emma Richards (2003), Anne Liardet (2005), and Karen Leibovici (2005).



Going nowhere fast — 'Surprise' ghosts across an almost windless Bay while ashore, little cable cars climb halfway to the stars.

## short sightnngs

For comparison's sake, a Nimitz-class aircraft carrier is 1,092 feet long, displaces about 96,000 tons and has a crew of about 6,000. But the carrier *does* have more aircraft than *Genesis*.

What's the absolute largest ship? At this writing, the largest ship ever to sail the seas is the supertanker *Jahre Viking*, which is 1,504 feet long and displaces almost 261,000 gross tons — *unladen*. Loaded, she has a gross capacity of more than 500,000 tons, and draws over 80 feet!

On paper, the largest floating structure ever is a proposed 'floating city' named *Freedom*. If it's ever built, *Freedom* will be nearly 1 mile long, displace 2.75 million tons, cost \$8 billion and be topped by a 25-story steel building with an airstrip on the roof. It will

have space for 17,000 resident families, up to 20,000 daily visitors and 3,000 commercial enterprises, including banks, restaurants, grocery stores, 100 acres of park and recreation areas — even its own police force. The idea is to live aboard while *Freedom* circles the earth every three years or so. (Check out artists' renderings at [www.freedomship.com](http://www.freedomship.com).)

**VALLEJO** — A new battle in the war between developers and preservationists is brewing in Vallejo. The former want to tear down much of the old Mare Island Naval base. The latter want to preserve as much of the island's history as they can. And this place has some history.

The name, for example. Legend holds that General Vallejo himself named the island after a favorite horse. He used to barge horses back and forth across Carquinez Strait, and one day one of them capsized. He feared his favorite white mare was lost until, weeks later, he gazed out and saw her grazing on what's been Mare Island ever since.

The military took possession in 1864 and made Mare Island the first Naval facility on the West Coast. By World War II, it was also one of the largest and most important. Some 46,000 people lived and worked there building ships and loading them with the machinery of war — the guts of the atomic bombs that destroyed Nagasaki and Hiroshima were loaded on the cruiser *USS Indianapolis* at Mare Island.

The shipyard was closed in 1996, and developers have had their eye on the place ever since. In November, the Vallejo City Council approved a development plan that would cause the demolition of about a third of the shipyard's 500 structures, and replace them with housing, offices and open space. Proponents of the plan argue that the old structures do not have great historical importance. Detractors think otherwise.

This is just the beginning, of course. Lots of meetings and 'further review' are due before the first shovel is turned.



Where no woman has gone before — Dee Caffari on 'Aviva.'

# A FRESH PERSPECTIVE —

If you want to discover the real California, find out about its history, soak in its amazing coastal scenery and see its incredible sea life, I suggest you take a boat trip down the coast.

If you do, you'll see a completely different view from the water than what you see from shore. The Big Sur coastline, for example, has to be seen to be believed, especially at sunrise and sunset. Dolphins playing in our bow wave, whales the size of apartment blocks jumping clear of the water and birds hitching a ride on the boat were all part of the action.

I'm a family man, originally from England, who moved to Italy, then Switzerland and finally settled in California in 1994. I have a small computer software security business and originally came to California for the windsurfing. In 2004, after destroying my leg racing motocross, I needed to find a new hobby, so I took up sailing. I found a good boat, learned all I could absorb, then took ASA sailing courses and made a plan. Within nine months of getting my first boat I had it set up, and cast off for Southern California.

It was July of '04 when I bought *Nino*, a 1981 Islander Bahama 30. After learning to sail her, I spent six months planning the trip and preparing the boat. Then, on April 9, I cast off from Redwood City Marina (in the southern portion of San Francisco Bay). In August, I reached San Diego after visiting almost every marina and anchorage along the way — over 40 stops. I returned home to San Francisco Bay August 15 after a 600-mile, nine-day continuous trip north. In

turbing them. The kids slept so well on the boat — better than I have ever known them to at home. They never complained about the motion of the boat. Small kids



**A lifelong outdoorsman, Joe took up sailing after too many motocross wipeouts. He quickly put himself on the fast track to cruising.**

seem to adapt to boat life so easily, it's almost second nature to them. It's far easier for them than it is for adults. The kids were mesmerized by the wildlife we encountered on the trip and I'm sure they will have lasting memories.

## General Notes On Cruising in Central and Southern California

From the information I read when I started out, it appeared that California was not a great place to go cruising, and that I would need to go to the West Indies or the East Coast to find a suitable cruising venue.

It turns out, though, that the Cali-

as my first cruise.

Sailing California today, with all the technology and weather information available, makes it infinitely more practical and safe than in many other areas, even when singlehanding. You are standing on the shoulders of giants as you undertake a voyage that would have been considered a major challenge to a seasoned veteran not long ago. Using a GPS, chart plotter, autopilot, radar, EPIRB and having access to the U.S. Coast Guard through their fantastic VHF coverage, you have a virtual crew with you at all times that never complains, needs sleep or feeding.

You're also in U.S. waters, which means there are good aids to navigation and emergency resources that are 'chomping at the bit' to come and rescue you if a real problem occurs on your boat. After listening to the Coast Guard for many months on VHF channel 16, I get the impression they can't wait to try out all their amazing rescue toys on a real emergency instead of saving yet another drunken power boater who has run out of fuel while returning from

*Dolphins playing in our bow wave, whales the size of apartment blocks jumping clear of the water and birds hitching a ride on the boat were all part of the action.*

total, I had traveled roughly 1,400 miles during a five-month period.

My wife, Ali, and two daughters, Sophie, then 8, and Lisa, 6, joined me on *Nino* at several different locations along the way, spending a total of two months aboard. These days, we never complain about the house being too small anymore! Seriously, though, it all worked out wonderfully. The girls shared the V-berth and we closed the door on them at night. This worked great, as we could stay up late and still use the head without dis-

fornia coast is great if you follow some basic rules and know what to expect. Just between San Francisco Bay and the Mexican border I stopped at over 40 marinas and anchorages and I didn't see all of them — everything from quaint fishing villages to fancy marinas to Pacific islands. There is plenty to see and do here. If you don't enjoy sailing California's coast you probably won't enjoy it anywhere else. A huge advantage here is that you are so close to home and, for me, that made this route very attractive

ALL PHOTOS JOE ELLIOT



**'Nino' approaches Cat Harbor on the backside of Catalina. Just a short walk from the facilities at Isthmus Cove, this was one of Joe's favorite stops on the trip north.**



# ON CALIFORNIA CRUISING

Avalon.

The downwind sail to Southern California in the spring is the best sailing I have ever done. Surfing down endless Pacific swells with the sun on your back and all the sails taut from a fresh, consistent and predictable wind is priceless. The pure and untouched scenery is all around you, complemented by the raw behavior of the sea life living in its natural surroundings.

Unknown adventures lay ahead, and my enthusiasm was boundless at times. I would arrive in each new port grinning from ear to ear and full of stories about my day. I'd leave each port with the sincere best wishes of all whom I'd met. Each day was a new adventure and often involved making key decisions that had an immediate and possibly catastrophic impact on my life. It was very exciting and refreshing — just what I needed.

A positive aspect of sailing, as compared to driving, is finding that the harbor or marina is often the most interesting part of the town. Often the port was the origin of the location. The West wasn't won on horseback, but on the deck of a sailboat. The ports were the first towns on the coast. Santa Barbara

is a prime example. At most places you sail to, you'd be hard pressed to find a hotel room with a view half as nice as what you'll see from the cockpit of your boat. Every port is steeped in history, and I became quite intrigued by it all. I read *Two Years Before the Mast* by Richard Henry Dana and learned about San Diego when it had only 10 houses, LA harbor had one house, San Francisco was a forest full of animals and Monterey was the biggest city on the entire coast.

On my trip, slip prices varied between \$10 and \$30 a night, with the average being around \$18. Newport Harbor mooring balls, at \$5/night, were great, and elsewhere there was an occasional free anchorage we could use. It was nice to move between the three types of berthing options, each of which has its own advantages and disadvantages. A refundable key deposit of around \$40 was usually required for the showers. Santa Barbara was one notable excep-



***Perched atop Angel Island sometime before heading south, Joe surveys his eventual exit route out the Golden Gate.***

tion. There, you buy a shower and dock key for life, which seems like a major security problem to me.

Make sure you have your boat registration with you. Every port south of Conception wanted to see it. Sometimes they also requested proof of insurance. It's worth mentioning also that I occasionally got into trouble when I used my dinghy with the outboard mounted, as the dinghy did not have CF numbers on it.

Two places — Santa Barbara and Avalon — put dye tablets in my holding tank as a deterrent to discharging it into the water. Other places said they were going to start to do the same in the future.

My favorite locations were: Santa Barbara, Monterey, Santa Cruz, Newport, Morro Bay and Dana Point. Isthmus Cove on Catalina Island was best of all. It represented everything I expected in a cruising location — in fact, it was the most similar to an anchorage in the Virgin Islands that I could find. It had mooring balls, clear water, lots of fish, a dinghy dock, a good restaurant, a general store, a bar and a fuel dock. We stayed there for two weeks and the kids loved the beach.

Another favorite, Santa Barbara, is a great mainland harbor to visit, with lots of good restaurants, a cheap breakfast cafe at the marina, a small grocery store, lots of clean beaches, a historic pier and a maritime museum. The whole downtown is a short walk away, including a big West Marine store. In my experience, a huge bonus about Santa Barbara was easy access to the coastal Amtrak train that runs up to San Jose for only \$40 one way. It is a perfect means of taking a break or getting home to the Bay Area. To





## A FRESH PERSPECTIVE —



me, riding the train is a vacation in itself, as it has the best views along the Big Sur coast where there are no roads.

I found Internet access with my wireless setup at every marina, mostly free through unconfigured wireless routers. Sometimes I had to try many networks to find ones that were unprotected, but I always got through eventually, even on

are 20 miles out from the Big Sur coast surprised me. There is a whole new world out there I didn't know about. There were so many animals going about their business with no land in sight and no other boats around that I felt like a guest in another world. For the first time I felt like I was intruding on their space, and not being in mine. Quite unexpected.

*You can go for days around the northern Channel Islands and not see any signs of civilization.*

Catalina Island. The only blind spots for my Sprint Treo600 PDA phone was way out at sea, 5 miles or more off the Big Sur coast. I have since read that the RIM Blackberry has much better coverage.

Every place we visited was distinctly different, and had it's own style and procedures. If you have a boat in California and have not cruised the coast, you are missing out on one of the best vacations you could have. After two months on the boat, my kids didn't want to leave. *Nino* became their home. They didn't have the same opinion after just a week in Hawaii or the Bahamas when we stayed in a hotel. At those times they kept asking when we were going home or if they could watch TV!

I was amazed by the wildlife during the trip. Monterey Bay, in particular, is quite spectacular in the springtime with all the migrating whales, packs of dolphins, seals, otters and other species of wildlife. Seeing how many birds there

On that particular day, two huge whales — I mean massive — jumped clear of the water and caused a nuclear explosion when they hit the surface. I had to rub my eyes to believe it. I have never seen an animal so big. An elephant seemed like a mouse in comparison.

Watching the dolphins, you first think they are very playful, but don't be fooled by their puppy-faced looks. They are on the hunt for food. I'm sure *Nino* must sound like an animal in distress, and that's why they always seemed to be around the boat. When you see a huge pack of dolphins all jumping out of the water and making a lot of turbulence, you begin to see that the main group has encircled an unfortunate school of fish, while the assigned killers go through the entrapped fish and make an easy kill. You can always spot this happening by the flock of sea birds that follows the dolphins on their hunt, clearing up the carnage left behind.

I encountered plenty of red tide in Southern California this summer. Out at sea, we would see huge square-mile patches of it. Unfortunately, it hit a few marinas, and quite a few fish floated to the surface. It looks like pollution, but it is actually dead plankton and has a strange effect at night. If you stamped your feet on the dock, the fish would scatter in all directions, but they would be all illuminated by the red tide's phosphorescence, even though it was completely dark. The prop wash from the dinghy outboard was also illuminated at night. Totally weird.

One thing that surprised me was the amount of fog along the coast. I thought the morning and evening fog that affected Santa Cruz in the summer was a local phenomenon. I found out, however, that it goes all the way to Mexico. Before the middle of May I had perfectly clear weather. Then the 'May Grey' or 'June Gloom' started, continuing until August. It was the same everywhere. It usually settled in late afternoon and burned off around midday. At times it was gloomy all day, but you only had to go inland about a mile to find blue skies. This was consistent down the entire coast.

Some towns were worse than others. North of Point Conception was very foggy, and yet San Diego also was a problem. Long Beach to Dana Point seemed better, while the least-affected location was Catalina Island at the Isthmus. There was a hole in the fog there, like it was a sacred location which was always sunny. I'm sure the wind that blows through there has a lot to do with it.

Actually, the fog wasn't that bad. I did get plenty of sunshine during the trip. It



# ON CALIFORNIA CRUISING



**Left to right:** The beach at Two Harbor bustles with action on a midsummer weekend; seals vie for lounging space on a Dana Point buoy; captain and crew join the Two Harbors dinghy parade on the Fourth of July; Joe 'steers' from the bow using his Autohelm remote.

just surprised me to find the California 'Bay Watch beaches' all cold and gloomy during the summer months — it's not what it's made out to be on TV, that's for sure. If I was to do this cruise again I might try to avoid the summer months and do the majority of my traveling in spring and fall when it's the clearest.

I was considering going to Mexico with the Baja Ha-Ha fleet in October, then exploring the Sea of Cortez. Ultimately, though, I decided that California has so much to offer that if I couldn't enjoy cruising here, I couldn't enjoy it anywhere else. I discovered that the Channel Islands have a very similar feel to Baja and they are closer to home. You can go for days around the northern Channel Islands and not see any signs of civilization. Even Catalina has its remote spots that no one goes to.

I met a lot of great folks during the trip, but I was a bit shocked at the age of most cruisers I met. Even though I'm 40, I was definitely one of the younger sailors out there cruising. At Avalon, for example, most cruisers were twice my age. It's a shame that most people don't have the time or money for a boat until they get too old to really enjoy it. Most people think sailing is out of their budget. It is if you buy a big, brand-new yacht. I say buy a 20-year-old boat and go while you can remember where you went yesterday, and before you need to wear a diaper!

Even though California is one of the most populous states, you only have to go out to sea in order to feel as though you have the entire place to yourself. At times I didn't see anyone or any signs of civilization for days, particularly around the northern Channel Islands.

## Things That I Would Not Do Without

- **Know your boat** — Be familiar with, and know how to fix, everything on the boat by yourself, having all the tools and equipment necessary to fix the engine and electronics if needed. Have a backup plan for everything you can think of. Boats are a full time job. If you just use the boat for a while, most things will go wrong at some point and you can learn how to fix it.

- **Radar** — This was critical in the fog,

fog, its the only thing that's keeping you safe.

- **GPS chartplotter** — The Garmin GPSmap 276C was perfect, with detailed color charts, anchor watch, 18-hour battery life, tide info, PC chart software for route planning and great 'cookie trail' data. When anchoring at a new location, especially when I was alone overnight, I would leave the anchor watch running to alert me of dragging. At times you're spinning around the anchor all night. This is when it's worth anchoring bow and stern. The trip would have been nerve-racking without the GPS chart plotter.

- **Autopilot** — Raymarine ST4000Mk2. I took the helm less than 10% of the time. On the long passages I would have died from sun stroke alone. I can't fathom



and also allowed me to take short naps on the trip home. A radar reflector allows other vessels to see you more easily. It's interesting to see the signature different boats make on your own radar. Skinny sailboats don't show up well unless they have a good reflector up high. When you're trying to get rest in the dark and

**Not all days were foggy along the coast. Here, Joe observes a Wet Wednesday Race off Santa Cruz Harbor's breakwater.**

how people cruise using a tiller! I connected the optional remote control and could control the helm from anywhere on the boat. You can change the firmware settings on the ST4000Mk2 and tune it

# A FRESH PERSPECTIVE —

until it's perfect. It's the same control head as the high-end Raymarine hydraulic systems used on big boats. When connected to a GPS, you can track to an exact lat/long location. The GPS 'cookie trail', when using the track feature, was straight as a laser. It used very little power and was easily supported by the 75W solar panel.

- **EPIRB with built-in GPS** — I never had to use my ACR AquaFix 406 or even think about having to. But listening to the Coast Guard respond to EPIRB signals was very confidence-inspiring. You want the built-in GPS, as it transmits your exact location to the satellite in one pass instead of three and this means the rescue services can locate you in 20 minutes, rather than three hours. I think this is especially important in the cold Pacific waters. The handheld size of this unit means I can have it with me at all times when the weather gets rough.

- **Diesel inboard engine** — Our Volvo MD7a used on average 1/3 gallon per hour, and I only used about 60 gallons (3 tanks) for the whole 1400-nm trip. It's amazing how much you depend on an engine while cruising. Besides getting in and out of harbors, setting the anchor and charging the battery, there were many times down south when there is no wind, like most nights, mornings and evenings. It may sound like an excuse, but I would still be out there trying to get home if I didn't use the engine at times. I saved pure sailing for the times it was fun to do so, and there were lots of opportunities. With many long passages, I needed to be in port before night fall, but occasionally that was not possible without the engine's help. I probably did pure sailing for about 50% of the trip, mostly on the trip south. I rarely used the engine alone, preferring to motorsail. If you were to do one long, nonstop, downwind trip

**For both parents and kids, the wildlife along the route was a highlight — especially this friendly San Diego dolphin.**



from, say, San Francisco to Cabo San Lucas, you could probably sail 99% of the time. But on a near-shore trip like mine, composed of more than 100 short legs you would end up using the motor

*On the long, rough passages you will go insane without a dodger.*

a lot. In the latter case, you'll depend on your engine, so it needs to be reliable. Being familiar with the workings of the engine, having lots of spares and all the necessary tools is a must.

- **Heavy duty dodger** — On the long, rough passages you will go insane without a dodger. It keeps the sun off you when it's clear and the water off you when going to weather. At times it can be like buckets of water being thrown in your face every 10 seconds. A dodger will save you from that. Also, it keeps the wind off of you and lets you get some rest at night. In fact, I have canvas all around the cockpit which makes it safe and cozy, especially for the kids. I put Kragen stainless steel truck mirrors (\$15 each) in the jib winch handle sockets so I could sit under the dodger and still see traffic and crab pots ahead. The Kragen mirrors fit right in without any changes.

- **Jacklines** — On a small boat it doesn't make sense to run jacklines on the deck like they do on big boats. I ran my lines up to the mast from the bow and to both sides of the cockpit. This way I could stay clipped on and not worry about falling over the sides and being dragged through the water until I drowned. When single-handing, going over the side is not an option. The jacklines also helped my kids a lot, especially the bow line. They loved to sit on the foredeck and dangle their feet through the bow pulpit, but getting forward would have been tricky without the jackline to hold on to.

- **A really good preventer** — During the long downwind

run to SoCal, with the fresh NW Pacific weather that howls every afternoon, it became apparent that a preventer was absolutely necessary. I met one sailor in Santa Cruz who'd had his boom torn off like a candy wrapper when he did an accidental jibe in just 20 knots of wind. For my first preventer I used a nylon mooring line — big mistake! When the boom got caught in a veering wind, it simply stretched the line all the way round and still jibed. From that point on I used a jackline as a preventer. It has a Wichard clip at one end which makes it easy to setup. It does not stretch.

- **Inflatable mattress** — I built some slats to join the two single bunks in the main cabin and put a double mattress with a built-in inflator on top of it, then plugged it into the 12v socket to inflate/deflate. This was very comfortable, and lying across the beam ends was much more stable. I must thank my wife for this great idea! The way I built it, it rolls up so you can stow it easily during the day. I used Douglas fir strips from Home Depot as they are strong and light. I stapled about 16 strips together with tie-down webbing to make it one piece. It gave my wife and me a full double bed in the main cabin and made it so much more civilized!

- **Power inverter** — I only ended up needing a 140W unit for everything I needed. I bought a 700W unit that connected directly to the batteries, but never used it. I charged AA batteries, ran the laptop, LCD TV and inflated the air bed easily with my small LinkSys unit that fit in the cigarette lighter socket. A unit to run my electric kettle, toaster and microwave would have to be rated over 1200W and would be huge. It would cost a fortune and would have killed my batteries in short order. I never needed these convenience items underway anyway. I only used them when on shore power at a marina.

- **Inflatable dinghy** — I have a SeaEagle six-man unit with a detachable tran-





# ON CALIFORNIA CRUISING



**Despite the small size of their 'yacht', the Eliots had a splendid trip which will long be remembered by all.**

som and floorboards that fits in a bag. My 2 hp Yamaha engine clips on the back. It's slow, but you can't go fast in most marinas anyway. When I'm not using it, it goes behind the head. I must have had the cheapest setup possible, but it still got me to shore when I needed it and never gave me any trouble. It folded up to nothing, and I could put it together on deck in about 10 minutes. Anything bigger or more rigid would have caused so many problems it could have ruined the trip.

- **15-gallon holding tank** — Anything smaller would have been a big problem. With 4 of us on the boat, it filled up fast, and options for discharging were limited in most marinas.

- **Strong bucket with a rope tied to the handle** — I can throw this overboard, even when sailing, and scoop up a few gallons of water to clean dirt off the deck, the anchor or the cockpit. This was also used when we fished. A good deck brush is also required.

- **Good set of 7x50 binoculars** — Small/compact binoculars do not work at sea. It's too dark and jerky to make anything out. The \$80 pair from Westmarine (blue rubber coated) is as good as anything I found and was the cheapest.

The optics are fantastic and their clarity still amazes.

- **Foul weather gear** — This includes trousers, boots and gloves. I found Gill equipment to be just right for me.

- **A good digital camera** — Choose one that starts up fast. Anything more than 3 megapixels isn't necessary. A good optical zoom of 3x greater is useful. I use the Sony 5MPT1. It's small, compact and has great image quality. We took over 1600 photos, so make sure you have a charger and can download the snaps to a laptop when your memory card fills up. My trick regarding taking good photos is to take four pictures of everything instead of one, then throw out the crappy ones. This is especially true with kid pictures. Every picture in this article was taken

by me using the default settings on a mid-priced digital camera.

- **A fishing net** — Inevitably, stuff will fall over the side. If it floats, you can grab it quickly with the net. It saved many hats and gloves.

- **A good book of knots** — You need to be able to tie a clove hitch, truckers hitch, bowline and many others from every angle with your eyes shut. I have now started using lots of boating knots around the house and garden. This stuff should be taught at school.

- **Laptop computer** — I used an IBM thinkpad A21p all the time on the boat. It's an older unit, but has a 1600x1200 display which is perfect for charts. I didn't play games or act like a nerd, but used it to get on the Internet to get weather reports, find out about the next marina and its facilities, and to take a look at where I was going with GoogleEarth, which is incredible. I used SKYPE.com to make phone calls, read emails from home, do business and research/order parts for the boat. I also occasionally used the laptop to watch DVD movies.

I bought a WIFI aerial from *cantenna.com* (\$50) and use the Orinoco gold PCMCIA wireless card with the external aerial socket. This allowed me to be up to a mile away from wireless hotspots and still connect. I used NetStumbler software (free) to view the networks. I placed the Cantenna on my solar panel which is mounted atop my dodger. It's highly directional and took some time to get the signal right at times. I also have

## TRIP PREPARATION NOTES

- Took and passed ASA keelboat, coastal cruising and bareboat charter certifications.
- Chartered a 40-ft bareboat in the BVI.
- Read every copy of *Latitude 38* I could find.
- Read everything I could about cruising on the Internet.
- Read everything I could find about Islander boats on the Internet (sailnet.net islander owners group)
- Read lots of books on single handing and sailing.
- Bought two cruising guides: *Exploring the Pacific Coast* by Douglass & Douglass and *Cruising Guide to Central and Southern California* by Brian Fagan.
- Asked every sailor I met about boats and cruising.
- Set a key word of sailing on the TiVo to find any sailing-related TV shows.
- Sailed singlehanded 200 nm around the San Francisco Bay and Delta (Oct. '04) during a five-day cruise.
- Sailed lots of trips to the city (from my Redwood City base) and around the Central Bay, with many overnight stops.
- Took a five-day sailing vacation to Sausalito with the family (Aug. '04) to ensure we all loved boats.
- Did a long weekend trip to Half Moon Bay (Jan. '05) and anchored out.

# A FRESH PERSPECTIVE

a 360° aerial that is on top of the radar, but that is way less effective than the Cantenna. It's still better than a standard wireless card though. I was away for five months, but with this setup I had all the connectivity I would have had at home. When I could not find a wireless network I used my Sprint Treo600 cell phone with PDAnet to get on the network at 128 kbs.

- *Cell phone with Internet access* — Again, I have the Sprint Treo 600 and use PDAnet to connect my laptop to the Internet anywhere I have service. This proved invaluable for email, researching/ordering engine parts and getting weather reports. I use <http://buoyweather.com> for weather reports.

- *12v power cables* — I had 12v lighter sockets connected to all of our radios, flashlights, GPS units, computer, etc. I bought a bunch of adaptors and made up cables for every device I use. I also had a 110v wall-socket-to-12v lighter socket adaptor so I could use it when on shore



**Up on the bow, the crew, (L to R) Ali, Sophie and Lisa, kept a sharp lookout for... well, anything interesting.**

power. Also, a 12v lighter socket to USB so I could charge the phone easily. This, in conjunction with the LinkSys 150W power inverter, allowed me to charge and run electrical equipment under any situation. We never ran out of power.

- *Tandy digital optical thermometer* — You point it at anything and it shows

you the surface temperature. Invaluable for debugging the engine when it was overheating and finding the blockage. Also for checking the refrigeration unit's performance.

- *The Islander owners group at sailnet.net* — Having access to so much information about the boat you own is invaluable. Virtually every problem you have has been experienced by someone else, so why learn these lessons the hard way? If SailNet does die — I'm told they are currently under receiver-ship — *SailBoatOwners.com* looks to be gaining momentum

and offers the same sort of information.

I would bet that's about all the 'free advice' you can absorb in one reading, but look for a second installment in next month's issue. I hope you've found my experiences to be useful food for thought.

— joe elliot

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# JACK FROST MIDWINTERS

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## — THE BIG CHILL

"It was nowhere near as bad as the weather forecast," says Encinal Rear Commodore and PRO Charles Hodgkins of the February 18 Jack Frost Midwinters, the fourth of five two-race Saturdays in the EYC series. Only the Express 27 fleet decided a champion that day. Facing a conflict with the final Frost race on March 18, EYC allowed the E-27 fleet to do their makeup back in December. So they're done — congrats to Tom Baffico and Forest Baskett of *Baffett* for

their fine 1,2,2\*,2,1,1,1 series.

Overall winter standings in most other classes are still up for grabs in this 47-boat, 6-division fleet. But let's not get ahead of ourselves . . .

Nastiness was indeed in the forecast for the 18th — not only rain, but the coldest temperatures of the winter so far. The forecast dampened few spirits,

*Express Line (l to r) — Express 27s 'Dianne', 'Wile E. Coyote' and 'Wetsu' set poles as they approach the weather mark*

though, and only a few boats elected to sit this one out — after all, what's a Jack Frost without a bit of nip in the air?

Boats arrived in the starting area between TI and the old Berkeley Pier looking as though they were crewed by Eskimos — only to be greeted at the appointed starting hour of 11:30 by brilliant sun! Everywhere else on the Bay was shrouded by gray, so it was as if the spotlight were indeed on the Frosty Fleet.





# JACK FROST MIDWINTERS

Unfortunately, the breeze had other plans. Just before racing got underway, it clocked from the southeast almost 100 degrees to the WNW. Up went the postponement flags while marks were shifted around. By the time things had stabilized and the starting sequences began at 12:40, the fleet's 'moment in the sun' was long gone and off into the gloom they went. Someone commented on VHF that if visibility got worse, the orange inflatables at the start-finish might be hard to see. "Are you kidding?" came the reply on 68. "Helen Keller could see this line!"

Everyone finished the first race in moderate breeze, but during the second race, the wind gave up altogether. Almost anyway. "We just managed to get everyone across the line," says Hodkins. "All in all, a typical winter racing day."

DIVISION A — 1) **Kiri**, J/35, Bob George, 6 points; 2) **Stray Cat Blues**, Bill 'National' Parks, 11;



**Olson 25s 'Samba' and 'Baleineau' scoot downwind. That's the CorinthianYC Midwinter fleet in the far background.**

3) **Elan**, Express 37, Bill Riess, 16. (12 boats)  
DIVISION B — 1) **Encore**, Wylie 30, Andy Hall, 6 points; 2) **Lelo Too**, Tartan 30, Emile Carles, 7; 3) **Chesapeake**, Merit 25, Jim Fair, 7. (5 boats)  
ANTRIM 27 — 1) **Max**, Bryan Wade, 4 points; 2) **Always Friday**, David Liebenberg, 9; 3) **Cascade**, Steve Reinhart, 12. (5 boats)

MELGES 24 — 1) **Tinseltown Rebellion**, Cam Lewis, 4 points; 2) **Smokin**, Kevin Clark, 14; 3) **Zut Alors**, David Legrand, 14. (6 boats)

EXPRESS 27 — 1) **Baffett**, Tom Baffico/Forest Baskett, 8 points; 2) **Motorcycle Irene**, Will Paxton, 25; 3) **Dianne**, Steve Katzman, 30. (16 boats)

OLSON 25 — 1) **Clean Sweep**, Tom Nemeth, 4 points; 2) **Samba**, Roger Anderson, 5; 3) **Synchronicity**, Steve Smith, 8. (5 boats)

Complete results: [www.encinal.org](http://www.encinal.org)

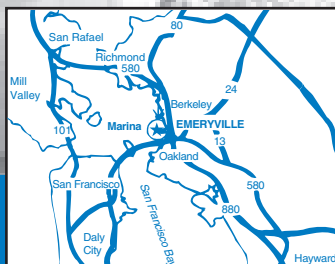
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## ABOARD *DOLCE VITA*



**Pictured here at 'Dolce Vita's roomy nav station, Mai is now happy and confident in her role as captain.**

It was the legacy of Volker. But the catamaran was so big and complicated that I didn't even know where to start. I had never even been directly involved in the operation or maintenance of the boat.

But it was torture for me to look out the window of our home on Belvedere and watch the sailboats glide down Raccoon Straits — while our *Dolce Vita* sat restlessly tied to our dock. Finally, I gathered the courage and determination to take control over my situation. I decided that I wanted to go sailing whenever and wherever I wanted — without having to depend on anyone. A couple of my good friends helped me learn to maneuver *Dolce Vita*, and to manage her complex systems which Volker had so cleverly

designed. I divided my giant task into many small parts, and patiently crossed them off my 'to do' list.

One day, I finally went out sailing with only the help of my 20-year-old nephew, who knew even less about sailing than I did. It felt so wonderful and free. Soon I was ready to make a tribute to Volker by participating in the 2004 Baja Ha-Ha. As difficult as it was to sail in the emotional void of missing him, I was able to enjoy the season, and after the Ha-Ha I continued on down as far south as Zihuatanejo. We then sailed north to Puerto Vallarta, where we spent a couple of months at our vacation home.

That left the Baja Bash to bring the boat back to California. It wasn't the

easiest trip, but I did it with the help of three dear friends.

To honor Volker's passion for life, I continued to plan for cruising. But in addition to honoring Volker, I needed to start living my life for myself and put an end to the chapter of grieving. I still needed to find myself. After 20 years of being half of a couple, who was I? Sailing with old friends was hard because they were all in the kind of loving relationships that I missed so much. I had to make new friends, and develop a new set of crewmembers in order to create new memories of adventure outside of Volker's shadow.

Sure, there have been difficult times. For instance, last August someone turned a wrong switch — frying *all* of the many electronic instruments. Then there was a tidal surge that caused the

# PICKING UP THE PIECES

corner roller on the dock to be pulled off. The remaining steel bolt gored a large hole in the starboard quarter of *Dolce Vita*. These mishaps were just part of the learning curve. I kept on going through these obstacles thinking that things could only get easier from then on. However, I soon encountered a different set of problems — that of crew personalities.

**T**he multiple hurdles and the process of dealing with them and overcoming them made me stronger, not weaker. So I felt that I was ready to take off on my own, free of the old stigmas. I deliberately started the 2005 cruising season behind the Baja Ha-Ha to be free of the shadow which Volker's memory cast over the event for me. There were problems, but we made it



LATITUDE / RICHARD

*Baja Ha-Ha awards may not look like much, but the handpainted wooden fish won by each participating boat become cherished momentos.*

to Puerto Vallarta — doublehanding the 300 miles from Cabo. Having made the cruise on my own terms, I was now able to enjoy seeing old friends while making

new ones.

After the holiday season, I'll continue cruising south to Zihuatanejo, return to Puerto Vallarta for the Banderas Bay Regatta in March, and will head north in April to spend a couple of months in the Sea of Cortez. Next year, *Dolce Vita* and I will adventure down to Costa Rica, and I will go wherever my mood guides me.

My advice to all widows is that even though life is very difficult without our spouses, if we pick up the pieces, we can slowly put our lives back together again, continue our dreams and make new ones of our own. I wish you the courage, determination, and support of good friends who will help you sail through the stormy days of your life and back into the sunshine again.

— mai dolch

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# WRATH OF THE TEHUANTEPEC

*As reported last month in Sightings, one of the most dramatic nautical events of January was the nighttime rescue of the British crew of Eclipse, a 34-ft catamaran, in the storm-tossed Gulf of Tehuantepec, by a U.S. Navy helicopter team. Shortly after his rescue, captain Richard Woods who had designed this cat and many others, emailed his account of that*

As some of you probably know by now, we are no longer on board *Eclipse*, but on a Navy frigate, the *USS Ford*, where, in addition to saving our lives, everyone has been really friendly and welcoming.

We left Nicaragua, en route to Mexico, on Friday the 13th, which probably didn't help matters, and had a very frustrating sail along the coast of El Salvador, and then Guatemala — frustrating, because the weather was really changeable. For example, we went from motoring to sailing under reefed genoa alone in under two minutes. But we did have some nice sailing for a couple of hours each day, followed by several hours of motoring. So it was taking longer than we wanted to get to Mexico, and we were both getting tired. Nevertheless, my companion, Jetti Matzke, was preparing good food, as always.

There was a time constraint, as we knew there would be a bad gale coming through the Gulf of Tehuantepec on Wednesday afternoon, and we had wanted to get past that area by then. Sadly we didn't quite make it. The wind

take down all sail and lie ahull. But as the wind increases, and especially as the wave height increases, this is no longer a safe option. So the next stage is either to run before a gale towing warps, or to lie to a sea anchor.

The problems with the former are that: A) you are going with the weather system, so you stay in it longer; B) if the wind increases, you eventually cannot go slowly enough, so you begin to surf and overtake the waves ahead; C) you end up a long way downwind at, say, 50 miles a day; D) it would mean that I would

be hand steering all the time, as Jetti is not experienced enough — or, as we found later, strong enough — to steer in big seas. So I have always preferred the sea anchor streamed from the bows. However, in 45 years of sailing and around 70,000 miles of offshore sailing, I have never had to stop sailing because of bad weather. So it had all been theory for me, until now.

Anyway, at 8 p.m. we decided to stop sailing and use our parachute sea anchor. I had first gotten this when we did the Azores race in *Banshee* in 1987,



LATITUDE / RICHARD

**Initially, Jetti and Richard figured they could 'tough out' the storm, but conditions became increasingly more life-threatening.**

*The wind got up very quickly, increasing from 7-10 knots from the south to 30 knots from the northwest.*

got up very quickly, increasing from 7-10 knots from the south to 30 knots from the northwest. As we got away from land the wind increased more.

There are several proven, accepted techniques for handling bad weather in a catamaran. If the waves and wind are not too severe, one can just heave to or

but had only ever used it for practice. This was the first time it was for real. It took some time to sort out the bridle so that the boat would stay head to the waves. It tended to swing 40 degrees each way and was scary — or so I thought at the time — when we got near-abeam of the waves. Also, from time to time the

parachute would collapse, and we'd drift backwards until it reset, which was even more worrying.

We spent the night like that, with no sleep, of course. The next morning the wind and seas were much worse, certainly a full gale, but not so bad that I thought *Eclipse* was in real danger. Tests, theory and practice have shown that a catamaran can only capsize if it is beam on to waves that are as high as the beam of the boat. So we are 100% okay in waves under 20 feet high, and these were 10 feet.

I kept checking the warps and bridles, but as the boat swung, the loads on the bridles were very high. Eventually one, and then the other 12mm (1/2 inch) anchor warp bridle broke. Apart from holding the boat into the waves, the bridle also spreads the load onto three wear points. Now, all the load was on one bow roller and the parachute warp was beginning to chafe. I rigged up a second line with rolling hitches, which was a rather wet job to do on the foredeck. At some stage the forward trampoline started to tear, but was still useable with care. (I had planned to get a new one this year, as they have about a five year life).

The wind and sea state had been steadily increasing. Every hour we said, "It can't get windier, can it?" By now it was probably blowing a steady 40 knots, with 10-15 foot seas breaking over the boat every 10 minutes or so. Our safety depended on our parachute sea anchor holding. But in case it failed, I set up the 2 main anchors to be used as drogues behind the boat.

Surprisingly, it was not the warp that broke, but the parachute. This was a 10-foot cargo-style parachute, specially made for use as a yacht sea anchor. I pulled it on board, which allowed the boat to drift beam-on at that point. A quick inspection of the parachute revealed that it had shredded and that several of its lines had pulled out. As I said earlier, I had only used the sea anchor in calmer conditions for an hour or so, just to practice. It seemed an excellent idea, as the boat would just bob up and down, just like being on a conventional anchor. But in a real gale the



# — ABANDONMENT OF *ECLIPSE*

loads were much worse, and the boat was being pulled and jerked as the waves passed. I didn't like it, and I don't think I would recommend a sea anchor again.

We threw the anchors over the stern and also added the shredded sea anchor. It was very difficult to steer, but eventually I got the boat moving downwind. We were sailing at 5 to 6 knots despite the drogues. We let out more warp which helped slow us to 3 to 4 knots. I think that might still have meant surfing down some of the bigger waves, which would have the potential for a disastrous broach. However, the real problem now was that the following waves could catch up with us and break into the cockpit.

For the first time on any catamaran that I've sailed, we had to close the companionway door. The first wave broke into the cockpit. The second wave was much bigger and swamped the cockpit. Even worse, it filled the dinghy which we keep on davits. The water weight broke some of the straps, and we had to cut the dinghy loose and set it adrift. Clearly, running downwind was not an option.

So we then decided to try towing the anchors from one stern. This would allow the boat to lie at a 45° angle to the waves. Despite this temporary arrangement, it actually seemed to work better than the sea anchor had done. Of course, all the time the wind was increasing. We went below again to recover and see how the boat was handling the conditions. An

hour later the wind suddenly increased even more. It was now screeching and the rig began vibrating, which I had only noticed once before, when tied up in a marina during a 70-knot gale. The waves were now often over 20 feet, so it was definitely getting to the dangerous, life-threatening stage. We began to discuss the option of abandoning ship. Unfortunately our Raymarine wind speed indicator was obviously only designed for inshore sailing because it was still reading 32 knots. So I don't know how windy it really was.

By 1 p.m. the waves were consistently over 20 feet, maybe occasionally 30 feet. I generally tend to *underestimate* wave heights, by the way, partly because everyone normally *overestimates*.

In any case, our situation was getting more and more serious, as there didn't seem to be any limit to how high the wind and waves could get. By 1:30 p.m. the wind really got up. The sea state changed and the



WOODS DESIGNS

**The 34-ft 'Eclipse' is one of many successful cruising cats designed by Richard Woods' UK design firm. At this writing, her fate is still unknown.**

but I'd never felt it before.

That was when we decided to send out a mayday, as we knew it would be several hours before there would be any chance of rescue. Of course, it was particularly hard for me, as *Eclipse* is not insured. And, of course, no one likes the idea of abandoning a boat. Usually boats are

picked up later undamaged. I can always build another boat, and I had earlier said to Jetti that we might not survive. Accordingly, we set off our EPIRB, but also called Pip (in England) using our satellite phone. He gave us the UK's Falmouth Coastguard phone number, and we called the Coastguard direct. We called back every hour to check on progress and to give a weather update and position check. We heard that the Mexican Navy was sending out a launch to stand by.

By 6 p.m. it was dark, so we could no longer see the waves. We could still hear them crashing onto the boat, but so far, apart from the lost dinghy and torn, but useable, trampoline, there was no other damage. The inside was beginning to become a mess. Normally on a catamaran one can leave cups on the table, there is no need for fiddle rails, etc. But at this point everything was being thrown around. There seemed little point in putting everything back in place, so most just stayed on the floor or was put on the bunks. The inside stayed dry though. No water had gotten below except for the one wave when we were running downwind and lost the dinghy. So it was dry and warm below.

Still, we realized that at any time a wave or wind squall could have our name on it. We wouldn't survive a capsizing. We were still expecting the Mexican Navy to call up on the VHF to say they were enroute. So it was a great surprise to hear a female American voice at 11 p.m., saying she was in a U.S. Navy helicopter, 10 miles from us. This was the first we knew that the U.S. was involved. We kept in radio contact as they flew in and then set off a flare and made visual contact, although I suspect the pilot had seen



# WRATH OF THE TEHUANTEPEC

## HEROICS ON THE HIGH SEAS — YOUR TAX DOLLARS AT WORK

On the evening of January 18, the 453-ft frigate *USS FORD* was deployed off the Pacific coast on 'counter narco terrorism patrols', when news of *Eclipse*'s mayday reached the ship.

Helicopter pilot Lieutenant Commander Connie Avery and her crew were called into action when the *Ford* received a request from Coast Guard District 11 for search and rescue (SAR) assistance 100 miles to the east. The following excerpts from LCMR Avery's report give fascinating insights into the challenging process of offshore rescue in gale-force conditions:

"When 15 nm away, communications were loud and clear and *Eclipse* passed an updated lat/long, and reported winds of more than 50 kts and unbearable seas. They had drifted 11 nm in 1.5 hours. *Eclipse* then shot a flare that illuminated their position, making it visible to the pilots who were wearing night vision devices.

"Red Stinger 103 (the helo) arrived on scene and accessed the situation. The sea was covered in white foam, surging with crashing 20' waves. The noise of the helicopter was drowned out by the 50-knot winds and angry seas. The *Eclipse* was plummeting down the backs of the swells into the troughs, then surged up the crests at 45° heel, and then back again, with an occasional wave that crashed over the 35-ft catamaran.

"The crew of the *Eclipse* was on deck gripping on to stanchions, trying not to be swallowed by the sea. There were wires and lines all over the catamaran, making it too dangerous to risk lowering the swimmer onto the boat. He would certainly get tangled in them. The seas were moving quickly and the *Eclipse* was drifting with the waves. The aircraft commander's first thought was, 'I don't know if we are going to be able to do this, we are not putting Gotelli on the boat, they are going to have to jump in the ocean to him.'

"After the initial pass, the pilots flew the helicopter on the rescue approach. It was then that they realized the true force of the wind. The wind made it very difficult to turn and position over the *Eclipse*. It took about 10 minutes to get the helicopter back in position, into the wind and near the catamaran. Although in what seemed to be a stable hover, cockpit instruments were reading airspeeds ranging from 40 to 50 knots. The wave action and lights from the catamaran were disorienting for the pilots, but the use of night vision goggles provided a visual horizon in the dark night.

"When the aircraft was stable, Gotelli was



**U.S. Navy to the rescue! In Richard and Jetty's eyes, the *USS Ford*'s SAR crew are true American heroes. Left to right are: LTjg Chris Ryckebush, LCDR Connie Avery, AW2 Christopher Gotelli and AW2 Ren Owens.**

hoisted down into the water using 'direct deployment', a procedure that leaves the rescue swimmer tethered to the rescue cable. As he was lowered, the wind caught Gotelli by surprise. He put his arms up and let the wind cup his body to keep him stable and stream-lined. The survivors later said that he looked like Superman. Gotelli noted that his face was rippling from the force of the wind and he had to take care to keep his fins in line to avoid rapidly spinning. He soon used them as a rudder to position himself near the *Eclipse*.

"From the cabin door, AW2 Ren Owens guided the pilots to the best position, while he tried to make sense of the rhythm of the waves. The seas were raising and dipping the catamaran 20 feet, swaying it 40 feet to and fro. He had attempted to just lower Gotelli into the water, but the current was so strong that he was not able to pay out cable fast enough to keep Gotelli from being plucked out of the water.

He then tried to lower Gotelli into the crest of the wave, a few seconds before it crashed. He saw that he was able to get the swimmer to ride the current toward the *Eclipse* and, if he timed it right, the crew could jump to the rescue swimmer. If he dropped him too late, the crew of the *Eclipse* would be too far from the swimmer and would be swept into the sea away from safety; too early and the tumbling catamaran would crash into him.

"The rescue required precise coordination. Owens guided the pilots into position while lowering Gotelli into the sea. The pilots followed his direction while combatting automatic flight control degradations that resulted from the extreme winds and raging seas. Owens called when Gotelli was in position, and the pilots radioed to the *Eclipse*, telling them when to jump. Both of the *Eclipse*'s crew was brought to safety in 20 minutes."

us long before through her night vision equipment.

The last book I had read was *The Perfect Storm*, so I knew all about the skills and training of naval rescue personnel. We had earlier prepared some dry bags which we filled with passports, money and the ship's papers. All those can be replaced, so what else? What I really wanted to take was my computer with all my work on it. But I felt it was too big. So Jetty took her makeup bag, I took our CD's. In hindsight we could have taken more. We tied the bags to each other and put on shoes and inflated our lifejackets.

U.S. Navy helicopters have a SAR (search and rescue) swimmer who jumps out of the helicopter and swims to the stricken vessel with a lifting strop. It looked very scary to me. That swimmer, Chris Gotelli, was a brave man. *Eclipse* was still moving around quite violently in the seas, but the conditions were fortunately not nearly as bad as they had been when we put out the mayday. Ironically, we probably were over the worst of the gale.

Jetty was the first to jump into the sea and into the swimmer's waiting arms. Five minutes later it was my turn. As I was hoisted out, I looked down and back at *Eclipse*, and hoped I would see her again.

I had not flown in a helicopter before. They look big on the outside, but are cramped inside and very noisy. Our flight back to the *USS Ford* lasted about 10 minutes. On the way we watched the 'in-flight movie': the night vision viewer of the frigate as we approached was fantastic. Jetty was shown the weather radar and saw that *Eclipse* was right in the centre of the storm.

We landed on the ship



## — ABANDONMENT OF *ECLIPSE*

and faced a welcoming party of apparently the whole ship's company, despite it now being 3 a.m. After a quick debrief, medical check and shower, we dressed in Navy-issue jumpsuits and enjoyed a massive breakfast. We are not sure if it was put in front of us as a test, but it was the biggest meal I've ever eaten. Jetti finished her plate as well. But then, neither of us had eaten anything for 36 hours except a few slices of bread. We then took a three-hour nap.

In the morning we had discussions with the crew. The helicopter pilot, Lieutenant Commander Connie Avery, said she had great difficulty controlling her helicopter as she was flying at 50 knots to stay in position, and was going up and down 20 feet to stay with the waves — independent confirmation that it was still a full gale, if not Force 9. Even so, it was far less severe than earlier in the day.

Ms. Avery also said it was her first real sea rescue in extreme weather. She, like

the swimmer, had only done simulations in weather this severe. We met the captain who said he had been steaming his frigate away from the area to keep away

we hope to find a salvage operator there to tow *Eclipse* in.

Despite all that happened, I was very impressed with the seaworthiness of *Eclipse*. No real damage — we didn't like our dinghy anyway — and the boat had survived a major storm without capsiz-

*The captain considers this area worse than sailing around Cape Horn.*

from the bad weather. He considers this area worse than sailing around Cape Horn. Even now, as I write on board the *USS Ford*, it's hard to stay in my chair as the ship is rolling and pitching. Yet, looking outside, the sea state looks relatively flat compared to what we had been in yesterday.

We have 24 hours before getting to port. We are desperate to see if we can salvage *Eclipse*. It is undamaged and will probably float forever. Currently it is only 50 miles from a big fishing harbour, and

ing. Certainly life would have been much more uncomfortable on a monohull, and ultimately, I think had we been on one, we would still have put out a mayday, as did the yacht in *The Perfect Storm*.

I'll finish this by thanking all the crew on the *USS Ford*.

We don't know what the future holds now. In a few days we will know about *Eclipse*. If it is salvaged, clearly we have to sort that out. If not, we will fly home.

— richard woods & jetti matzke

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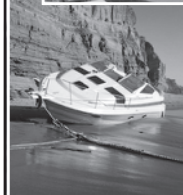


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# 2006 RACING

The dictionary definition of a race is “a competition of speed.” And much of our daily lives is spent racing — from a morning meeting to a doctor appointment to the kids’ soccer game, and so forth. But who are we competing against? In this day and age, it’s rare to have a truly identifiable competitor. Oh, sure, you race against the guy in that BMW on 580, or the woman with the overloaded shopping cart at Whole Foods who’s heading for the same checkout lane as you, but we all know that true competition is “a test of skill or ability,” not “who can cut in front of the other guy first.”

Many folks might say they have too much stress in their lives already, and don’t need the added pressure of practicing and competing in sporting events. But what if — hypothetically speaking, of course — competing in a ‘real’ race released pent-up frustrations in a totally healthy way, as opposed to becoming enraged if that Beemer cuts you off? Is it possible that the activity, teamwork and challenge that sporting events encourage could actually relieve some of that day-to-day stress, making life more enjoyable?

One more question: why not find out by joining one of the many racing fleets on the Bay? (Come on, you knew that’s where we were heading with this.) There are dozens of different styles of racing to choose from: die-hard to laid-back, Cal 20s to J/120s to multihulls, singlehanded to doublehanded to crewed, one design to beer cans (that’s not just referring to what’s in your cooler). Call some of the skippers listed here, learn the ropes, and take out your frustrations on the race course, not the freeway.

If we’re ‘preaching to the choir,’ consider doing your part to end road rage. Check out the listings below, go to the Crew List Party on April 5, and give some newbies a shot. Who knows, it could very well make the world a better place.

By now, most of you will know the drill as well as we do. This Crew List works just like all our others. A few months ago, we ran the Crew List Forms. Interested boat owners or potential crew filled them out and mailed them in, and when you turn the next page, you’ll find their names, boat types (in the case of owners), contact numbers, and a little about the type of racing people want to do. There are also sections on experience, skill level — even how serious they are about winning.

Now all that remains to do is find the skipper or crew whose desires and skill sets best match your own.

For example, say you’re a skipper with several seasons of semi-serious racing under your belt. Your boat needs three crew, but only two show up on a regular basis. The rest of the time, you use pick-up crew from the club. You’d like to find one more regular — someone with a lot of experience who can run the traveler, offer tactical advice, and/or fine-tune you

**IMPORTANT NOTICE: The Latitude 38 Crew List Advertising Supplement is for informational purposes only. Latitude 38 does not make nor imply any guarantee, warranty or recommendation as to the character of anyone participating in the Crew List, or the conditions of their boats or equipment. You must judge those things for yourself.**

and your regular crew into a more competitive team. With the Crew List, all you have to do is look down the ‘Men to Crew’ or ‘Women to Crew’ lists of names on the next few pages. Using the codes in the gray boxes, make checks with a red pen next to the best-sounding candidates, and then start making calls. It really is as simple as that. Actually, if you sent your



© OSKAR KIHLEBORG/VOLVO OCEAN RACE

*Whether you aspire to break onto the international racing scene (above), or would rather compete against mere mortals (inset), racing has something to offer everyone.*

own ‘Boat Owner Looking For Crew’ form in, it’s even simpler — potential crew will be calling *you*.

A word of wisdom for that latter group: there are a lot more people looking for boats than the other way around. And the good spots tend to go fast. By being an ‘early bird’ and making phone calls as soon as you can after this issue comes out, you’ll have the best chance of landing that perfect worm...uh, ...boat. Be sure to ‘match’ your skill level (or lack thereof) to what boat owners are looking for before you start calling.

Both boat owners and potential crew should write out a list of questions they intend to ask and specific ‘wants’ they have. These would have to do with specific duties aboard, how much non-racing upkeep and repair time is required, (including between-race maintenance), responsibility for lunches, practice races, specialty races, how much of his/her own gear a crew should bring, and so on. If you don’t do well getting yelled at, include that subject in the questionnaire.

We’ve been told the best way to cover these issues with multiple phone contacts is to leave blank spaces between each question you write out. Then run off a dozen or so copies of the question sheet(s). When you make or receive a call, pull a fresh



# CREW LIST



each of them if they'd like to accompany him on a month-long backpacking trek up the Appalachian trail! We don't think there were any takers.

Another advantage to having your name listed here is that you get in free to the Crew List party. Traditionally, the spring Crew Party has been a relatively low-key affair which racing Crew Listers share with cruisers, daysailors, co-charterers and boat-swappers, whose Crew List appears in the April issue.

For the last few years, however, the Crew List Party has been a pretty big deal, and this year's shindig on Wednesday, April 5, at the Golden Gate YC, is continuing the trend. We don't have everything firmed up yet, but plan on a safety demonstration or two, *Latitude 38* T-shirt giveaways and the usual no-host bar. The party runs from 6 to 9 p.m., and if your name appears here (or on next month's list), you get into the party for free. If it doesn't, you're still welcome, but it'll cost you \$7 a head to get in. We're not 7-Eleven, so please try to have exact change.

For Crew Listers, the party performs a couple of important functions in the overall scheme of things. First, it offers a friendly neutral ground — if you need it — for the first meeting between a skipper and new crew. Secondly, it offers one more chance for skippers or potential crew to hook up with one another. Everyone who comes to the party gets issued a color-coded name tag. That way everyone can instantly tell if the wearer is a boat owner looking for crew or crew looking for a boat. One note of caution: the Crew List Party is a combined event for Racers, Cruisers, Daysailors, Co-Charterers and Boat-Swappers, so make sure who you're talking to before you make any commitments.

**N**ow for a medley of our greatest tips:

- Make your calls during waking hours — no earlier than 9 a.m. and no later than 9 p.m.
- If you're looking to crew, be realistic about the commitment involved in a season of racing. It means you have to show up on time and in working order for upwards of 20 weekend days this summer. And you may be asked to work on the boat occasionally when it's not sailing.
- Be honest. Don't try to BS your way onto or around a boat. If you don't know what you're talking about, someone who does can recognize it instantly. As we've said for years, a lack of experience is not necessarily an impediment to your goal. Many skippers actually *want* a few crewmembers with little or no experience because they're easier to teach the skipper's way of doing

things.

• Don't be an age bigot when it comes to choosing a boat or crew. There's as much to be said for the steady hand of experience as the strength and exuberance of youth. Give everybody a chance.

• If you're a man, for Pete's sake don't be a jerk to any of the women on the Crew List. On the other side of the coin, we've seen some of you women come to the Crew Parties dressed to kill a lot more than time. So please, everybody, leave the hormone thing for another time and place.

Good luck and good racing, folks! We hope everyone who takes part in the Crew List gets to feel like a King (or Queen) for a day. Or at least a Duke for an afternoon.

And when you get a minute, let us know how the Crew List experience turned out for you.

— **latitude/jr**



LATITUDE/JR

sheet from the stack and write the person's name and phone number on the top first thing. By scribbling down each person's answers on one sheet, it's much easier to remember who said what. Take it from us, if you just start interviewing people and not writing down at least key thoughts from each, by about the sixth or seventh call, they'll all start running together.

As mentioned, if you're serious about Crew Listing, you'll have taken the time to send in a form, and your name will appear on these pages — effectively doubling your chances of success. However, you don't *need* to be listed here to use the Crew List. Anyone can make calls from the lists as long as they read and acknowledge the disclaimer in the gray box on this page. Oh, and it would help the cause if you confined Crew List calls to sailing. A few years ago, some guy called most of the women on the Crew List, admitted he had no interest in sailing but — "since you're obviously the adventurous type" — asked

# 2006 RACING

## CREW LOOKING FOR RACING BOATS

### MEN TO CREW ON A RACING BOAT

**Art Urbin**, 53, (408) 985-2107, art@urbin.com.....wants 2,3,4,5,6/prefers 2/exp 4c, scuba, Ham lic./will 4.  
**Bob Pezzoli**, 62, (925) 631-0545.....wants 3,4,5,6/prefers 2/exp 4b, Newport-Bermuda/will 1,2,4,6.  
**Bob Walden**, 47, (415) 302-0128, bob@bobwalden.com.....wants 2,3,4,5,6/prefers 2/exp 4a, ASA instructor/will 1,2,3,4,5,6,7.  
**Don Krafft**, 51, bayracer@donkrafft.com.....wants 1,3/prefers 2/exp 4bc, 2004/05 Global Challenge RTW Race/will 1,4,5,6.

### "TO CREW" CODE

#### I/WE WANT TO RACE

- |                        |                     |
|------------------------|---------------------|
| 1) San Francisco Bay   | 4) 2006 Pacific Cup |
| 2) Monterey/Santa Cruz | 5) Coastal Race(s)  |
| 3) Ocean Series        | 6) To Mexico (Nov.) |

#### I/WE PREFER

- |                              |               |
|------------------------------|---------------|
| 1) Boats under 30 feet       | 4) Dinghies   |
| 2) Boats over 30 feet        | 5) Multihulls |
| 3) Specific class or design: |               |

#### MY/OUR EXPERIENCE IS

- 1) None  
2) A little: **a)** Little or no racing, little other sailing experience;  
**b)** Little or no racing, one or more years of general sailing;  
**c)** Little or no racing, lots of cruising and/or daysailing  
3) Moderate: **a)** Less than one full season; **b)** Out of area racing experience, but am unfamiliar with local conditions  
4) Mucho: **a)** One or two full local seasons; **b)** One or two long distance ocean races; **c)** Years of Bay and ocean racing

Other pertinent experience: \_\_\_\_\_

#### I/WE WILL

- 1) Help with the bottom, do maintenance — anything  
2) Play boat administrator, go-fer  
3) Go to the masthead to retrieve the halyard at sea  
4) Navigate, I've got lots of experience  
5) Do foredeck, I've got lots of experience  
6) Do grinding, I've got muscle  
7) Do lunches/provisioning

**Don Scott**, 51, (707) 290-1909.....wants 1,3/prefers 2/exp 2c/will 1,6.  
**Douglas Garrison**, 48, (510) 523-3077, wbwhiner@yahoo.com.....wants 1/prefers 2/exp 1,2a/will 1,6,7.  
**Efraim Wichmann**, 38, (707) 526-1322, efraim@zeitgeist-atelier.com.....wants 1/prefers 1/exp 2a, OCSC BK cert/will 2,6.  
**Ev Pelton**, 55, (925) 575-4970.....wants 1/prefers 1,2,3/exp 2c/will 1,2,6,7.  
**Falk Marria**, 30, (510) 666-0786 or (530) 277-7428.....wants 1/exp 2b/will 3,6.  
**Fred Jacobs**, 61, (559) 642-6356, fvj@sti.net, (559) 289-0734 cell.....wants 1,2,3,4,5,6/prefers 1,2,3,4,5/exp 2b/will 1,2,3, learn.  
**Javier Jerez**, 42, (415) 200-8190.....wants 1,2,3,4,5,6/prefers 1,2/exp 4a/will 1,2,6,7.  
**Jeffrey S. Kline**, 51, (415) 668-1242.....wants 4/prefers 2/exp 2b; own a Lapworth sloop/will 1,7.  
**Jerry Coughlan**, 34, (415) 731-3873, jerhcoughlan@aol.com.....wants 1,2,3,5/prefers 2/exp 2c/will 1,2,3,5,6.  
**John Ryan**, 47, (408) 727-7208.....wants 1/prefers 2/exp 3, ASA BBC & Nav/will 1,3,5,6.  
**Jon Tomashoff**, 48, (415) 385-1251.....wants 1/prefers 2/exp 3/will 1,2,6,7.  
**Josh Oen**, 45, (510) 791-7690.....wants 1/prefers 1/exp 2c/will 1,2,3,7.  
**Kent Magnell**, 48, (707) 486-7632.....wants 1,2,3,4,5,6/prefers 2,5/exp 2,3/will 2,3,6,7.  
**Kevin Kelley**, 52, (916) 346-6869, quetzalcoatl@yahoo.com.....wants 1,2,3,4,5/prefers 1,2/exp 4/will 1,3,6.  
**Kevin Schofield**, 40, (650) 508-0503, kevin@scubadive.net.....wants 3,4,5,6/prefers 2/exp 2b; several coastal trips on 43-46' sailboats as crew & navigator/will 1,2,6,7.

### MEN TO CREW — cont'd

**Marcus Moore**, 26, (707) 773-3202, marcus.a.moore@gmail.com.....wants 1/prefers 1,2,4,5; any, eager to learn/exp 2a.  
**Matt Mora**, 39, mobile (925) 963-0572.....wants 1,3,4,5, BBS/prefers 1,2,3 (IRC, J/105,109,120)/exp 2b/will 1,2,6.  
**Michael Migdol**, 37, (760) 436-6941.....wants 3,4,5,6/prefers 2/exp 2c, boat owner/will 1,2,3,6,7.  
**Mike C.**, 66, lat385@yahoo.com..wants 6/prefers 2/exp 4 Baja Ha-Ha 5x/will 1,2,4.  
**Neal Holmlund**, 48, (510) 384-1820.....wants 1/exp 2b, OCSC cert. BK & BC/will 1,2,3,6,7.  
**Pete Walmsley**, 31, (415) 567-7703, walmslpe@yahoo.com.....wants 1/prefers 3 (J/24)/exp 2,3/will 1.  
**Peter Kacandes**, 39, (650) 714-2042, kadyca@yahoo.com.....wants 1,3,4,5,6/prefer 4/will 3,5,6,7.  
**Peter Muny**, 50, (415) 927-1750, petermuny@sbcglobal.net.....wants 1,3,4,5/prefers 1,2,3,4,5/exp 4, bluewater/will 3,4,5,6.  
**Roe Rogers**, 27, (209) 324-2943, roe1352@hotmail.com.....wants 1/prefers 1,2/exp 2c.  
**Scott Davis**, 49, (530) 263-1314, scottd@tga-inc.com.....wants 1,2,3,5/prefers 2/exp 2b/will 1,6,7.  
**Simon Phillips**, 32, (831) 466-9505, simon@bfsia.com.....wants 2/prefers 2/exp 3b/will 1,5,6.  
**Stephane Plihon**, 35, (408) 406-9546, splihon@yahoo.com.....wants 3,4,5/prefers 2/exp 4c; driver on J/29 Bay/oon, '05 HDA champ/will 1,2,3,6,7.  
**Steve Fischer**, 36, (415) 948-9542, stephenfis@yahoo.com.....wants 1/prefers 1,2/exp 2c/will 2,6,7.  
**Tim Page**, 50, (916) 780-2005 wk, (916) 622-6323 cell.....wants 1,3/prefers 1,2/exp 4a/will 3,6,7.

### WOMEN TO CREW ON A RACING BOAT

**Abby Mar**, 44, (415) 457-9786, aspenseer@yahoo.com.....wants 1,2,3,4,5,6, Sierras/prefers 1,2,5, fast/exp 4, Mexico, NW/will 2,7.  
**Andria Donovan**, 28, (619) 788-1306.....wants 6/prefers 2/exp 2a/will 1,2,7.  
**Cecile Schwedes**, 54, (805) 795-5515, cgenerauxschwedes@yahoo.com.....wants 1-occasionally,3,4,5,6/prefers 2/exp 4-inquire/will 1,2,3,4,5,6,7-cook.  
**Dolores Shotton**, (510) 235-6679, dshotton@surfree.com.....wants 1/prefers 1,3 (boats to 34')/exp 4ac/will 2,4,6,7.  
**Jean Magistrale**, 50, (415) 454-8604.....wants 1,3,4/prefers 2/exp 4abc/will 1,3,7.  
**Karin**, 46, (650) 851-8100 x305, (650) 207-0940.....wants 1,2,5/prefers 2/exp 2b, some crossings/will 1,2,3,7.  
**Kathleen Cruise**, 55, (415) 221-7698.....wants 1,2,3/prefers 2/exp 3/will 1,2,3,5,7.  
**Lauren**, 22, (808) 889-5453, veganmagick@yahoo.com.....wants 3,4/prefers 1,2,3,4,5/exp 2a/will 1,6.  
**Lori**, 36, (415) 388-2802 or knineluv@yahoo.com.....wants 1/prefers 2/exp 2c, boat owner/will 1,2,3,6,7.  
**Lynn**, 55, sfmariner@gmail.com.....wants 1,2,3,4,5,6/prefers 2,5/exp 4a/will 2,7.  
**Martha**, 41, (510) 652-1305.....wants 1/prefers 1,2/exp 4a/will 6,7.  
**Shawna M. Marlin**, 26, (530) 409-8838, shawnamarlin11@hotmail.com.....wants 6/prefers 1,2,5/exp 2b/will 1,2,7.

### COUPLES TO CREW ON A RACING BOAT

**Amber Marlin & Wayne Bennett**, 27, (702) 265-4939 cell, (909) 584-2132 hm, (702) 809-8469 cell, amber@teamworx.cc, wayne@teamworx.cc.....want 6/prefer 1,2/exp 2b/will 1,2,3,7.  
**Chad & Carolyn Carvey**, 41/36, (415) 246-9838, carolyn@svenartsmedia.com.....want 1,2,3,5,6/exp 2b/will 1,2,3,6,7.  
**Donna & Geoff Lyon**, 30/37, (650) 473-1847, donnaj\_lyon@yahoo.com.....wants 1,3/exp 3/will 1,5,6,7.  
**Rob & Michelle Call**, 44/43, (510) 748-9500, michelle\_stecklein@yahoo.com.....want 1/prefer 2/exp 2c/will 1,2,3,5,6,7.  
**T.D. & Allison Sullivan**, 55/53, palmtree2@comcast.net.....want 3,4,5,6/prefers 2/exp 3 (much Columbia River exp, Bahamas to FL)/will 1,3,6.

**Don't miss the Latitude 38  
Spring Crew List Party!  
April 5 at Golden Gate YC**



# CREW LIST

## RACING BOATS LOOKING FOR CREW

### "WANT CREW" CODE

#### I/WE PLAN TO RACE

- |  |                            |
|--|----------------------------|
| 1) San Francisco Bay                         | a) Handicap                |
| 2) Monterey/Santa Cruz                       | b) One Design              |
| 3) Ocean Series                              | c) YRA season              |
| 4) 2006 Pacific Cup                          | d) Specialty events        |
| 5) Coastal Race(s)                           | and/or occasional YRA      |
| 6) Mexico Race(s)                            | e) Beer Cans               |
| 7) Baja Ha-Ha Cruisers' Rally (late October) | f) Anything and Everything |
| 8) Other                                     |                            |

#### I/WE WANT CREW

- Who will consistently put out 100% for the chance to get experience, and won't complain when cold, wet or scared silly.
- With at least one **full** season of racing experience
- With more than three years experience
- Willing to do occasional maintenance/repairs
- Willing to do occasional lunches/galley duty

#### I/WE RACE

- Casually. Winning is nice, but let's keep it fun
- Pretty seriously. Why else make the effort?
- Very seriously. I/we don't like to lose.

### MEN LOOKING FOR RACING CREW

**Alden Cramer**, 38, (510) 520-6236, 522emily@comcast.net, Santana 22 ..... plans 1b,c,d/wants 1/races 1.  
**Chris Longaker**, 64, (916) 207-3785, longakc@saccourt.com, Express 34 ..... plans 1,2,b,c,d/wants 1,2,3/races 1,2.  
**Gary Briber**, (650) 224-7029, g.briber@comcast.net, Farr 52 *Zamazaan* ..... plans 1,3,a,c/wants 3/races 3.  
**Hank Schrade**, 73, (408) 281-9613, 1995 Catalina 36 ..... plans d,8 (South Bay YRA)/wants 1/races 1.  
**Jan Grygier**, 49, (415) 973-0571, Santana 22 ..... plans 1b,c,d,8 (S22 Nationals in Monterey)/wants 1,2/races 2.  
**Jim Wallis**, 47, hygieia@compuserve.com, Custom 50-ft *Axel Heist* ..... plans 1,3,d,e/wants 1,4,5, beginners welcome/races to get noticed by *Latitude!*  
**John**, 61, (408) 281-1388, (650) 804-4970 cell, Islander 36 ..... plans 1bc/wants 1/races 1.  
**John Davis**, 59, (925) 829-5069, peggysue@pacbell.net, Laser 28 ..... plans 1,5,8 (Spinnaker Cup, Windjammers), a,c,e/wants 1/races 1,2.  
**Lloyd Burns**, 78, (408) 266-5802, lburns9355@aol.com, J/30 ..... plans 1a,c,e/wants 1,2/races 2.  
**Mike C.**, 66, lat385@yahoo.com, Cal 34 ..... plans 1e/wants 1,4/races 1.  
**Mike Mannix**, 59, (510) 530-4539, Catalina 38 ..... plans 1a,c/wants 1,2,3/races 2.  
**Patrick Kohlman**, 54, (650) 712-8991, dragonfly.studio@gmail.com, Laurie Davidson 27 ..... plans 1,2,5,6,8 (TransTahoe, SD NOOD, Key West), a,d/wants 2,3/races 1,3.  
**Steve Hocking**, 56, (415) 847-0179, Beneteau 34.5 ..... plans 1,3,5,e/wants 1,2,4/races 1.

### COUPLES LOOKING FOR RACING CREW

**Steve & Jocelyn Swanson**, 50s, (650) 576-1436, Islander 36 ..... plan 1,8 (SBYRA)/want 1,2/race 1.



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# THE LATITUDE 38 INTERVIEW

## Jim, Anna, and Tiki Green

*One of the most popular features ever run in Latitude was the March and April 2004 two-part interview with Jim Green, his wife Anna, and their then 3-year-old daughter Tiki. It was mostly about Jim, who in 1968 — "the year after I last cut my hair" — bought the very low and narrow freeboard 9-Meter Tango II. The boat had been under construction in Norway when the Nazis approached during World War II, so she was buried to keep from being discovered. Uncovered after the war, she wasn't launched until 1950. Although she was designed for racing in protected waters, and has backstays, Jim would ultimately sail her around the world three times, each time on a ridiculously low budget. When hurricane Luis hit St. Martin's Simpson Lagoon, Tango II was badly damaged, but was one of the few boats to have survived enough to be rebuilt.*

*Jim met the lovely Anna shortly after the young Swedish girl had arrived on the former Swedish island of St. Barth and had taken a job working at the Le Select Cheeseburgers In Paradise. Jim successfully wooed Anna with champagne and the good life on the island. About to start his third circumnavigation, Jim invited Anna to sail with him to Panama. If she enjoyed it, she could sail the rest of the way around the world with him. Anna took to the cruising life, so while they were in Panama, she agreed to continue on. Halfway to French Polynesia, Anna asked how much money they had for the circumnavigation. "Oh, I don't know," said Jim, "it's all there in the chart table." A few minutes later Anna said, "But I can only find about \$150 in there." "Yea, that sounds about right," Jim responded. "But don't worry, we'll come across a shipwreck or something, and that will pay for our trip." They indeed came across a shipwreck — a new motoryacht on her way from the Far East to her owners in San Francisco — in the South Pacific, and the salvage money they made did pay for their trip. Life hasn't always been easy for Jim, but things always seem to work out.*

*Jim is a one-of-kind sailor, and if you haven't read the interviews from 2004, you really should. While in St. Barth over the New Year's holiday, we bumped into Jim, Anna, and Tiki, and visited with them aboard Tango II for this interview. It's a mini compared to the previous ones, but we thought you'd enjoy catching up.*

**38:** It was the spring of 2004 when we did the original interview with you, and Tiki was a little over three years old. What have you been up to since then?

**Jim:** We returned home to Martha's Vineyard for the summer of '04 and cruised Cape Cod. But I'm in my early 60s now, and it's just too cold to sail in the Northeast. So that fall we cruised down to the Bahamas and spent the winter cruising there. I'm not sure that I'll ever take *Tango II* back to the Vineyard.

**38:** Most of us West Coast sailors don't know much about the Bahamas. How is the weather there different from further south in the Caribbean?

**Jim:** The Bahamas are subject to cold fronts in the winter that don't make it this far south, and the air temperature drops to the 60s. It's funny, because when it gets that cold the Bahamians put on mittens and wrap their babies in blankets. (Laughter.) But the water temperature is about the same.

**Anna:** (Laughter.) No it's not, it's colder in the Bahamas.

**Jim:** It's a little colder, but the weather isn't too different. But they have some of the clearest water in the world in the Bahamas. There's no dirt on the islands, so even when it rains the ocean water stays clear.

We went to the Bahamas because I wanted to show them to Anna and Tiki, and to see for myself how they've changed in the 30 years since I'd last been there. It turns out the Bahamas

"The Bahamas have hardly changed at all in the last 30 years. There are fewer people on the outer islands than before."

have hardly changed at all. In fact, there are fewer people on the outer islands than there were 30 years ago. All the young people want to go to the bigger cities like Nassau and Miami, where the action is. Plus, there are no jobs out on the outer islands. You either make a living fishing or you live on the

dole.

**38:** Nassau is the only big city in the Bahamas. Did you spend much time there?

**Jim:** No, there's just not much going on there anymore. We were there on Christmas Eve, and only saw one light on in the whole Holiday Inn. The huge Atlantis Resort and Casino on Paradise Island across from Nassau is a big attraction, but Nassau itself isn't what it used to be.

**38:** How was the fishing in the Bahamas?

**Jim:** It was great. We caught all kinds of stuff — permit fish, little tuna, lobster, conch, and two mahi mahi.

**Anna:** We hooked one of the mahi in the head. He went crazy when we landed him in the cockpit!

**38:** Any favorites in the Bahamas?

**Jim:** We liked Royal Island, which is an uninhabited island off North Eleuthera. It's about five hours from Nassau and about two hours from Spanish Wells. Royal Island is home to an old mansion that was wrecked in the '60s and still hasn't been fixed. The story is that the owner left it to his secretary/mistress, the heirs sued, back taxes were owed — the usual stuff. What's nice about Royal Island is that it has a nearly landlocked lagoon, there are paths all over the island, there's a Model T Ford in a shed, and all kinds of fun stuff. They also have cisterns, so we could get fresh water for free. We spent a couple of months at Royal Island and really enjoyed it.

**38:** How many boats were there?

**Jim:** People usually use Royal Island as a place to stop on their way down to the Exumas, so sometimes there would be a couple of boats, but we often had it all to ourselves. The truth of the matter is that you just don't see many boats in the Bahamas. There aren't any charterboats south of the Exumas, and south of Georgetown — which is usually referred to as 'Chickentown' because so many cruisers decide not to continue further south to the Caribbean — you don't see many boats at all.

Another place we liked was Clarence Town, which is on the southeast coast of Long Island in the Bahamas. It's has an actual harbor, which is kind of nice. In most of the Bahamas your only option is to anchor in the lee of an island. That means





LATITUDE/RICHARD

if the wind shifts, you're on a lee shore. But at Clarence Town you get protection from the weather no matter what direction it might come from.

**38:** Are the locals nice in the Bahamas?

**Jim:** It's just like everywhere else, the further you get from the populated areas, the nicer the people are.

**38:** So you spent the entire winter there?

**Jim:** Not all of it. While we were in Clarence Town, several cruisers told us that Luperon — on the north coast of the Dominican Republic — was a great place. They said there were lots of cruisers with kids like our Tiki, that it wasn't expensive, and that there were lots of cruiser activities. So we sailed on down — and had a nice sail, too, thanks to the very early season hurricane in the Pacific that hopped over Central America to the Caribbean.

**38:** You're referring to *Adrian*, the unusually early hurricane in May, the first to hit El Salvador in something like 150 years?

**Jim:** Yeah. Instead of going east to west, as most Pacific hurricanes do, Adrian went east. It didn't have hurricane force in the Caribbean, but the remnants came over the Turks & Caicos and created a big vacuum. So instead of the normal easterly trades, we had a northerly wind for what turned out to be our 300-mile off-the-wind passage. We arrived in Luperon in May of last year and stayed until July. It was hot, but not too bad.

**38:** We came through Luperon about 10 years ago, and it was definitely Third World. Prices were low, it was pretty funky, and there were lots of casual hookers around.

**Jim:** There are a lot of local girls around, but they're not hookers.

**Anna:** (Laughter.) Oh come on, Jim, those girls were all ready to go!

**Jim:** Well, maybe. Luperon really is the Third World, with all that entails. For example, the food and meals were cheap. A guy would come around each morning and sell fruit and vegetables from his pick-up. You could buy 30 oranges for \$1.

## the latitude interview:

And dinner for the three of us would come to about \$10. So we lived on about \$500, which was nice. But Luperon is also Third World in ways that aren't so nice — such as having almost no sanitary facilities. When it rained, the septic tanks overflowed

**"At Luperon you could buy 30 oranges for \$1, and the three of us could dine out for a total of \$10."**

and raw sewage ran down the gutters.

**38:** What about the gigantic Atlantica Luperon development that's been advertised? If you go on the net, you can see all these renderings of palatial villas and condos with berths in the back. It's supposed to feature seven villages, 25,000 hotel and condo units, many marinas, megayacht repair facilities, an airport, and all that.

**Jim:** We didn't see anything like that. We did see two failed condo projects, but neither one of them was very big. There are two marinas now — which are very nice — and a government dock. Many yachties — well, about three — have started little restaurants and stuff, so there are places to go at night and meet other cruisers.

One of the most fun things we did at Luperon was rent a brand-new Honda motorcycle for \$10 a day, and drive to a wonderful jungle river about 15 minutes away. There were bulls and horses swimming in the cool water, and it was really fun. And the people who live in the interior of the island are so friendly. And there's no anti-American sentiment — as long as the Red Sox win their baseball games. *(Laughter.)* Half of the Sox are from the Dominican Republic, and the locals really follow the team. In fact, I could lay down in our boat at night and watch the Red Sox games on television. We didn't need cable or anything, just the regular antenna that came with the television.

**38:** What was the cruising community like?

**Jim:** There were about 125 cruising boats in Luperon — and they were regular cruising boats, not the charter boats or the megayachts that you see in the Eastern Caribbean. Everybody had a sailboat, and they were 32 to 50-ft boats, not the 70-footers and up that you see down here. Most of the boats were staying at Luperon for the hurricane season. And it was great because there were lots of kids on the boats for Tiki to play with.

**38:** During the hurricane season, why would it be any safer at Luperon than anywhere else in the Caribbean?

**Jim:** Luperon is backed by the tallest mountain range in the Caribbean — there are 10,000-ft peaks — and they apparently shear the tops off of tropical storms. The south coast of the D.R. has been hit by a number of hurricanes, but we're told that the north coast has never been affected. Luperon sounded like a safe place to leave the boat for the summer while we returned to Martha's Vineyard to earn some cruising money and be with my mother, so we paid \$500 to rent a mooring buoy for the season. It was in a place where if you slacked the bow line, the stern could be tied to the mangroves. Luperon Harbor is so protected that there couldn't have been any swell in there. We also paid a guy \$5/day to check the bilge and air the boat out once a week. It worked out fine, as we were told it never blew more than 30 knots the entire summer.

**38:** Where were the boats headed after the cruising season?

**Jim:** Most folks were on their way to either Puerto Rico and the Eastern Caribbean, or west to Central America. We were part of the group heading east, against the prevailing trades

and swell. But there's a secret to working your way east along the islands in this part of the Caribbean, and that's to travel at night. During the day the easterly trades predominate, but at night there's a land breeze that comes off the mountains — and actually cancels out the trades in that area. Sometimes this tradewind-cancelling land breeze can extend out as much as 15 miles. If all goes well, you can cover 50 to 60 miles at night without having to battle the easterly trades of the day. So you sleep during the day and make your way east in the middle of the night. We did this four times along the coast of the D.R., and it worked out very well.

**38:** How were the officials in the D.R.?

**Jim:** They're pretty used to yachts, so they were fine. We'd give them all a couple of bucks and a little \$1 bottle of rum — they were happy with that.

**38:** But even once you get to the east coast of the D.R., you still have to cross the often boisterous Mona Passage, work your way east across Puerto Rico, through the Virgins, and across the almost always rough Anegada Passage to St. Martin. That's as nasty as the Baja Bash on the West Coast of Mexico, as it's all upwind and upcurrent against the trades. You must have gotten creamed.

**Jim:** We'd gotten back to our boat in Luperon in October, but weren't ready to leave for the Eastern Caribbean until the middle of December. We had good luck working east across the D.R. at night, and then we got incredibly lucky, because the last hurricanes of the season — you remember how late they





## the green family

were — sucked all the wind out of the trades. As a result, we had smooth water all the way across the normally rough Mona Passage, and all along the south coast of Puerto Rico to the Virgins. I couldn't believe it, as we didn't take a drop of water on the deck of *Tango III*! When that happens with a 9-meter, it's really something else.

We were having a great time at Peter Island in the British Virgins, and then along came *Zeta*, the very last storm of the year. This thing created a trough all the way down to Trinidad, with everything to the west of *Zeta* being calm. We weren't going to let such a rare opportunity go to waste, so right then we headed across the perpetually rough Anegada Passage. The forecast was unheard of — 1 to 5 knots of wind! And we had zero knots. At night the stars were mirrored in the water — although they moved around a lot because there was a big swell. But there was no wind and no sea. I can tell you one thing, when it's clear like that, you can see the lights on the BVIs for a long, long way. But imagine making it from Semana in the Dominican Republic to St. Martin without getting the decks of a 9-meter wet. That's one for the record book.

**38:** Any adventures along the way?

**Jim:** We went aground in the channel to Mona Island, Puerto Rico. Phil Van Zant's *Thornless Path* cruising guide said there was seven feet of water in the channel. He's right about that

*Spread: The low-riding 'Tango II', with Anna, Jim, and Tiki on the bow. Inset: You'd look a little crazed too, if you'd sailed around the world three times and hadn't cut your hair since the '60s.*



— except for the rocks and coral heads. We draw 6'9", but even at high tide we found you couldn't be more than 6'6" and make it in.

**Anna:** It was one of those times when you realize how easy

"Tiki joined *Tango II* in Sweden for the first time when she was just four months old."

it could be to lose your boat. It was pretty spooky.

**38:** What do you think of Van Zant's guide?

**Jim:** Van Zant's guide is pretty good, but you still have to have the proper charts. Anyway, we managed to get off — but only after diving and buoying the channel to guide our way between the rocks.

We had another incident while anchored on the south coast of Puerto Rico. Late at night I heard outboard motors, and saw the silhouette of a boat with big guns but no lights approach us. They didn't say a word. I got on the VHF and said, "Will the unidentified armed vessel that I think is the U.S. Coast Guard please answer?" There was no response, of course. No doubt they were looking for smugglers.

**38:** Smuggling what, coke and pot?

**Jim:** Smuggling people is the huge business in the islands these days.

**38:** You did nearly three circumnavigations, two by yourself, one with Anna, and just the last part of one with Tiki. How is it different cruising with Tiki?

**Jim:** Tiki joined the crew of *Tango II* for the first time in Sweden when she was just four months old. She wasn't mobile, of course, so it wasn't much trouble sailing with her to Norway, down the Kiel Canal in Germany, down the English Channel to Portugal, then out to the Canaries and across the Atlantic to the Caribbean. By the way, you should tell anyone who is really looking to make a long passage that they should get to Las Palmas just before the start of the Atlantic Rally for Cruisers (ARC) in November. There are lots of skippers there looking for experienced — and even inexperienced — crew. Anybody can get on a boat because they have over 200 entries. Some folks are critical of rallies, but I really enjoyed being in Las Palmas with all those folks.

Anyway, as Tiki grew older and became mobile, it wasn't as easy. When she was young, we could just put her in her seat on the aft deck and she couldn't get out of her chair. With her stuck in her seat, it wasn't a problem — not even when we had to go through 67 locks in the Baltic area. We also had a chair with a spring for Tiki that hung from the boom crutch. Boy, did she love jumping up and down in that chair! But we left the Canaries in December when she was nine months old, which is when she started walking. We made sure that she had lots of things to grab onto. But I think being on a boat when she was young helped her develop her wonderful sense of balance.

**38:** As the mother, Anna, the greatest load of having to care for a child no doubt falls on you. How did the arrival of Tiki change things?

**Anna:** Having Tiki aboard changed everything! I was terrified until she started swimming at age four. But I'll admit that it was pretty scary for a couple of years there — despite the nets we put up and other precautions we took.

**38:** Did you have any close calls?

**Anna:** No, thank god!

**Jim:** The worst was when Tiki almost got hit in the head by the stereo while we were crossing the Atlantic. We were sail-

## the latitude interview:

ing under twin headsails and everything was fine — and then I noticed these suspicious-looking clouds. So I took down the starboard jib that was poled out, and a short time later, wham! — we got knocked over so bad that the leeward spreaders were in the water! Tiki was sleeping on the mattress that we put on

"The second time I thought I was going to die was worse than the third."

the cabin sole — it's most comfortable sleeping on the floor when making ocean passages — and almost got hit in the head when the stereo came flying down from a shelf. That was the closest call. It's funny, because except for that one knockdown, we had a really easy Atlantic crossing. You just can't ever become complacent on the ocean.

**Anna:** I'm more relaxed now because Tiki has become a good swimmer. In fact, she's really into snorkeling, something she just picked up a few months ago in the D.R. Now she's hooked. We just went snorkeling the other day at Columbie, and saw an octopus and some other good stuff.

**38:** Tiki, what's your favorite fish?

**Tiki:** I don't have one. Well, I like the puffer fish.

**Jim:** We saw a baby shark, and Tiki almost walked on water! *(Laughter.)* It reminded me of a certain little Swedish girl who

almost walked on water in the South Pacific.

**Anna:** I hate sharks!

**Jim:** It happened while we were at Cocos-Keeling Island in the Indian Ocean. There's a wedge-shaped cut in the reef that is part of a marine preserve where nobody can fish. So you should see what's swimming around in there — 250-pound grouper and stuff like that. So we were swimming around in the cut when all of a sudden we were approached by what we estimate was a 12-foot shark. He came right at us, so there was nothing I could do but punch him in the nose.

**38:** What happened next?

**Jim:** The shark took off in the other direction, and we got into our dinghy as quickly as we could.

**Anna:** Oh, I hate sharks!

**38:** What are your future plans?

**Jim:** We're thinking about sailing down to Trinidad at the end of the season.

**Anna:** Well, that's the first I've heard of it. *(Laughter.)*

**Jim:** *(Laughter.)* We're not sure, but maybe we'll take the boat down to Trinidad for hurricane season. But I doubt if we'll sail around the world with *Tango II* a fourth time. Three times is probably enough. Besides, it takes so long. I'm thinking that maybe we'll sail to the Canal, then out to Costa Rica's Cocos Island. I've always wanted to go there.

**38:** It's famous for sharks.

**Jim:** *(Laughter.)* Then maybe we'll sail back to the Galapa-

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## the green family

gos Islands and visit our friends the Engelmeyers, the family who settled the Galapagos in modern times. And isn't there an inland sea of some sort down in Chile?

**38:** It's mostly protected waters down there, but it's colder than the Northeast in the summer.

**Jim:** Well, that sort of sounds like a place we might like to go. Our friends Bill and Gary of *Amadon Light* have been cruising the Straits of Magellan, and have made it sound interesting. We first met those guys — who are really serious cruisers, by the way — in Madagascar when Gary was running his America Trail cruisers' net. Then we saw them again in the Med. They're a couple of very interesting guys — they live up the street from your governor Arnie. So we'll see how it goes. We'll go back to Martha's Vineyard in the summer to see my mother and to make a little cruising money, but otherwise we're just going to keep going. Anna still likes life on a boat — although some days are better than others.

**38:** What's the hardest part of cruising for you, Anna?

**Anna:** It's just the basic stuff — getting water, getting the laundry done, not being sure if you'll be able to find what you need at the grocery store. It's more complicated than living on land, because on land you can take those things for granted. But I love cruising most of the time, and feel very fortunate that I've been able to do it in my 20s and early 30s.

One of the best things about cruising is that I never feel rushed about anything. When we wake up in the morning, we

don't have to jump into a car and then rush off to fight traffic. Tiki and I never rush. We get up in the morning, and we do school when we feel like it. Maybe we'll do school right away, maybe we'll do it later on.

"Craig spent hours floating around Catalina in his inner tube, maybe he's acclimated to the cold."

**Jim:** Cruising is harder on Anna now that Tiki is mobile, that's for sure. When we're making passages, Anna watches Tiki all day. At night, I take the first watch, and stay on watch as long as I possibly can, but then Anna has to take over until dawn. So with Tiki mobile and still needing to be watched, passages can be tiring.

**38:** Anna, is it easier to get the stuff you need on some islands than others?

**Anna:** Oh yeah! St. Barts, for example, is much easier than St. Martin. In St. Martin, they've got lots of cars and traffic, but no sidewalks. And if you don't get run over, you might get mugged. (Laughter.) Even though St. Barts has smaller stores, I can usually get everything I need in just one. But if we're in St. Martin and I want to make turkey and Swedish potatoes for friends, I might have to go to four stores. It's crazy.

**38:** Thank you, we can't wait for our next interview.

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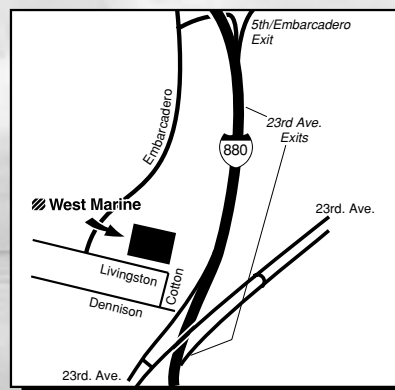
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## the latitude interview:

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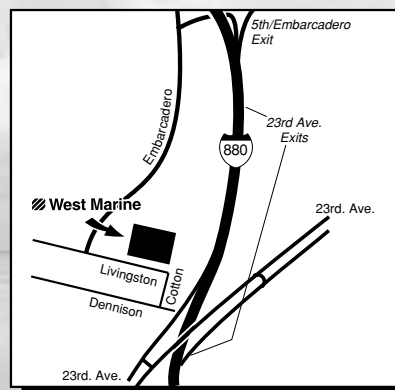
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# WIFI

Despite going cruising to 'get away from it all', the one thing most cruisers seem to crave more than anything is high speed internet access. And who can blame them, as it's the gateway to all the information in the world — including the best weather forecasts. It's also the most popular way to stay in touch with friends through the written word and photos, to say nothing of how easy it makes it to do research on future ports and keep up with the latest in *'Lectronic* and *Latitude*.

Up until recently, cruisers had to tramp over to various internet cafes and cough up a lot of dollars or pesos to get the access they needed. Or if they were loaded with cash, they could pay about \$3,000/month to get it by satellite.

In the last year, things have changed for the much better. Marinas, yacht clubs, bars, hotels and other places have been putting out the signal, sometimes at hefty charges but also often for free. As such, lots of cruisers have been getting high-speed access on their boats in marinas — and even out in anchorages. It's a godsend of convenience.

To get a better handle on what kind of coverage is available with what kind of equipment in Mexico, we asked for cruiser response in *'Lectronic*. These are the answers we received:

**Ladara Star — Roberts 392**  
**Danice and Larry Rauh**  
**Pleasant Hill, OR**

Our experience is that Mexico's marinas have come a long way with WiFi in the last year, but you still need to have a good antenna to receive and transmit a strong signal. Most of the WiFi card antennas are not powerful enough for good reception. We use an AirLink+ USB WiFi with a USB extension cable that clips to a shroud with clothespins and a ZipLoc bag for moisture protection.

While in San Carlos, we signed up for a month of WiFi from a commercial outlet run by two young men in the Ma-

*We got WiFi at anchor in Cabo.  
Doesn't get any better than that!*

rina Terra hotel area. The cost was \$25 per month, and we got internet access in Marina Seca and the anchorage and marina in San Carlos. We also found free access at Marina Real, Marina de La Paz and Marina Mazatlan.

We're moored in Paradise Village right now and find the coverage is a mixed bag.

We found a good connection with Radio Robb's La Marina last spring when we were on A dock, but we've moved to E dock and now we can't pick up La Marina — or even the yacht club \$50/month signal. There are a couple of unsecured networks that are accessible from the middle of the marina, but we can't pick them up either.

**Raireva — Dreadnaught 32**  
**Marek Nowicki, San Pedro**

We've used WiFi extensively in Mexico for email, updating our webpage, accounting, Skype, etc. The numerous unsecured networks we found — three in Cabo, one in Puerto Vallarta, and one in Mazatlan — combined with the abundance of internet cafes, means it's really no problem getting online south of the border. Prodigy Movil seems to be the most prolific hotspot provider we've found.

On advice from our fellow cruisers, we bought a Hawking High-Speed 54G external antenna for less than \$50. It has definitely improved reception/signal strength by at least threefold. As a matter of fact, I got a signal when the network guy said the network was down! The only drawback of this device is that it's quite 'possessive', and you may have some problem switching to the built-in antenna.

**Renegade — RH 52**  
**Felipe Serrano, Westminster, CO**

I have been using my Hawking High-Speed 54G antenna for over a year now and have had very good luck tapping into unsecured sites in Ensenada, La Paz, San Carlos and La Cruz. In fact, I haven't taken the computer to an internet cafe once.

**True Blue — Bristol 35.5**  
**Jan Brewer, San Francisco**

Several boats I've talked to had great results from their amplified antennas, but we didn't have time to buy one before we left. We had great reception at a deli

and restaurant in San Carlos, but in La Paz, we only found a signal at a deli on the *malecon*. We couldn't find a signal in the Old Harbor in Mazatlan — but we sure enjoyed walking to Old Town everyday. In La Cruz, we were able to get a signal at Fox's Cafe and the Hakuri Gallery. However, we couldn't pick up the



MIKE FULMOR

signal from the Grand Bay Hotel while anchored in the lagoon at Barra de Navidad. We are now anchored off Madera Beach in Zihuatanejo, and are receiving Rick's low-strength WiFi signal. He's asking \$50 to join the Cruiser's Club for access — which we'll probably pay — but we've heard rumbles from other cruisers about the prices being rather steep.

**Zafarse — Baltic DP42**  
**Paddy Barry, San Diego**

I'm currently using WiFi in Marina Vallarta, and seem to get a better signal at night. It's also worked fine in La Cruz and at Marina Mazatlan.

**Arabella — Swift 40**  
**Mike and Barb Fulmor**  
**Channel Islands**

So far we've been really happy with Radio Robb's \$25/month network in Paradise Village, and the \$10/day or \$150/month service here at Isla Navidad in Barra. While the latter is outrageously



## — IN MEXICO



*'Arabella's Mike Fulmor demonstrates how easy it is to surf the web using WiFi in Mexico.*

expensive — as is the entire marina — the internet signal is good. We have been using Skype to phone home to the States through the 'puter and, compared to 100 pesos for 15 or 20 minutes using phone cards, we get eight hours of chit-chat for \$10. That makes the internet a deal anytime we talk on the phone for more than 20 minutes. It's all how you look at it, right?

**Four Seasons — Nordhavn 46  
Donna Sherwin, San Francisco**

We've been told that WiFi is included in the berth fee at Marina Mazatlan and Marina de La Paz, but here at Marina El Cid in Mazatlan, we're being charged \$50/month. The system does go down fairly often, but is usually fixed within a few minutes of alerting the office — assuming the office is open. Regardless, it works great with our amplified antenna. We know a lot of people who would like

to buy such an antenna down here, but can't find any in Mexico, so be sure to buy one before you head south. We have also heard of folks having problems if all they have is the built-in Centrino chip.

**Sandpiper — Yorktown 35  
Tom Larson, Oakland**

Before heading south, we purchased a WiFi marine amp kit that I had seen on another southbound boat. The owner told me that he'd had great success getting signals everywhere he'd been — including out in some anchorages. When I bought ours in San Diego, I hardly knew anything about getting a WiFi signal — but now have become pretty good at getting it just about everywhere we've been.

I bought my WiFi marine amp online from HyperLink Technologies. The kit includes a marine antenna, whatever length of antenna cable you need, and an amp and a card. It was a little hard to use at first, as the kit didn't come with any instructions, and you have to download a driver from their site. But once I got all

this figured out, I haven't had any problems. Although it's probably not legal, I've picked up signals everywhere we've been — even when anchored off La Cruz. We're now berthed at Paradise Village, where we're paying to use the Vallarta YC's signal. But I can still get a booming signal on my boat, which saves me from having to carry my laptop around in search of a signal.

You can permanently mount the marine amp on your boat, but I decided not to hardwire it. I just run the antenna up the mast with a halyard and then plug everything in. The only downside is that the amp has a 110-volt plug, but works in a 12-volt cigarette receptacle.

**Aquarius — Olympic Adventure 47  
Heidi Ribkoff, Hood River, OR**

We got free WiFi access at anchor in Cabo — it doesn't get any better than that! In the marinas, we've used an external card with an amplifier antenna. The results have been spotty, but that seems to be true for everyone. We usually just take our laptop to internet cafes. There's not much 'free' WiFi in Baja so far, but it's currently working well at Palmira Marine. (I hope that didn't jinx it.)

**Ramble On Rose — Caliber 40 LRC  
Michael McNamer, San Francisco**

I'm running an IBM R52 laptop with a built-in WiFi card but no external antenna. The first place we found WiFi was in Mazatlan which, as it happened, was the first day of free WiFi service at Marina Mazatlan. We also found free WiFi at Paradise Village Marina, but then it seemed to dry up. There's access for a fee at Marina Vallarta, but it's more than I'm willing to pay. The only other place that I've found free service was at La Cruz when anchored close to shore, and at Fox's in town.

**Seawings — 40-ft Tri  
Eric Jones, Ventura**

We fell into some good advice, and bought the Hawking Hi-Gain USB 2.0 Wireless-G network adapter at Fry's Electronics for \$59 before we left. I was blown away the first time we used it at Marina Real in San Carlos, as it pulled in the network from the trailer park a good distance away. We've been happy campers ever since. We've had no problems in Mazatlan, La Cruz, and now in Paradise Village. We are easily saving the \$50/month fee charged by the Vallarta YC for WiFi. One cruiser told us he pulled in stations all along Banderas Bay from Punta Mita on in.

# WIFI

## **Con Te Partiro — Bristol 32 Jeannette Heulin, Emeryville**

You absolutely have to tell all future cruisers to get their WiFi going before they leave California. I'm sitting in front of a computer store in San Carlos right now, surfing the web and emailing on my little Dell PDA. Not only that, last night I talked to a sailing pal for 40 minutes using this same PDA and VOIP. We have the Skype system on the home computer and also on the PDA, so we can talk absolutely free, gratis, nada, zip. It doesn't get any cheaper than that. If your friend(s) doesn't have Skype, you can call their phone, but that will cost you 20 cents a minute from anywhere in the world. All you need is a WiFi connection.

## **Orion — Pacific Seacraft 37 Jay Hall, Punta Gorda, FL**

Marina Mazatlan has a low power router with a modest antenna. Performance seemed very good for the docks closest to the office. Those of us on the outer docks have to walk up to a spot closer to the office. Skype seemed to work reasonably well on their setup. We

couldn't get a connection while anchored in the western end of the La Cruz anchorage, but cruisers anchored in the

*I haven't taken the computer to an Internet cafe once.*

far eastern end said they could connect to a router set up by a small coffee shop near Ana Banana's — although an amplified antenna was required on the boat. Marina Vallarta has a very high speed WiFi setup, but it's very expensive.

## **Manuwai — Cape George 38 Jerry Jordan, Seattle**

In addition to ZCC from Rick's Bar, those of us anchored in Zihua Bay get free WiFi from WLAN and 3COM — whoever they are.

**W**ant to set up your own network to offer WiFi access to marinas and anchorages in Mexico? It's not that hard.

Radio Robb, who provides access to Paradise and Nuevo Vallarta Marina, came up with the following list:

- 1) Antenna - 15db Outdoor Omni: sku# 02415:#z00
- 2) Box: sku# ENCTEL:#z00
- 3) Cable - 20' RP-TNC male/RP-SMA: sku# LMR195 Custom

All of the above can be purchased from Pasadena Networks LLC, which readers can find on the net.

The following four items come from Fry's Electronics.

- 1) Router DLink DI-624 #3635315
- 2) Access Point DLink DWL-2100AP #3944968
- 3) Amplifier Hawking HSB2 #4556937
- 4) CAT5 Cable — 25 ft.

If anyone has questions on how to set up such a network, they can contact Radio Robb at radiorobb@gmail.com. But be cool, and don't go into competition with his service.

It's our understanding that wide band service from cable companies runs about \$45/month.

— **latitude 38**

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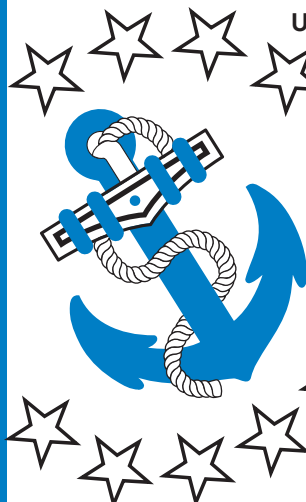
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# MAX EBB

“God intended people to travel by ship.” That’s what Lee Helm claims her professor announced to the class at the first session of Naval Architecture 101. And every time the ferry casts off the dock lines and eases away from the ferry terminal, I can’t help but think of those words.

Considering how bad the evening commute has been lately, I can’t really count my workday as over until I get home. Not so if I take the ferry. Lee’s professor was right, there’s nothing as relaxing as being afloat on a big boat with someone else driving. We were in for a great sunset, too. This being March, I counted the days from February 1, added 33, then added that total to 5:00 p.m., and determined that the sun would be setting just as we had a clear view of the horizon out the Gate. Maybe we’d even see a green flash, if we were lucky.

But luck works both ways. Just as I opened up my fresh copy of that free magazine for ferry commuters, who should pull into view but Lee Helm herself, lugging some very big packages.

“Your professor was right,” I said as she walked by. “God really does want people to travel by ship.”

“For sure,” Lee responded. “But like, I don’t think She would approve of this diesel with no emission controls.”

“Oh, they’ll work that out soon enough,” I said. “But what are you doing on this route? I thought you lived near the university. You didn’t graduate or anything, did you?”

“No — the thesis is still a few more semesters away.”

“Were you working in the City today?” I asked, but realized the question was silly in view of her damp hair and casual clothes. Not to mention the bags of gear she was hauling, one of them big enough to contain a small surfboard.

“Kiteboarding off the Cityfront,” she explained. “And there’s a meeting tonight at one of the sailors’ houses.” She looked around, as if she were about to reveal an important secret. “A few of us are thinking of entering the speed sailing event off the Cityfront in June.”

“Oh yes, I read the announcements for that,” I said. “It seems strange to have speed trials out on the Bay in the middle of a flood tide.”

“For sure,” she agreed. “There’s like, a 3.4-knot flood on the first day. But I have a plan.”

*“Upwind VMG is like, the essence of fast sailing.”*

“Are you going to crash the party?”  
“We’ll be totally legit entries. I mean, they say they want to be as inclusive as possible. Kitesurfers and everything else powered by wind is invited. What they don’t know,” she whispered, once again looking around to make sure no sail-

ors she knew were within range, “is that we’re going to calculate our own speeds and post them on our own website. We think we can do it much better than the organizers.”

“Even with that 3-knot current?”

“No problemo. We’ll have some drift buoys with GPS recorders and data transmitters, and some powerboats to reposition them as necessary for each set of runs. Like, we can correct for current within a couple of tenths, maybe better. And we can measure boat speed with a simple local positioning system. The buoys that the race organizers are going to set will be in such deep water that the error is going to be plus-or-minus a big chunk of that 500 meter box. Plus they’ll miss the bursts.”

“I don’t know, Lee. Seems to me that the whole concept of this speed event is more to put on a show for spectators than to get technical about speed measurement.”

“Exactly, Max. That’s why this needs to be done.”

“Isn’t it a little like trying to stage an honest wrestling match at a World Wrestling Federation venue?”

“For sure, but we don’t have to break into Madison Square Garden to do it,” she said. “And if the wind cooperates, we expect to put in some pretty fast times. All of it is like, totally unofficial for real speed records — but so is the main event. The fun part is that our measurement and analysis technology will demolish theirs. And we’ll do it for cheap, too.”

“Yes, I once thought it was fun to be subversive,” I recalled. “Do you think you would turn in higher speeds if you waited for an ebb tide, with the current adding to the windspeed over the water instead of subtracting, and with steep chop to surf?”

“More wind, yes; more waves, no. We go way too fast to surf on Bay chop.



**True wind  
speed = 10 knots**



**Apparent wind  
speed = 5 knots**



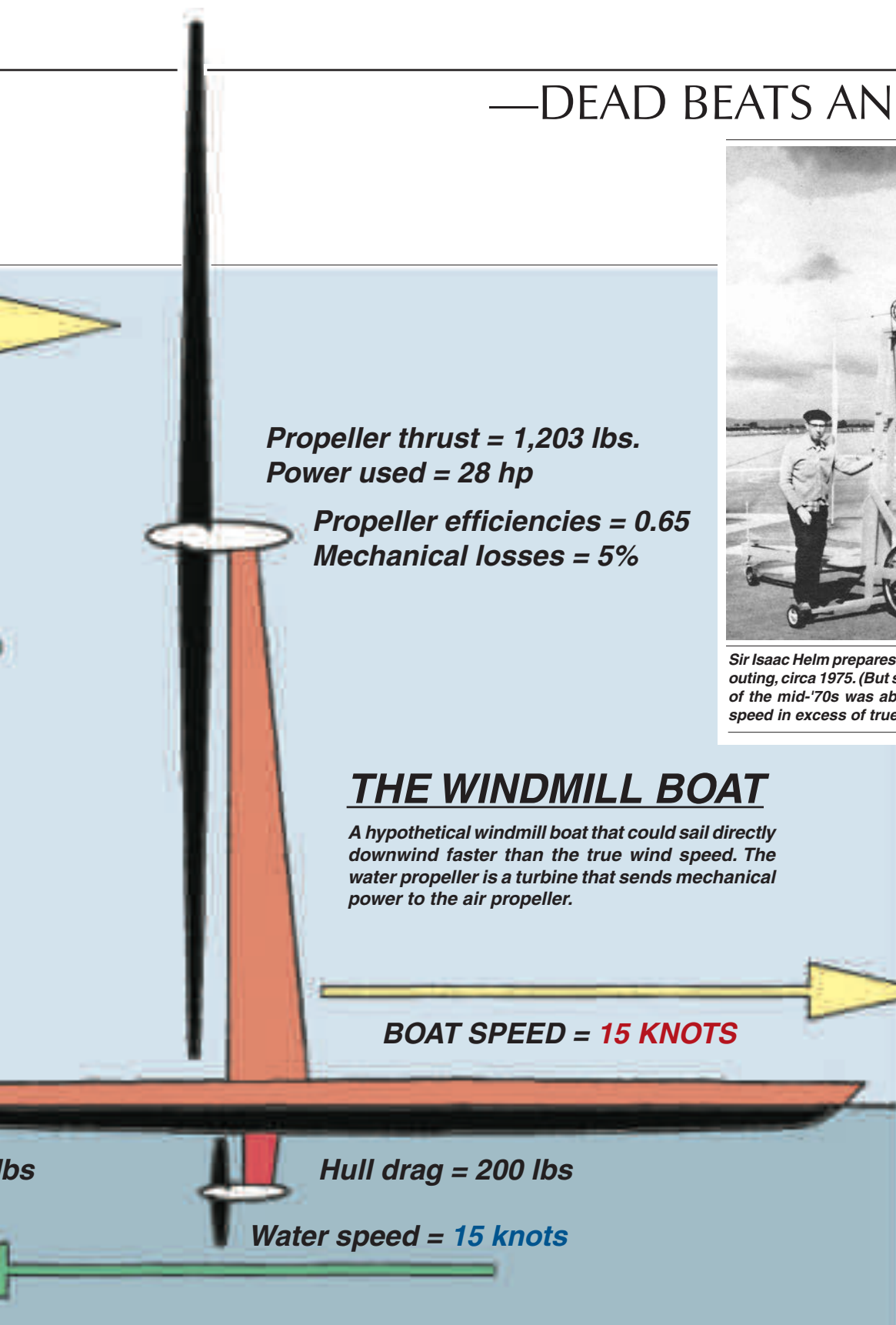
**Propeller drag = 1,000 lbs  
Power out = 30 hp**



Smooth water is good, so flood tide is good. I think we’ll have all the relative wind we need, considering how many multiples of wind speed we can go on a fast reach. And like, the cool thing about these kites is that you can go really fast with a small sail, because the apparent wind speed on the kite can be



# —DEAD BEATS AND SPEED FREAKS



## THE WINDMILL BOAT

*A hypothetical windmill boat that could sail directly downwind faster than the true wind speed. The water propeller is a turbine that sends mechanical power to the air propeller.*

several times more than the apparent wind speed on the board.”

“I think I finally understand how that works,” I said as I glanced out the window.

The ferry was now out into the

windy part of the Bay, and the bright orange disk of the sun was just about to graze the horizon. There were still some kitesurfers out, and I could see the kites doing figure-eights in the sky above the plumes of spray from the boards.

“But if I’ve worked this out correctly,” I said, “the figure eights don’t work so well going upwind.”

“Depends on the pointing angle,”



*Sir Isaac Helm prepares baby Lee's stroller for an outing, circa 1975. (But seriously, this 'land yacht' of the mid-'70s was able to achieve downwind speed in excess of true wind speed.)*

Lee answered. “The kites go upwind much better than you’d think. And like, that’s the real secret of our underground speed trial . . .” She looked around again, and lowered her voice back to a whisper. “We’re going to have upwind speed trials, too.”

“Upwind?”

“For sure, dead upwind. Uphill. VMG. The hard way. A dead beat to the top mark.”

“The direction gentlemen don’t go,” I added.

“... And spectators still don’t seem to understand,” Lee

continued, “because the boats have to do complicated things like sail on both tacks. And confuse everyone by not aiming straight at the destination. I mean, it’s hard enough to sell the idea of watching any kind of sailing to sponsors looking for a NASCAR audience. But upwind VMG is like, the essence of fast sailing. Any bozo can go too fast downwind. It takes some serious design technology to build a small boat that breaks a record going up the hill.”

“What kind of boat do you think will win?” I asked, careful not to disagree with the main point for fear of setting her off on another rant against the establishment.

“Depends on who and what enters this first year,” she said. “But eventually I think it will go to a windmill/propeller contraption that goes straight upwind without tacking. Least wasted energy and most efficient use of wind power.”

“Really? Why don’t we see any windmill boats in other speed trials?”

“Because they have these wimpy reaching courses that make it too easy. If they had to go dead upwind or maybe even dead down, the optimum solution would be a lot more sophisticated.”

“By ‘sophisticated’ you mean propellers?”

“Think how power is extracted from wind, Max. Sails and fins take moving air or water and change the direction of motion to the side, extracting momentum at approximately right angles to the direc-

# MAX EBB

tion of wind or water motion. Propellers and rotors can extract or add momentum in the same direction as the wind or water motion.

Except for, like, sails on a deep run, but that's not relevant for speed trials."

"Okay, but what does that really mean?" I asked cautiously.

"It means that if you want

to go dead upwind or dead downwind, it's theoretically more efficient to use propellers and rotors. If you want to reach, it's more efficient to use fixed foils like sails and keels. Hammitt has a nice proof of this in *Technical Yacht Design*, published in 1975."

"I can buy the upwind part. But dead downwind? Isn't it always more efficient to reach? Otherwise boat speed is limited to something less than true wind speed, and it's impossible to go any faster, because the apparent wind goes to zero. In fact, I'm still not convinced that you can tack downwind with VMG faster than the true wind speed. Yes, I know iceboats catch balloons, but I don't understand how they can do it."

"There's a very easy proof of downwind VMG greater than wind speed if you allow tacking downwind," Lee answered. "You just have to turn the boat upside-down."

"Okay," I sighed. "I suppose you'll need a pad of paper or something to draw on."

"Naw, this one is too simple. It's just a thought experiment: You agree that a boat can sail upwind by tacking, right?"

"Of course."

"Now let's say the air is stationary and only the water is moving, and the boat is upside-down. . ."

"Maybe you do need to show me a drawing."

"Stay with me, Max. There's no wind. The water is moving because of current. You have a boat with a giant above-water keel, and a small underwater sail. . ."

She could tell I was having trouble visualizing.

"Okay, imagine a small blimp. This blimp has a huge dorsal fin and a huge

ventral fin. So it moves through the air like a ship. That is, it likes to go forward or backward but it's very hard to push it sideways.

"Okay, now I have the picture," I said.

"Good. Now, the blimp is hovering over the water. The air is stationary. The water is moving because there's current. The

blimp sends down an adjustable centerboard into the moving water. It makes a side force at right angles to the current, and the blimp starts to move along its own axis, which is aimed at 45 degrees to the current."

"Now I think I see what you're getting at," I said. "So the blimp can tack up-current through the stationary air — as if the air were the water and the current were the wind. But that's not what we set out to prove."

"There's like, one more step," she said. "Now change the reference frame. Add a constant speed to the water and the air, so the water is stationary and the air is moving. Do you agree that the people on the blimp won't be able to tell the difference?"

"As long as they don't use the land as a reference," I said.

"Ta-da! In that reference frame, the blimp is tacking downwind faster than the true wind speed."

I modified the mental picture I had of the blimp sailing up-current through the air, and suddenly I had the picture of downwind sailing faster than the wind.

"Well I'll be. . ." I said in amazement. "You're right! But what about this propeller or windmill boat? I don't see how any contraption like that could go dead down faster than the wind. As soon as it gets to wind speed the big windmill would stop turning, and that's the end of the game."

"There's a more interesting analysis for that one," she said as the last bit of sun was disappearing somewhere around the Farallones. "But first, green flash alert!"

We watched the last spot of orange shrink to a spot and disappear.

"Not today," I said as I offered her the

pad and pencil again.

"Okay, we'll need to make a diagram for sure for this one," she agreed, and started to draw a picture of a boat with a huge windmill on top and a small water propeller underneath.

"I don't have any trouble seeing how that boat could go upwind faster than anything else on the water," I said. "Downwind is the problem."

"First you have to understand the basic energy relationship for propellers and windmills," she explained. "Power in or out is proportional to thrust or drag on the propeller, times the speed of the fluid moving through the propeller."

"That's just the same as saying power equals force times speed, right?"

"Exactly," she confirmed. "You actually remember something from school. Now imagine this boat is going downwind at 15 knots in a 10-knot breeze."

"Okay, but the windmill will only see 5 knots of apparent wind, and the force on it would be pushing backwards."

"No way! The propeller is pulling forwards. There's power going into the propeller. The windmill part is underwater, that's where the power is coming from. Like, the key to this is that the power is coming from the water turbine, and the thrust is coming from the big air propeller."

I stared at the diagram while Lee wrote in some numbers for speed, drag, thrust, and power.

"Remember," she continued, "power is force times speed. The water turbine can make more power than the air propeller needs, and do it with less drag in the water than the thrust of the air propeller, because the water is moving three times faster than the air."

"Well, maybe," I allowed. "Has anyone actually built one of these?"

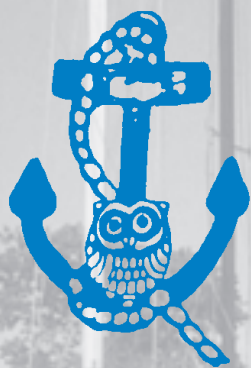
"Not that I know of. They've made one that works on land, but not on water. The efficiencies have to be, like, really up there, in a real-world kinda way."

The real world was all too close at hand. The ferry pulled into the terminal, Lee met a co-conspirator who was giving her a ride to the meeting, and I found my car in the parking lot. In a few minutes I was back in traffic, and going quite a bit slower than a ferry or sailboat, upwind or down.

— max ebb

*"Propellers and rotors can extract or add momentum in the same direction as the wind or water motion."*

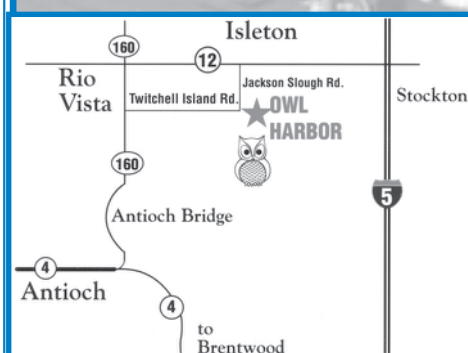




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# THE RACING

*Reports this month include the **Three Bridge Fiasco**, wrapups of several **midwinter** series — including those of the **Berkeley** and **Corinthian** Yacht Clubs — a look at the first **Keelhauler Regatta**, and a whole mess of **Race Notes**.*

## Three Bridge Fiasco

Neither wind nor rain nor darkened skies kept 218 shorthanded boats in 19 divisions from starting January 28's Three Bridge Fiasco. In addition to being the first official event in the Singlehanded Sailing Society's single and doublehanded season, the TBF is the first 'big' (as in well-attended) race of the year in San Francisco Bay, and as always was quite a spectacle, despite the weather.

The "Three Bridge" part of this race indicates the course — a 21-mile grand tour of the Bay during which competitors must round marks near each of the three biggest bridges: the Bay Bridge (round Treasure Island), Richmond San Rafael Bridge (Red Rock) and Golden Gate (Blackaller Buoy off the Presidio). The 'Fiasco' part is that you can do it in any order you like. This results in a start unlike any other in sailing: boats hit the line, rail-down — going opposite directions.

Weather at the start looked suitably dreary for late January (the unseasonably good stuff started the next week) — light breeze with overcast skies. But the forecast also called for nice breeze out of the south, and it appeared right on cue after the start, with some boats eventually recording a steady 25 with gusts in to the 30s. The forecast for rain showers was also accurate, with 'micro bursts' drenching boats in almost every area of the course at one time or another.

The wind, combined with a big ebb out of the South Bay (which also kicked in soon after the reverse-handicap starting sequence got underway at 9:30), indicated to many that counterclockwise (TI, Red Rock, Blackaller) was this year's best bet: Get around TI before the wind and ebb really built, and you'd be in good shape. An estimated 2/3 of the fleet made this call, which turned out to be the right one.

Of the 218 starters and 180 finishers, there were only 30 solo efforts this year

— 'effort' definitely being the operative word. And we doubt anyone put in quite as much effort as Peter Jones on his venerable Yankee 30 *Emerald*.

"It was just one of those days when one thing leads to two more," says Peter, who got a good start and managed to get around TI early. He had a great run to Red Rock under spinnaker and even managed to jibe a couple of times without wiping out too badly. It was during the reach over to Raccoon Straits that things started to come unraveled.

"I decided to use a spare halyard on my starboard side to hoist my blade, which meant that I had to get the main-sheet off of the winch on that side," he says. (All lines are led to *Emerald's* cockpit.) He threw the stopper on, cast off the main halyard — and the stopper slipped. So now the main was down about a foot and flogging wildly.

"I got the jib up on the halyard winch. But it didn't have a stopper. So to get the main back up, I led *that* halyard to one of the primaries — and managed to get the most brutal, fatal, non-recoverable override I've seen in the 26 years I've owned this boat. But at least the main was up again."

Now, however, he couldn't use the starboard primary for the headsail, because of the overwrap. So he used the other primary.

About 3/4 of the way through Raccoon Strait, *Emerald's* boom snapped in half. The main was now useless and flogging horribly — but again, Peter couldn't get it down because of the damn override. There was nothing for it but to cut the halyard and pile the mess on top of the cabin.

*Emerald* sailed the remainder of the race — across the Bay, around Blackaller and across the finish line at the Golden Gate YC, under 96% blade alone. To add insult to injury, Peter's old Albin engine wouldn't start that morning, so he also had to sail back into his Gas House Cove slip with just the headsail. The unlikely ending to this tale came the next morn-



SIMON SHORTMAN



CHARLIE BERGSTEDT

ing when a friend called to congratulate him for winning Division 4! "Where else but sailing can you shoot yourself in both feet and still win?" he laughs.

Over in the doublehanded ranks, Scott Sorensen and John Kernot of *El Diablo del Mar* also went counterclockwise. They were part of a gigantic 29-boat Moore 24 task force, the largest division in the race.

"We started with a number 3, but as soon as we rounded the corner at Pier 39, we just got flattened by the southerly," says Scott. They were also surprised by the force of the current coming out of the South Bay. Like Peter Jones on *Emerald*, Sorensen and Kernot were barely able to scoot around TI with about five other boats before the rest of the fleet stalled





SIMON SHORTMAN

SLACKWATER\_SF/BAMA

MOORE 24 ASSOCIATION

SLACKWATER\_SF/BAMA

**Fiasco fun (clockwise from above) — 'Origami' blasts down the home stretch; 'Chesapeake' heads across the Bay; (center) the wild and crazy Moore 24 start included 29 Moores and three like-rated boats . . . going different ways; helmsman's eye view of the City; 'Sally Lightfoot's' Paul Martson, who trailed the boat up from L.A.; this was an actual finish between two different-way boats, the Belize 43 cat 'Chat de Mer' and the Laser 28 'Peggy Sue'. The race committee declared it a tie.**

out next to the island, trying to outsail the current.

*Diablo* and the other Moores scooted north to Red Rock feeling pretty smug, only to get a curve ball thrown their way when the southerly *really* filled in and the rest of the fleet came blasting up behind them. By that time, *Diablo* had rounded Red Rock and was leading the Moore charge, barely under control with their #3 as they approached (cue ominous JAWS music here) the eddy . . . of . . . death.

"There was this big, brown, boiling

eddy at the northeast corner of Raccoon Strait that I've never seen before," says Scott. "John and I were arguing whether brown water was good or bad when this WylieCat sails into it, goes over on his ear and — in 25 knots of wind — starts going backwards!"

*Diablo* tacked immediately to avoid the EOD, but several other Moores were devoured. Scott and John maintained their lead through Raccoon, overstood Blackaller (like almost everybody else) and smoked across the finish, snagging first place in their class.

The first boat to finish the race was also a tale worth retelling.

"About 1 o'clock, a particularly ugly squall formed over by Yellow Bluff and rolled over Angel Island, completely obscuring our view of those boats," says Sylvia Seaborg, who worked race committee at GGYC. "Steve Green from BAMA was on the deck with me, when suddenly out of the mega squall sailed two small boats, perfectly trimmed and trucking along straight for Blackaller. The bad weather obscured our vision, so it wasn't until they were almost to Blackaller that Steve, looking through binoculars, exclaimed, "Oh my God — they're Santana 22s!"

"When the squall passed we saw that these two boats were well ahead of the rest of the fleet, but there were many boats in hot pursuit and rapidly closing the gap. The Santanas were about halfway from Blackaller to the finish when the Corsair trimaran *Origami* rounded Blackaller and pulled off a flawless hoist. Everyone on the race deck was hyped about this exciting stretch run..."

If the race were 50 yards shorter, the Santana 22 *Emily* would have been first to finish. As it was, *Origami* flew by to finish first at 1:44. *Emily* finished 49 seconds later. Those two were followed by, in order, *Tackful* (the other Santana 22), the Wylie Wabbit *Jack* and the Farr 38 *Timberwolf*.

And so it went. Interestingly, the halfway point of the TBF is right off the Richmond breakwater. So it's a great barometer of who picked the right course. If, for example, the leading clockwise boats meet the leading counterclockwise boats south of Richmond, then they're doing better. At least at the halfway point. Curiously enough, that's exactly what happened. The first crossing of 'clock' and 'counterclock' boats occurred at Southampton. So at that point, the clockwise boats were slightly ahead. But the fresh southerly and big ebb coming out of the South Bay conspired to hamstring even the best-sailed clockwise boats to runner-up status. Every single winner went the other way.

#### SINGLEHANDED

DIVISION 1 (MULTIHULL) — 1) **Puppeteer**, Corsair F/24, Tom Davis; 2) **Katie Kat**, Seawind 1000, Joe Suidzinski. (2 boats)

DIVISION 2 (<99) — 1) **Arowana**, Diva 39, Larry Riley; 2) **Tiger Beetle**, N/M 45, Rob Macfarlane; 3)



# THE RACING



**Moonduster**, S&S 47 custom, Wayne Meretsky. (4 boats)

DIVISION 3 (100-160) — 1) **Shark on Bluegrass**, Olson 25, Falk Meissner; 2) **Animal Crackers**, Olson 25, John Lymberg; 3) **Firefly**, Dehler 34, Chris Case. (4 boats)

DIVISION 4 (>161) — 1) **Emerald**, Yankee 30, Peter Jones; 2) **Travieso**, Ericson 30+, Dan Alvarez; 3) **Sailfish**, Merit 25, Lee Parsons. (6 boats)

DIVISION 5 (non-spinnaker) — 1) **Sobranite**, Catalina 320, Paul Descalso; 2) **Svenska**, Peterson 34, Fred Minning; 3) **Sirius**, C&C 37, Michael Tyng. (5 boats)

SPORTBOAT — 1) **Sleeping Dragon**, Hobie

33, Mark Halman; 2) **Hurricane**, Moore 24, Al Germaine; 3) **Ida**, Holder 20, Scott Owens. (5 boats)

WYLIECAT — 1) **Uno**, Steve Wanner. (1 boat)

## DOUBLEHANDED

DIVISION 1 (Multihull) — 1) **Origami**, Corsair F-24, Ross Stein; 2) **Mood Indigo**, Gemini 105, Rich Kerbavaz; 3) **Bad Boy**, Corsair F-28, Gary Helms. (11 boats)

DIVISION 2 (<99) — 1) **Timber Wolf**, Farr 38, Dave Hodges; 2) **Auspice**, Schumacher 40, James Coggin; 3) **Tivoli**, Beneteau, Judy Bentsen. (15 boats)

DIVISION 3 (100-160) — 1) **Azure**, Cal 40, Rod-

ney Pimentel; 2) **Carmelita**, Catalina 42, Christian Lewis; 3) **At Ease**, Santana 35, Jeff Christle. (19 boats)

DIVISION 4 (>161) — 1) **Emily**, Santana 22, Allen Cramer; 2) **Sea Witch**, Yankee 30, Robert Boynton; 3) **Wuda Shuda**, Soverel 26, Craig Page. (25 boats)

DIVISION 5 (non-spinnaker) — 1) **Tackful**, Santana 22, Frank Lawler; 2) **Q**, Schumacher 40 custom, Glenn Isaacson; 3) **True North**, Baltic 42DP, Jeff Dunnivant. (10 boats)

ANTRIM 27 — 1) **Arch Angel**, Jim Antrim; 2) **Max**, Bryan Wade; 3) **Cascade**, Steve Reinhart. (3 boats)





BYC circle of friends (clockwise from above) — charge of the light brigade; John Clauser (in yellow Pineapple hardhat) and a cast of thousands have been campaigning the Farr One Ton 'Bodacious' in local events since 1992; the — ahem — second set of the day aboard this boat was perfect... really!; 'Lelo Too' sets her kite; 'Latin Lass' chases 'Lelo Too'; crew aerobics on 'Breakthrough.'



ALL PHOTOS LATITUDE/JR

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton; 2) **El Raton**, Ray Lotto; 3) **Wile E. Coyote**, Dan Pruzan. (10 boats)

EXPRESS 37 — 1) **Stewball**, Caleb Everett; 2) **Golden Moon**, Kame Richards; 3) **Expeditious**, Bartz Schneider. (5 boats)

J/105 — 1) **Donkey Jack**, Scott Sellers; 2) **Akula**, Doug Bailey; 3) **Wallopig Swede**, Tom Kassberg. (5 boats)

MOORE 24 — 1) **El Diablo del Mar**, Scott Sorensen; 2) **E-9**, Lesa Kinney/Peter Schone; 3) **Wildfire**, Howard Ruderman. (27 boats)

SF 30 — 1) **Jane Doe**, Olson 911S, Bob Ismirian; 2) **Borderline**, Olson 911SE, Bill Charron; 3)

**Stink Eye**, Laser 28, Jonathan Gutoff. (9 boats)

SPORTBOAT — 1) **Pegasus XIV**, Newland 368, Dan Newland; 2) **Delta Wave**, International Tempest, Rick Nelson; 3) **Vitesse Too**, Hobie 33, Grant Hayes. (11 boats)

WYLIE WABBIT — 1) **Jack**, Melinda Erkelens; 2) **Kwazy**, Colin Moore; 3) **Mr. McGregor**, Kim Desenberg. (3 boats)

WYLIECAT 30 — 1) **Silkye**, John Skinner. (1 boat)

Complete Results: [www.sfbaysss.org](http://www.sfbaysss.org).

**BYC Mids — Midwinter Day's Dream**

Eighty-seven boats showed up for the fourth and final Berkeley Midwinters

Saturday series on February 11 — a beautiful sunny day if there ever was one. Not very windy, however, so the start was postponed about 45 minutes, finally getting off about 12:10 in a light westerly. Amazingly, the last weather forecast we heard was for "west 10 to 20 knots Saturday afternoon" — and that's just what we got. Those weather guys are getting pretty good!

Of course, Sunday was completely different. At the appointed hour of 11:25, there was a light, but deceptively steady looking breeze from due West. So we

# THE RACING



started the 21 boats on time. But on this day, the breeze died, the current turned on and only a few little puffs gasped through the Gate. All but two boats toughed it out — those two bowing out about 3 p.m. since they hadn't yet completed their first triangle.

Cumulative results of the Saturday and Sunday Series (which are scored completely separately from one another) follow.

But before we get to those we have to mention the BYC Midwinters Champion of Champions Regatta, which returns to the midwinters after a 25-year hiatus. On Sunday, February 26, the top finishers in each fleet — from both Saturday and Sunday — will meet one more time for ultimate bragging rights. All the first place winners will race one another. After 10 minutes, all the second place boats race, then the third placers, fourth and so on. Awards for the two series will be given out that night, along with the Champion of Champions awards. The 'first of firsts' trophy is a tall obelisk with a cartoon statuette of Kirk Brooks. He hated it but all the racers love it.

— Bobbi Tosse

## SATURDAY

DIVISION A (PHRF <96) — 1) **Bodacious**, Farr One Ton, John Clauser, 7 points; 2) **Flexi Flyer**, Soverel 33, Mitch Wells, 11; 3) **Arch Angel**, Antrim 27, Bryce Griffith, 17. (15 boats)

DIVISION B (99-141) — 1) **Expressway**, Express 27, Michael Robinson, 6 points; 2) **Lilith**, WylieCat 39, Tim Knowles, 13; 3) **Cappuccino**, Ericson 38, Donald Oliver, 20. (11 boats)

OLSON 30 — 1) **Hoot**, Andy Macfie, 7 points;

*The Transpac 52 'Flash' leads the Corinthian Midwinter fleet. She ended up second on corrected time in the two-weekend series.*

2) **Family Hour**, Bilafer family, 9; 3) **Voodoo Child**, Charles Barry, 13. (9 boats)

SF 30 — 1) **Shameless**, Schumacher 30 custom, George Ellison, 5 points; 2) **Wishful Thinking**, Tartan Ten, Lester Gee, 8; 3) **Prime Mover**, J/30, Lloyd Burns, 15. (7 boats)

MOORE 24 — 1) **Flying Tiger**, Vaughn Seifers, 5 points; 2) **Hot Rod Lincoln**, Charles Witcher, 13; 3) **Numa Boa**, M. English/G. Combrisson, 24. (15 boats)

OLSON 25 — 1) **Clean Sweep**, Tom Nemeth, 7 points; 2) **Vivace**, Frank Van Kirk, 9; 3) **Baleineau**, Dan Coleman, 12. (7 boats)

J/24 — 1) **Snowjob**, Brian Goepfrich, 5 points; 2) **TMC Racing**, Michael Whitfield, 10; 3) **Casual Contact**, Ed Walker, 13. (12 boats)

DIVISION C (PHRF 144-168) — 1) **Loose Lips**, Merit 25, Phill Mai, 10 points; 2) **Chesapeake**, Merit 25, Jim Fair, 11; 3) **Boogie-Woogie**, Ranger 33, G. Michael Yovino-Young, 12. (13 boats)

NEWPORT 30 — 1) **Zeehond**, Gary Boell, 10 points; 2) **Achates**, Robert Schock, 10; 3) **Harry**, Dick Aronoff, 12. (7 boats)

DIVISION D (PHRF >171) — 1) **Ypso**, Cal 2-27, Tim Stapleton, 4 points; 2) **Starkite**, Catalina 30, Laurie Miller, 11; 3) **Latin Lass**, Catalina 27, Bill Chapman, 11. (8 boats)

SANTANA 22 — 1) **Carlos**, Jan Grygier, 10 points; 2) **Bonito**, Michael Andrews, 12; 3) **Nirvana**, Richard Reader/Juan Tellez, 14. (6 boats)

## SUNDAY

—DIVISION 1 (PHRF <99) — 1) **Flexi Flyer**, Soverel 33, Mitch Wells, 5 points; 2) **Corsair**, Olson 30, Dan Newman, 14; 3) **Hoot**, Olson 30, Andy Macfie, 14.5. (8 boats)

DIVISION 2 (PHRF 102-165) — 1) **Twoirratio-**

**nal**, Moore 24, T. Chargin/B. Burleson, 12 points; 2) **Clean Sweep**, Olson 25, Tom Nemeth, 12; 3) **Predator**, Hawkfarm, Jim Wheeler, 12. (11 boats)

DIVISION 3 (PHRF 168) — 1) **Snowjob**, J/24, Brian Goepfrich, 9 points; 2) **TMC Racing**, Michael Whitfield, 13; 3) **Chesapeake**, Merit 25, James Fair, 15. (8 boats)

DIVISION 4 (PHRF >171) — 1) **Latin Lass**, Catalina 27, Bill Chapman, 4 points; 2) **Antares**, Islander 30-2, Larry Telford, 8; 3) **Windsong**, Islander 29, Ron Deneisha, 13. (5 boats).

Complete Results: [www.berkeleyyc.org](http://www.berkeleyyc.org)

## **Corinthian Mids**

February 18-19 marked the second and final weekend of the Corinthian Midwinter series. Unlike the first one (January 20-21), the 130-odd boats in 17 divisions sailing in February were treated to chilly, rainy, shifty weather, with a speeding tanker or two thrown in for good measure. But it made Saturday evening's party all the more appreciated. Kegs provided by Pineapple Sails and the Grand Prix Sailing Academy, along with more great rock and roll by Girls Night Out, aided in returning blood flow to frozen extremities.

PHRF 0 — 1) **Astra**, Farr 40, Mary Coleman, 7 points; 2) **Flash**, Transpac 52, Dick Watts, 7; 3) **Emily Carr**, SC 50, Ray Mineham, 10. (3 boats)

PHRF 1 — 1) **Quiver**, McCord 36, Jeff McCord, 9 points; 2) **Q**, Schumacher custom, Glenn Isaacson, 11; 3) **Mr. Magoo**, J/120, Steve Madeira, 12. (10 boats)

PHRF 2 — 1) **Yucca**, 8-Meter, Hank Easom, 12 points; 2) **Baleineau**, Olson 34, Charlie Brochard, 15; 3) **Mintaka 4**, Farr 38, Gerry Brown, 15. (11 boats)





ing encounter with *Shaddy Daddy* at the start of the second race. Joel Davis also had an OCS, and in maneuvering to dip back below the line, spun her rear end into us. How close did they get? Well, I can tell you the color of their bottom paint by looking at our anchor rode. Fortunately, Joel got by, cleared himself and ended up getting second.

The RegattaPro series is the first one-design mid-winter series on the Bay, and I want to thank all the fleets for participating in this event. Most everyone who took part liked the

two-race-per-day format. It was a great start to what is going to be an ongoing series.

Just as much as the racers though, I need to thank all of those who helped on the race committee. Number one — and I do mean Number One — is Vicki Sodaro of Hood Sails. She was indispensable and could easily have filled in if I couldn't be there. Also a nod to up-and-coming mark set guy Will McClelland, who wouldn't have done the fine job he did if he hadn't been trained by the best two mark set guys on the bay, John Gomes and Jim Kiriakis. There are at least a dozen others — thanks to them all. If it weren't for you guys and West Marine, this event never would have taken place.

— Jeff Zarwell

J/120 — 1) **Chance**, Barry Lewis, 11 points; 2) **Twist**, Tim Bruck, 14; 3) **Mr. Magoo**, Steve Madeira, 14. (8 boats)

BENETEAU 40.7 — 1) **Inspired Environments**, Timothy Ballard, 9 points; 2) **Phantom Mist**, Gary Massari, 12; 3) **White Fang**, Mark Howe, 14. (4 boats)

BENETEAU 36.7 — 1) **Mistral**, Ed Durbin, 6 points; 2) **Athena**, Paul Brocchini, 12; 3) **Serendipity 2**, Thomas Bruce, 19. (5 boats)

J/105 — 1) **Arbitrage**, Bruce Stone, 11 points; 2) **Orion**, Gary Kneeland, 15; 3) **Alchemy**, Walter Sanford, 23. (10 boats)

1D35\* — 1) **Great Sensation**, Grand Prix Sailing, 5 points; 2) **Sweet Sensation**, GP Sailing, 6; 3) **Jazzy**, Bob Turnbull, 6. (5 boats)

\*All boats sailed an 8-race, 2-throwout series except the 1D35s, which were scored on a 4-race, 1-throwout basis.

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

PHRF 3 — 1) **Desperado**, Express 27, Mike Bruzzzone, 5 points; 2) **Silkye**, WylieCat 30, Skinner/Seal, 7; 3) **Lynx**, WylieCat 30, Steve Overton, 14. (9 boats)

PHRF 4 — 1) **Chorus**, Kettenburg 38, Peter English, 7 points; 2) **Bolero**, IOD, Richard Pearce, 9; 3) **306LP**, IOD, John Davies, 15. (9 boats)

PHRF 5 — 1) **Wuvulu**, Islander 30 Bahama, John New, 9 points; 2) **Fast Freight**, Newport 30, Bob Harford, 11; 3) **Elaine**, Santana 22, Pat Broderick, 13. (6 boats)

1D35 — 1) **Sweet Sensation**, Gary Fanger, 6 points; 2) **Zsa Zsa**, Chris Busch, 9; 3) **Great Sensation**, Bojo Pehlivanov, 12. (5 boats)

ALERION EXPRESS 28 — 1) **Eagle**, Chuck Eaton, 6 points; 2) **Mil Besos**, Chris Vaughn, 8; 3) **Dream**, Kirk Smith, 13. (5 boats)

BENETEAU 40.7 — 1) **Phantom Mist**, Gary Massari, 6 points; 2) **Shaddy Daddy**, Joel Davis, 7; 3) **Inspired Environments**, Timothy Ballard, 13. (5 boats)

EXPRESS 37 — 1) **Eclipse**, Mark Dowdy, 8 points; 2) **Golden Moon**, Kame Richards, 8; 3) **Elan**, Bill Riess, 10. (4 boats)

IOR — 1) **True North**, Baltic 42DP, Jeff Dunnavant, 6 points; 2) **Tiger Beetle**, N/M 45, Rob Macfarlane, 10; 3) **Samiko**, Serendipity 43, Bailey/Salyer, 14. (5 boats)

J/105 — 1) **Joyride**, Bill Hoehler, 11 points; 2) **374**, Mазzie Obermeyer, 14; 3) **Tiburion**, Steve Stroub, 17. (12 boats)

MOORE 24 — 1) **Frenzy**, Lon Woodrum, 7 points; 2) **E-9**, Kinney/Schone, 7; 3) **US101**, Rudy Salazar, 11. (4 boats)

SF 30 — 1) **Shameless**, Schumacher 40, George Ellison, 7 points; 2) **Jane Doe**, Olson 911S, Robert Izmirian, 7; 3) **QE3**, Tartan Ten, Tom Perot, 17. (9 boats)

SYDNEY 38 — 1) **Double Trouble**, Andy Costello, 5 points; 2) **Howl**, Peter Kruger, 10; 3)

**Absolute 02**, Langer/Stimson, 12. (4 boats)

NON-SPIN 1 — 1) **Youngster**, IOD, Ron Young, 5 points; 2) **Ganesha**, Saber 36, Tom Bauch, 14; 3) **Veronese**, First 47.7, Chris Dawson, 16. (9 boats)

NON-SPIN 2 (CRUISERS) — 1) **Windhover**, Pearson 10M, John Dodge, 7 points; 2) **KaNina**, Catalina 34, Gary Stypulkoski, 12; 3) **Smogen III**, custom, Julie LeVicki, 14. (11 boats)

NON-SPIN 3 — 1) **Red Hawk**, Hawkfarm, Gerry Gunn, 11 points; 2) **Roeboat**, Catalina 30, Rod Decker, 12; 3) **Little Feet**, Cal 20, Crowe/Snow, 15. (10 boats)

Complete results: [www.cyc.org](http://www.cyc.org)

### RegattaPro

The final two races of the RegattaPro Winter One Design Series were sailed on Saturday, February 11, and there could not have been a finer day to end it on.

We began with about an hour at the tanning salon (postponement) with beautiful skies, fairly warm temps (people in shorts) — and absolutely no breeze. However at about 12:30, the breeze began to stir from the west and the show got underway.

*Zsa Zsa* went OCS on the first race and never came back. When they didn't get a sound at the finish, they figured out the problem. The other OCS boat was the J/105 *Joyride*. They came back to clear, but didn't actually dip behind the line all the way — missing by about 4 feet by our eyes. At least it was a beautiful day for a sail.

And talking about close, I had opted to go with the RIB for the day as we've had some committee boat issues. Given the weather forecast, I thought it would be just fine. But we did have an excit-

# THE RACING

## Inaugural Keelhauler a Huge Success

The Inaugural Keelhauler Regatta for high school sailors took place off the Cal Maritime Academy on February 4 under sunny skies and 12 knots of breeze out of the west. The ebb current (2.3 kts) and eddies along the shore made for some interesting racing for the 55 boats from 38 different schools that took part. With courses set close to land, spectators ashore had ringside seats to watch the seven-race series.

In Division A, the San Mateo/Cupertino team of Brian Malouf and Sven Knauth won handily with five firsts and a final score of 22 points. In Division B, Max Binstock and Meg Runyan sailing for Redwood High Varsity stayed in the top five in all but one race to prevail. The overall winning team (using combined Division A/B scores) was another San Mateo/Cupertino team, Ian Simms and Tom Altman. Second overall was Marin Catholic and third went to Acalanes. All racing took place in Collegiate FJs.

The participants enjoyed the day and look forward to competing here again. The parents who had a front row view from grass along the waterfront were also thrilled with the venue. Said one parent, "Thanks to you and your staff for an excellent regatta! I was so impressed with the numbers of helpers, their competence and courtesy. We'll be back again!"

— Charlie Arms

## Golden Gate Midwinters

With completion of the February 4 race, it's four down and one to go in the GGYC's Manuel Fagundes Seaweed Soup midwinter series. After once again lucking out with sunny weather and semi-consistent breeze, cumulative scores for the 83-boat, 10-division series found three fleets in contention for the coveted Seaweed Soup Trophy. If there's a tie after the final March 4 races, the largest fleet takes the Trophy. That puts *Harp* at the top of the heap as of now. We'll tell you how things shook out next month.

PHRF 1(<51) — 1) **Zephyra**, DK 46, Robert Youngjohn, 5 points; 2) **Quiver**, McCord 36, Jeff McCord, 6; 3) **Mr. Magoo**, J/120, Steve Madeira, 10. (17 boats)

PHRF 1 (52-78) — 1) **Q**, Schumacher 40 custom, Glenn Isaacson, 3 points; 2) **Sand Dollar**,



**RegattaPro action — 'Shaddy Daddy' chases 'Phantom Mist' in the Beneteau 40.7 fleet.**

Mumm 30, Erich Bauer, 5; 3) **Tupelo Honey**, Elan 40, Gerard Sheridan, 9. (9 boats)

J/105 — 1) **Lulu**, Don Weineke, 3 points; 2) **Rum Tum Tugger**, Bob Campbell, 7; 3) **Whisper**, Eden Kim, 3. (6 boats)

PHRF 3 (79-114) — 1) **Uno**, WylieCat 30, Steve Wonner, 9 points; 2) **Lilith**, WylieCat 39, Tom Knowles, 10; 3) **Razzberries**, Olson 34, Bruce Nesbit, 11. (14 boats)

PHRF 4 (115-155) — 1) **Harp**, Catalina 38, Mike Mannix, 3 points; 2) **Blue Pearl**, Hunter 41, John Dahle, 8; 3) **Windwalker**, Islander 36, Richard Shoenhair, 9. (10 boats)

IOD — 1) **La Paloma**, Jim Hennefer, 4 points; 2) **Xarifa**, Paul Manning, 4; 3) **Whitecap**, Henry Hernandez, 8. (6 boats)

CATALINA 34 — 1) **Wind Dragon**, Dave Davis, 4 points; 2) **Crew's Nest**, Ray Irvine, 7; 3) **Mottley**, Chris Owen, 8.5. (8 boats)

PHRF 5 (>156) — 1) **Mr. Toad**, J/24, John Hunt, 3 points; 2) **Crazy Jane**, Thunderbird, Doug Carroll, 8; 3) **Elaine**, Santana 22, Pat Broderick, 9. (6 boats)

KNARR — 1) **Knarr 134**, Eric Gray, 5 points; 2) **Flyer**, Chris Kelly, 7; 3) **Benino**, John Mounier/Mark Dahm, 9. (7 boats)

FOLKBOAT — 1) **Windansea**, Don Wilson, 6 points; 2) **Frihed**, Bill Madison, 7; 3) **Folksong**, Peter Jeal/Vince Spohn, 7. (10 boats)

## Race Notes

Remember that old '60s poster, "What if they gave a war and nobody came?" Well, the nautical equivalent almost happened at the **2006 Lands End NOOD Regatta** in St. Petersburg last month. Scheduled for the three-day Presidents weekend, the only day the wind blew was Saturday, February 18. So the results of the entire event were based on the two to five races that organizers were able to hold that day for the 184 boats in 18 classes. Highlights included Tampa's Marty Kullman and Mike Carroll's Melges 32 *New Wave* taking first in the NOOD debut of this growing class, and Huntington, New York-based John Storck, Jr. and his J/80 *Rumor* crew taking

home overall winner honors — an invitation and complimentary 39-ft Sunsail charter boat, for the NOOD Regatta in the BVI this November.

Next stop on the NOOD (National Off-shore One Design) tour is San Diego, March

17-19, where hopefully there will be a bit more breeze.

Staggered starts for the **Puerto Vallarta Race** were due to begin off Point Loma within days of this issue going to press. In fact, the first start on February 21 for the Performance Cruising Division occurred on our deadline day. Other starts for the 15-boat fleet, which includes everything from the venerable Spencer 52 *Ragtime* in Division 2 to the Class 1 maxis *Magnitude 80*, *Peligroso* and *Scout Spirit* were scattered over the following week. The Performance Cruisers raced under PHRF, while the other classes were scored under Americap II. The 1,000-mile course ends at Punta Mita on the north end of Banderas Bay. Racers will enjoy festivities and awards ashore at the magnificent Paradise Village Resort. Many will stay on in PV to participate in **MEXORC**, March 5-10. Look for reports on both these events in *Electronic Latitude* ([www.Latitude38.com](http://www.Latitude38.com)) and in next month's *Racing Sheet*.

You can also follow the 2006 Vallarta Race at the sponsoring San Diego YC site ([www.sdy.org/vallartarace/](http://www.sdy.org/vallartarace/)), which will run regular updates. Or, for some instant gratification, check out <http://fistracking.com/pv/index.html>. The PV Race marks the West Coast debut of **Race Tracker**, a real-time, race-following website developed by FIS Tracking Services, LLC, a subsidiary of FlagShip Integration Services and previously featured on such races as the 2005 Chicago/Mac. For PV, Race Tracker fitted transponders to each race participant. During the race, the fully automated transponder communicates the boat's GPS coordinates, speed, and heading to the website every three hours. This not only allows 'spectators' to keep track of what's happening, it will also doubtless add new wrinkles to onboard strategy during the race.

The French sailing magazine *Course Au Large*, a quarterly dedicated to ocean racing, last month announced



it was launching the **Ocean Records World Championship**, an assembly of 20 'historical world sailing routes' into a kind of season championship. Under the proposed idea, 1 to 10 points would be assigned to various routes depending on difficulty. Examples: English Channel — 1; TransPac — 2; 24-hour record — 4; transatlantic — 6; and round-the-world (either way) — 10. At the end of the year, the fastest boats in each category get awards and possibly cash prizes, and the high-points boats in both singlehanded and crewed 'divisions' get the big prizes. "The epic pursuit of major records has come of age," says one of the press releases. "Such potential deserves its own special framework." A panel of sailing luminaries including Ellen MacArthur and Bruno Peyron are among those interested and involved. For more on the races, the routes and the idea, see [www.records-oceaniques.com/en/](http://www.records-oceaniques.com/en/).

Speaking of speed, closer to home, the San Francisco Speed Sailing Management will launch a new annual speed sailing event on San Francisco Bay June 15-18, 2006. The San Francisco Speed Sailing Event is expected to draw windsurfers, kite surfers, skiff sailors as well as mono and multihull sailors from all over the U.S. for bragging rights and some prizes, too. The concept is simple: to go as fast as you can through a 500 meter course (about one third of a mile). The 'speed box' will be positioned on the main Bay just east of the Golden Gate to take maximum advantage of our dependable summer breeze. Participants will be timed by sophisticated electronics. Golden Gate YC will sponsor the event.

"To our knowledge, it will be the first event of its kind on mainland U.S.," notes event manager Matt Jones. For more information, check out [www.sanfranciscospeed.com](http://www.sanfranciscospeed.com)

Fifteen skippers have so far signed up for the 15th biennial **Singlehanded TransPac Race**, which starts June 24 off the Corinthian YC. Included in the fleet are many veterans, including **Ken "The General" Roper**, who is competing in his "ninth or tenth" one aboard his veteran Finn Flyer 31 Harrier; **Skip Allan**, who completed the very first SHTP in 1978 and is back with the same boat, the custom Wylie 27 *Wildflower*, and defending champion **Phil MacFarlane**, who won the 2004 edition on that race's oldest boat, his 1971 Ericson 35 *Sail A Vie*.

Entries close on April 15. For more on entering or other aspects of the race, log onto the sponsoring Singlehanded Sailing Society webpage at [www.sfbaysss.org](http://www.sfbaysss.org). While you're on the website, check out SSS's excellent ongoing seminar series, which can benefit anyone sailing to Hawaii, either on this race or the concurrent West Marine Pacific Cup.

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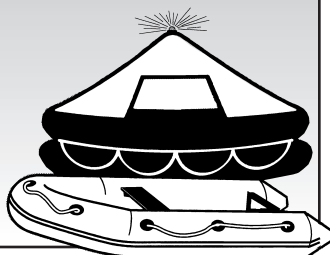
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# WORLD

With reports this month on **Chartering as a Twosome**, the split season offerings of **'Western Grace'**, a successful test of **Trip Cancellation Insurance**, a **Rough-Weather Charter in the Leewards**, and miscellaneous **Charter Notes**.

## It (Only) Takes Two to Tango: Leaving the Entourage Behind

More often than not, when we *Latitude* staff members go off sailing, we follow the 'more-the-merrier' philosophy. But there are exceptions. After years of doing bareboat charters with a boatload of friends and family members, this writer and his wife snuck off to the Pacific Northwest not long ago for a glorious week of sailing, sightseeing and relaxation. She still thinks of it as the best vacation ever — partly because it was just the two of us.

Of course, we knew when we booked the boat that we'd be traveling without an entourage for the first time in many years. But it wasn't until we actually got out on the water, trading stints at the wheel, sharing navigation tasks and taking turns in the galley, that the realization sunk in: "Wow! It's just us!" No fidgety kids to amuse, no hormonally-accelerated teenage couples to police, no aging parents to keep from falling overboard, no party animals to keep halfway sober, no adolescent attitudes, no young lovers' drama — just us. Although it makes us feel a bit guilty to admit it, it was utterly refreshing.

Don't get us wrong, we'll always cherish our memories of those wonderful trips where we turned non-sailing friends on to the joys of sailing, watched our kids

***Doublehanding a mid-sized boat isn't as challenging as you might think, thanks to conveniences such as roller-furling and autopilots.***

develop bonds with Mother Nature and observed our parents' excitement as they wrestled the wheel on a blustery day. Nevertheless, we were happy to discover that it's also okay to go off on our own once in a while, just the two of us, like we did a million years ago when we were young and carefree.

True, running a boat as a twosome is a bit more work, but overcoming minor challenges is part of the fun, and it ultimately makes the whole experience that much more rewarding. Besides, with only two, you'll probably charter a smaller boat than you would otherwise. And if you have fantasies of going off cruising someday, as we do, doublehanding a 36- to 42-ft bareboat is ideal practice. While you may often doublehand your own boat at home, we'll bet you rarely practice certain cruising essentials such as anchoring and navigating through unknown waters. Again, the greater the challenge, the greater the reward.

We would never recommend a doublehanded charter cruise as a way to heal a lousy relationship — let's face it, if you don't get along at home, no amount of fresh air, sunshine and salt water will mend decades-old emotional wounds and frustrations. But if you're like most loving couples, it's probably rare that you spend more than a few waking hours together without external distractions.

By contrast, exploring a charter venue together for a week or more can be an ideal way to reconnect. While 'captive' aboard the boat, without the distractions of phones to answer, errands to run, household chores to do and ball games to watch, you might actually find yourselves slipping into deep conversations about your unspoken dreams



ALL PHOTOS COURTESY THE MOORINGS EXCEPT AS NOTED



PHOTO, RIGHT, COURTESY SUNSAIL

and goals for the future. Hopefully, while you're reacquainting yourselves with one another, you'll be reminded of just how much you care for each other. And, that, of course, may lead to blissful romance. Heck, with no one else on board there's no telling what sort of naughty mischief you might get into.

On the trip we mentioned above, we greatly enjoyed each day of sailing, each new island and each new town. But one of the greatest joys of that cruise was simply hanging out on the boat together in beautiful, tranquil anchorages with no particular agenda, no time constraints and no guests to keep happy. For once we didn't have any rendezvous to keep with shore parties, meals to prepare for the hungry masses or debates to referee over where to go, or what to do next. For us, the order of the day was simply to chill out, breath deep and contemplate the big picture.

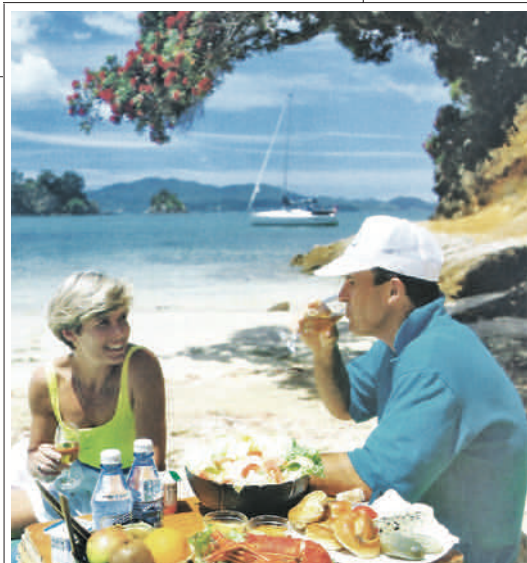
We got so mellowed out by the end of the trip that it was a bit frightening. In fact, on the last day of the charter, rather than trying to pack in as many sights and activities as possible, like we usually do when we have a crowd to please, we



COURTESY SUNSAIL



## OF CHARTERING



**"Honey, look. That could be us!" Picture yourself on a romantic sailing cruise with the man or woman you love — and no entourage.**

elected to simply cool our jets and see if we could endure an entire day of relaxing and basically, doing nothing. It turned out to be a wonderfully rejuvenating day, especially since we *never* slow down that much at home.

So go ahead and plan the flotillas with the gang from the office or the family reunion charter with the aunts and uncles, cousins and kids. But every once in a while, follow our lead and sneak off by yourselves on a romantic getaway. We think you'll be glad you did — and you needn't feel guilty for doing so.

— latitude/aet

### **The Annual Migrations of a Graceful Lady**

We rarely profile individual boats in these pages, but the 57-ft cutter *Western Grace* is not your typical charter yacht. Built of steel in Canada by Christensen Yachts, to a Bruce Roberts design, she combines a luxuriously appointed interior with a sleek, yet practical exterior, that is capable of doing battle with the

toughest offshore conditions.

Most notable, however, is the fact that she is one of very few charter yachts that is fully legal to charter in Mexican waters. She's been conducting both private group charters as well as book-by-the-berth charters in mañanaland this season, and will be heading north at the end of this month to her summer sailing grounds in the Pacific Northwest. If you hurry, you might grab one of the last available crew spots on either the Cabo to Honolulu leg (March 28 - April 19), or the Honolulu to Victoria leg (April 24 - May 17). Either will give participants great offshore experience. Contact the primary agent, Orca Sailing & Yacht Charters for availability at (800) 664-6049 or [www.orkasailing.com](http://www.orkasailing.com).

We first met *Western Grace's* owners, John and Joanne Van Strien during the 2003 Baja Ha-Ha. Born and raised in the Netherlands, they have

known each other since the third grade, although, according to John, "she didn't want anything to do with me until we were 16." They married at 20 and eventually moved to Canada, where they founded and ran Nanaimo Charters and Sailing School before selling it in 2001 to build *Western Grace*.

***Designed to be comfortable at any latitude, 'Western Grace' splits seasons between Mexico and the Pacific Northwest.***



LATITUDE / ANDY



# WORLD



SUZIE TODD

**John and his guests drop by to say hello while anchored off Isla Isabela last fall. After a stint in the Northwest, 'Grace' will return to Mexico.**

For more on this well-found boat and her year-round schedule, see [www.yachtwesterngrace.com](http://www.yachtwesterngrace.com).

## When De Volcano Blows: A Charter Insurance Testimonial

Last year *Latitude* published an article on the pros and cons of trip insurance, which is something that we typically decline when chartering. Last summer,

though, for some reason — call it instinct — my husband, Rick, and I opted to buy trip insurance as part of our charter agreement with The Moorings for a Caribbean catamaran trip. As it turned out, our intuition paid off — literally.

We flew from Sacramento to Puerto Rico and were scheduled to take the last flight of the evening to St. Maarten. We boarded the plane and taxied out to the runway. After waiting there for about 30 minutes, the pilot finally announced that they were unable to depart for St. Maarten because Montserrat's volcano had blown its top. Apparently, the ash plume was in the flight path, and they couldn't fly through it because the volcanic particles would have damaged the jet's turbine engines.

Back at the terminal, the airline apologized for the flight cancellation, but

was unable to accommodate the passengers' stayover in PR because this was an "act of God," and therefore, clearly not their responsibility. While I watched in wonderment at the plane load of angry vacationers, it dawned on me that I had some good news to report to our group of eight: I had bought trip insurance for our entire crew!

It was late on a Friday night, so none of the "notification" numbers actually worked, and there were no clear instructions on how to proceed. We winged it with hotels, taxis and meals, kept the receipts, and flew to St. Maarten the following day, where we started our fabulous two-week sail.

Upon our return, I filed a claim for the additional travel expenses, as well as a one-day trip delay. The underwriter, BerkeleyCare, promptly, efficiently and fairly settled our claim with reimbursements to each member of our charter group.

In my humble opinion, trip insurance isn't always the best value, and having it wouldn't have been the make-or-break factor of our charter's success. We are,

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## OF CHARTERING

after all, an adventurous lot, used to taking some risks. If, by contrast, we were adamant about having absolutely risk-free travel we would never leave home. So, for us, it felt like a bonus to get reimbursed for the extra expenses incurred and the 'delay of game'.

— suzi todd  
georgetown

Suzi — Thanks for your report. It's nice to know that valid trip cancellation claims, such as yours, are paid promptly. Although many Americans decline to take this optional coverage, we're told that most Europeans automatically opt in, as they consider doing so to be a necessary element of foreign travel.

— ed.

### A Challenging Intro to Chartering in the Leewards

In recent years I've done a half dozen Caribbean bareboat trips at different times of year. This year, our group elected to go in January, during the so-called 'prime charter season'. Unfortunately, we ran into abnormally rowdy weather con-

ditions which lasted throughout our one-week trip. Nevertheless, we all took it in stride and had a great time.

As with all of my previous Caribbean charters, almost all of my crew were new to sailing — and the majority were females. I guess I just enjoy introducing the sport to neophytes.

After battling our way through St. Martin's rush hour traffic, our group of five gals and two guys found Sunsail's base at Oyster Pond to be quite pleasant. There are a couple of nice boat bars, a resort restaurant, a deli, a dive shop and a tiny grocery store — nearby Phillipsburg has a supermarket. Internet service is available off the lobby of Captain Oliver's hotel. Rupert, the chef at the Dinghy Dock restaurant makes up a tasty daily special and there is a glass-walled pool, and even a miniature zoo all right in the marina.

During our chart briefing, Sunsail's Sebastien Soubeste explained Oyster Pond's not-very-intuitive harbor en-



ERIK WESTGARD

**Sonia secures the big Beneteau's anchor, with Judy's help. The charter was a learning experience for most, but that was half the fun.**

trance. Looking out at the big swells near the harbor mouth, I kept thinking we were staying at a surfing venue! "You go straight out," Sebastien explained, "then stay very close to the three red markers curving around the north reef until you pick up the green sea buoy. Then you

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# WORLD



ERIK WESTGARD

**Normally, leaving Oyster Pond simply requires prudent navigation, but exiting the bay last January was truly a wild ride.**

keep going for several minutes straight out before turning north or south." We also learned the right and wrong way to enter nearby Orient Bay, and had listed for us the forbidden areas of the Northern Leewards: Saba, the seawall in Gustavia (St. Barts), the Seven Stars Reef area of Anguilla and about half of St. Barts' anchorages (including, unfor-

tunately, some of the places the Wanderer pointed out to us in the December '05 issue).

We heard about high park fees on Anguilla, and were discouraged from taking extended sea voyages by dinghy without a handheld VHF and a proper dinghy anchor — such as from Columbiere to Gustavia.

"If you were to get water in your gas," explained Sebastien, "you would drift away to sea." Another useful note was that you do not need to clear in and out of St. Martin, even after visiting St. Bart's.

Veteran sailor and Sunsail checkout man Vince Beadoin handed me the latest wind and sea forecast from *windguru.com*, and jumped into the pilot boat to lead us out. The staff here likes you to have the mainsail up while motorsailing in and out.

With 3-meter seas at the harbor

mouth, getting out of Oyster Pond on this particular day was more thrilling than any Disneyland ride we'd ever experienced. We were blasting through the surf aboard our Beneteau 50 as though aboard a huge personal watercraft.

After a short while, I turned the wheel over to Sonia, with Anika and Judy standing by. Sonia, who'd done two previous trips with me, was our only other experienced sailor. (She'd just earned her ASA 101 certificate.)

Due to the rough weather, we went only as far as Phillipsburg that first day, where the anchorage was safe, but a little rolly. We set out a second anchor and winched ourselves a little into the swells. Unfortunately, the wind kept clocking around, so we could do little to stop the rolling.

After a while, Brandi needed to go ashore as she was feeling ill. Remembering the *Latitude 38* 'female crew rule' that "shore leave shall be granted at any time for any reason," we ended up finding her a hotel room. Meanwhile, Monika, nicknamed Mini Martha, amazed us with happy hour and dinner items pulled

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## OF CHARTERING

together out of the icebox.

The next day's sail to St. Barts was fast and comfortable, making us all huge Beneteau 50 fans. We found a nice anchorage in Corossol, in 30 feet of water. The pleasant and efficient Gustavia Harbor Office was closed on a Sunday, so we went ashore to La Route Des Boucaniers restaurant for a fine meal.

The next afternoon, we had a delightful lunch at the attractive Eden Rock Resort, over the hill from Gustavia at Baie St. Jean. Just after lunch, though, I had a strong premonition about our anchor situation, so we skipped the island tour and went back to the boat.

The crew asked Anika's friend Mike — now affectionately nicknamed "Dinghy Dude" — to take them in to the beach. But before they got away, there was a commotion on a boat anchored off our quarter. An unoccupied, formerly anchored charter boat had broken loose and was banging into the boat just upwind of us. Nearby sailors sprang into action and held the boats apart until the harbor patrol arrived.

The sail back across to St. Martin was

excellent — with a single reef in the main, we were comfortably doing 7 knots on a beam reach.

Back at Phillipsburg, we picked the Greenhouse Bar, right on the waterfront, as our meeting place. At this point we were happy to have Brandi rejoin the group. During her stint of shoreside R&R, she'd picked up a nice tan and some Sea-Bands (to combat sea sickness) — not to mention a significant supply of new jewelry.

We next anchored in Simpson Bay, which started out nice and calm until the swell got in there as well. We liked the Wharf Restaurant by the bridge, which had a live band and outstanding Lychee Mojitos!

With our 6'6" draft, we were reluctant to enter the adjacent Simpson Lagoon, with its shallow depths, and because the strong wind — 20 to 25 knots — and big swells continued, north-facing anchorages seemed like a bad idea also. So we



ERIK WESTGARD

**First Mate Sonia steers on the approach to Phillipsburg while Annika — one of the first-timers — monitors traffic.**

elected to return to Oyster Pond a day early.

I wanted an escort back into the marina in the 3.5-meter seas, but we could not raise the base, or anybody else, even

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# WORLD OF CHARTERING

though we were right outside the harbor. Even well-maintained bareboats have occasional problems, and ours apparently had a shorted-out antenna. Luckily, I was able to rig a temporary one using a metal spoon from the galley.

That night we taxied to the Sunset Cafe at the Grande Case Beach Club for a nice dinner. There, we got expert advice on French white wines and found the view, food and their little gift/swimsuit shop to our liking. Later, back at the marina, we enjoyed some live entertainment — and a cameo singing appearance from our breakfast waitress, Donette.

Whenever you travel, the one factor that no one can guarantee — even in the 'prime season' — is the weather. The blustery conditions during our cruise certainly added to the adventure of it all for the first-timers. But I'm happy to say that they all went home happy, and



ERIK WESTGARD

*After a rocky start, Brandi rallied and returned to the boat, having found her sea legs. Here, she lounges at Simpson Bay.*

all but one has already committed to another trip later this next year!

— erik westgard  
minnesota

*Erik — Thanks for your report. We love knowing that we have avid readers in Minnesota. If your crew enjoyed those rowdy conditions, they'd love sailing in*

San Francisco Bay.

— ed.

## Charter Notes

We seem to have boxed ourselves into a corner this month, leaving little room for *Charter Notes*. We do have room for one important message: a reminder that **Strictly Sail Expo**, the Left Coast's biggest sailboat-only exhibition, takes place next month.

Slated for **April 19 - 23**, a visit to the show is an ideal time to talk, face to face, with charter company reps from all the **big multinational firms**, as well as to the staffs of **local sailing schools**, which are the source of bareboat rentals here in the Bay Area. There's no better way to understand the subtleties of a cruising area which you hope to visit, than by picking the brains of sailors who've recently explored those waters.

Naturally, you can pick up all the latest brochures and literature, plus learn about **new boats, bases and special offerings**. We'll see you there!



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# CHANGES

*With reports this month from **Dawn Treader** on taking the offshore route from Mexico back to California; from **Banderas Bay** on all the many things that are happening down there; from **SailFest** in Zihuatanejo; from **Laelia** on clearing into French Polynesia, and lots of **Cruise Notes**.*

## **Dawn Treader — Jeanneau 40 Marty Gilmore & Marta Krissovich Baja Non-Bash (Great Salt Lake, Utah)**

*Dawn Treader* is in Puerto Vallarta, where we are spending our second season enjoying the wonderful cruising grounds of Mexico. Since we are already hearing about people's plans for the end of this season, we wanted to write about the good trip north we had at the end of last year's cruise.

We had to bring our boat back to California, and not wanting to have to do the notorious Baja Bash, we decided to make the trip offshore. We left Cabo on May 27, and then sailed approximately the rhumb line in westerlies as far north as Mag Bay. When the usual northwesterlies filled in, we sailed away from the coast on starboard tack. When we were still far southwest of Cedros, we saw that the GRIB files were forecasting westerlies to the north of us. So we tacked, ate a header for a day, then sailed on port tack in west and WNW winds the rest of the way to San Diego. We arrived on June 5.

We were out for nine days, almost all of which we spent sailing. We used a total of 43 gallons of diesel — mostly the first night out of Cabo and the last night before San Diego. We used the rest of the fuel to charge our very weak batteries. We had one rough night between Mag Bay and Cedros, with the winds building to the high 20s and a mixed swell. But we mostly had winds between eight and 20 knots, with a gentle northwest swell. We covered a total distance of 1,032 nautical miles. The furthest offshore we got was about 200 miles out, and we passed about 90

**Marta and Marty, sailing their Sun Odyssey 40, want everyone to know they didn't tow their dinghy from Cabo to San Diego.**

miles to the west of Cedros Island.

*Dawn Treader* is a Jeanneau Sun Odyssey 40 sloop that is rigged for cruising. We are a married couple who do three-hour watches — so we didn't push it. If we'd wanted to push it, we probably could have saved six hours over the course of the passage. The worst parts of the trip were the grey skies after six months of Mexican sun, and the fact that we didn't catch any fish.

Weather info is essential for this trip, both for route planning and to avoid nasty stuff. We got GRIB and text files via SSB, and we listened to Don on *Summer Passage* for the big picture in the North Pacific. We also listened to boats close to shore reporting getting beaten up in 35-knot winds and steep seas. It reminded us why we'd gone offshore. If we go north again, we'll go offshore again.

P.S. We used to live in Corte Madera and Marina del Rey.

— *marty and marta 02/01/06*

## **Banderas Bay What's Shaking This Winter**

They must not have big saltwater crocs at Radcliffe-on-Trent, Nottingham, England. That's the only explanation we can come up with for why Ha-Ha vets Dennis and Janet Knight of the Oyster 435 *Shilling of Hamble* got so worked up about the presence of Pedro, one of the 12-ft crocs who calls the Nuevo Vallarta lagoon home. "He's this big!" said the Knights, extending their bodies across the width of their dock to provide a good visual reference.

Actually, there are countless crocs in the lagoons of mainland Mexico, from Mazatlan at least as far south as Acapulco. The biggest concentration we've seen was at little Manzanilla on Tenacatita Bay, where there must be two dozen lounging

around in the mangroves at the end of the main street. Waiters at restaurants on the beach down at Zihuatanejo — where there are also plenty of crocs, some as big as 15 feet — tried to assure us that Mexican crocs don't eat humans. "They prefer the taste of cats and dogs, which is why you don't see many of them on our beach,"



one waiter told us. It sounds like a ridiculous claim, but it might be true. After all, you see big crocs cruising around in the Nuevo Vallarta lagoon, the very same lagoon in which fishermen are always standing knee-deep in the water casting their nets. Maybe humans and crocs really do peacefully coexist in Mexico.

Unable to make it all the way to Zihua for SailFest because of work related to our flood-damaged editorial offices in Mill Valley, we did manage to squeeze in a trip to Banderas Bay to see *Profligate* and what's new in that area. Our cat was looking very good indeed, thanks to the great paint job by David and his conscientious crew. We had all the exterior surfaces painted except for the sides of the hull. The price was so reasonable that we almost thought we were in Colombia. We would have had the hulls done also, but then the port captain announced — quite rightly, we think — that he would not allow any more sanding of boat hulls in the lagoon. So now we're thinking about taking our boat up to Mazatlan — one of the few places that can haul a cat with a 30-foot beam — and bringing David's crew with us.

COURTESY DAWN TREADER





# IN LATITUDES



SPREAD, ELECTRONIC/RICHARD



**Speed;** Janet and Dennis Knight stretch to indicate the length of Pedro the croc. Inset; Pedro wakes from a nap with a big appetite.

Behind us in line to get his multihull painted was Bruce Balan of the red-hulled Cross 46 Mk II trimaran *Migration*. Originally from the South Bay, Balan did a Ha-Ha, then sailed back to Southern California for a few more years of work, and is now cruising permanently. In addition to getting his boat painted, Balan had some work done where the chainplates attach to the hulls.

The slips at Paradise Marina were jam-packed, with Harbormaster Dick Markie going way beyond the call of duty to squeeze in as many cruising boats as possible. Several cruisers told us how appreciative they were of his extra efforts.

Jerry and Kathy McGraw of the Newport Beach-based Kelly-Peterson *Po'oino Roa* told us they think that the actions of the California Legislature are the reason Paradise Marina — and other marinas in Mexico — are so crowded. "Up until last year, a guy buying an expensive motoryacht in California could take it to Ensenada for 90 days, then bring her

home and not owe any taxes," said Jerry. "But after the Legislature passed a new law increasing the necessary out-of-state time to one year, many new boat buyers said the heck with Ensenada. If they had to keep the boat out of state for a year, they figured they might as well go all the way down to Puerto Vallarta."

We don't know if McGraw's theory is true, but we do know there are more big motoryachts in Paradise Marina than ever before — despite Markie's efforts to keep as many berths as possible open for transient cruisers. On a different subject, we

also know that the McGraws spent a month or so as part of the 40 to 50-boat cruising community in Tenacatita Bay this winter, and reported having a fabulous time. It would be great if someone would send us a relatively thorough report on the scene at Tenacatita, because it's pretty special

— even for Mexico. The McGraws bought their Peterson 44 on the East Coast a few years back, sailed her through the Canal and up to their home in Newport Beach to do a refit, and are now eager to head across to French Polynesia. For what it's worth, Jerry enjoyed a career as part of the Newport Beach Harbor Patrol, while Kathy is a licensed captain.

About a year ago, there were indications that the acute slip shortage in Nuevo Vallarta might be relieved a bit, as it was reported that the rights to the broken-down and bankrupt Nuevo Vallarta Marina had been acquired by a new company. The new outfit announced that they were immediately going to begin construction of a magnificent new and larger world-class marina. Alas, a lawsuit was filed by others who had been interested in the marina concession and claimed they

hadn't been given an opportunity to bid on it. These plaintiffs won their suit against the government, so it might be another six months before the rights to the marina concession come up for bid again.

Although it's not clear what's going to happen to Nuevo

Vallarta Marina, Paradise Marina, which is located just across the channel, is not standing around waiting for the depth of the channel to increase all by itself. Dick Markie showed us plans for Graziano, the owner of Paradise, to almost double the length the breakwaters extend out into the ocean. "We'll do whatever it takes to get a sustained depth of 15 feet," Markie said. In addition, Paradise has gone to great expense to place a series of 240-ft long 'geo bags' on their beachfront to try

**Havng sailed from the East Coast to Newport Beach, then back to Mexico, the McGraws are ready to set sail for French Polynesia.**



ELECTRONIC/RICHARD



# CHANGES

ELECTRONIC/RICHARD



**Paradise Marina is proceeding with plans to double the length of the breakwaters leading in and out of the Nuevo Vallarta Lagoon.**

and prevent sand from migrating south and into the channel. Maintaining a deep channel is an expensive but necessary proposition.

The other big hope for more marina slips in Banderas Bay is the Yacht Club Marina currently under construction at La Cruz. Initially everybody seemed to be behind the project because it would create much-needed jobs, stimulate the local economy, and clean up the town's inexplicably messy waterfront, which is littered with several trashed sailboats. But when construction started on the marina's perimeter, a number of Americans were horrified to discover that their waterfront homes were no longer going to be on the water, but separated by a *malecon* and a row of buildings. This has prompted a lawsuit with the allegations that the project doesn't have the proper building or environmental permits, and that it has infringed on the property rights of others.

Things went from bad to worse at the marina site in late December, when a big swell rolled through, washing away a temporary breakwater — and reportedly rolling a floating crane so badly that the

**Renee Prentice holds the tiller attached to 'Scarlett's new-to-her all-carbon rudder from the Santa Cruz 70 'Mongoose'.**

ELECTRONIC/RICHARD



boom bent as a result of smashing into the operator's compartment. The barge with the crane was then towed out to the middle of the anchored cruising fleet and secured to the bottom with two seemingly undersized anchors. Cruisers were said to have been a little freaked. Knowledgeable folks around Banderas Bay tell us that they don't know for sure what the outcome of the lawsuit will be, but most think that the marina complex has the potential to create so many jobs that it can't be stopped — at least not for long. Construction was moving ahead full steam when we visited in early February.

Not worrying at all about the lack of marina slips on Banderas Bay was Renee Prentice of the San Diego-based Serendipity 43 *Scarlett O'Hara*. We bumped into her as she was about to go on a laundry run, so she was happy to pause to tell us all about the boat's new rudder. *Scarlett*, once owned and raced at the zenith of international competition by Monroe Wingate of St. Francis YC, came with two rudders when Renee and her husband John bought her a number of years ago. Only needing one rudder, they sold the spare to Minney's Marine Surplus in Costa Mesa. Shortly after departing Mexico for the Marquesas two years ago, their rudder broke off, so they returned to Mexico. They also had to find a replacement rudder, as Minney's had sold their backup. Fortunately, Ernie and crew just happened to have the old carbon fiber rudder from the SC 70 *Mongoose*. John Prentice tells us that not only did *Mongoose's* rudder fit almost perfectly, but it only cost \$300. Ordered new, it would have been about \$15,000.

Jean was also excited to show us the \$7 solar-powered lights that a friend had bought at Costco and brought down from the States. "These new ones are even better than the amber-colored solar lights we used to have — and one night those lights prevented a lot of damage down in Tenacatita Bay. We were all ashore when a big thunderhead came through with 30-knot winds. It was so black out that nobody could see their boats. The only points of reference were our amber lights. There was some anchor-dragging and boats bumping as it was, but it would have been much worse had the cruisers not had the lights to help them quickly find



their boats."

We have mixed feelings about the shopping mall at Paradise Resort. On the one hand, it has everything you need, from a grocery store to a lavandaria to a place that makes great mango shakes, to a terrific inexpensive Mexican restaurant. On the other hand, such a shopping mall is way too much like regular life back in the States as opposed to real cruising. Nonetheless, while having breakfast in the shopping center one morning, we bumped into singlehander Bernard Bouis of the Berkeley-based Trinton 29 *Honu*, who is working his way down to Ecuador. A very pleasant guy, he told us about a strange experience he had up at the Ensenada Grande anchorage at Isla Partida in the Sea of Cortez late last year.

It was a very rough outside the anchorages one day, so Bouis was happy to be tucked into the eastern corner of Ensenada Grande. Then the 100+ foot motoryacht *Lady Zelda* showed up. They told Bouis that they were doing some kind of photo shoot, and would appreciate it very much if he would move for an hour or so. Bouis was inclined to go along with the inconvenience — until he



# IN LATITUDES



BOTH PHOTOS ELECTRONIC/RICHARD

**Spread; Bernard Bouis sets his gun down long enough to fork in some hotcakes at Paradise Resort. Inset; The Yacht Club Marina, La Cruz.**

was informed that he'd actually have to move for a number of hours. At that point Bouis explained that he was happy where he was given the conditions, and wasn't going to move. So the *Lady Zelda* crew decided to more or less pretend that he and his Triton weren't there. They kept getting closer, and closer, and closer. When Bouis felt they'd come just a little too close, the ballsy singlehander fired a flare gun across the megayacht's bow! When they still kept coming, he fired a second flare. Sensing the level of the singlehander's determination, the *Lady Zelda* skipper retreated. The incident nonetheless left such a bad taste in Bouis' mouth that he left the area the following day.

After having breakfast with Bouis, the Wanderer and Doña de Mallorca headed out toward Punta Mita in search of a nice sailing breeze and some surf. We didn't find either. However, we did find plenty of sun, and saw no less than six whales, each off on their own doing their own thing. One big guy surprised us by surfacing about 150 feet off our starboard

bow and pacing us on a parallel course. There are international laws that protect whales from being stalked too closely by boats. These rules weren't being adhered to by a group of about five turkeys on a 30-ft powerboat, who spent half an hour trailing one whale at distance of about 50 feet. Where was Bouis and his flare gun when we really needed him?

If you had been going out to Punta Mita on a regular basis for the last six or so years, you would have noticed a staggering transformation — sort of like Cabo in the mid-90s. For a long time there had been nothing but a couple of modest palapa restaurants on the beach at El Ancloste near the beginners' surf break. Then, about six years ago, some developer started building what became the not-particularly-attractive Ancloste Condominiums on a three-story bluff across the street from the beach. About a year after that, another developer put up an eight-unit condo project on the bluff on the beach about an eighth of a mile to the east at the village of Emiliano Zapata. About the same time, con-

struction began on the gated Four Seasons complex that encompasses the entire point at the tip of the bay. Development has been on an increasingly fast roll ever since, with construction about to begin on a St. Regis Hotel at the point, more condos at Ancloste and Emiliano Zapata, and a big public plaza behind all the palapa restaurants.

We view such developments with mixed emotions. It would be best for us relatively affluent cruisers if there was never any development at Punta Mita. But we suppose that you have to be realistic, as Mexico very much needs the foreign investment, jobs, and tourism that come with such projects. We suppose the most we can realistically hope for is that they do a good job — unlike at downtown Cabo San Lucas. So far we're reasonably optimistic, as most of the area is zoned for low-density development. Right now the vegetation out by the point looks as though it were just given a mohawk, but perhaps in a year or so the tropical landscaping will leave it looking reasonably nice.

From a cruiser's point of view, the nice thing about Punta Mita is that, in many ways, things are only going to get better. Right now it's common for anywhere from five to 25 boats to be anchored out — in a place that could easily accommodate hundreds of boats at anchor. There's only one good place to bring a dinghy ashore, and it's kind of a pain. But there's beginning to be enough cruiser dinghy traffic that the owner of the nearest restaurant has inquired about starting a 'dinghy valet' service such as has proven so popular in Zihua. That would be nice.

Development is also bringing a greater variety of restaurants and better quality food. There are about 10 palapa restaurants on the beach. Several of them are relatively basic and rustic, such as you'd find up the coast at Chacala or down at Chemela. Almost all have free showers and unusually nice restrooms. The palapa furthest to the east even has a swimming

**Zoning limitations means there will only be a few high-density condos built on the north shore of Banderas Bay, and only in a small area.**



LATITUDE/RICHARD



# CHANGES

ELECTRONIC/RICHARD



**Rudi, the Austrian waiter at Chef Roger's Mañana Restaurant, offers a portobello mushroom and spinach appetizer — atypical Mexican food.**

pool. Hector, son of the owner of the nearby Dorado Restaurant, has opened his own Margarita restaurant, which on some occasions will double as the home of the Punta Mita Yacht & Surf Club. In fact, the founding celebration will be on March 27, the night before the Pirates For Pupils Spinnaker Run for Charity to Paradise Marina. Margarita's will also be the base for high speed internet access sent out to the anchorage.

Where does Margarita's get their fish for dinner? About 15 miles offshore. Hector tells us that about 30 tuna weighing over 200 pounds have been caught in the last two months. He was aboard a *panga* when a four-hour battle was waged before a 295-lb tuna was landed. No wonder his seared tuna filets are almost too big.

The two most upscale places on the beach are Tino's and Chef Rogers. Tino's is a little fancier, but Chef Roger's Mañana Restaurant has a South of France ambience that we think is just wonderful. You pay close to U.S. prices at Tino's and Chef Rogers, but given the quality of the food,

**Bill and Mary Jo Makepeace, the kind of nice folks you find enjoying life on the hook in the watery 'hood known as Punta Mita.**

ELECTRONIC/RICHARD



the ambience, and the salubrious evening weather, we think they are bargains for those special nights out.

The cool thing about the Punta Mita area is that everybody walks the same half-mile stretch of beach, eats at the same places, and surfs the same waves — so you can't help but get to know a lot of people quickly. For instance, we were having lunch at Margaritas when a fellow walked over and introduced himself as Bill Makepeace of the Boulder-based Lord Nelson 35 *Grey Max*. So the next morning we paid a visit by dinghy to Bill and his wife Mary Jane's boat out in the anchorage. When they bought their boat in the Pacific Northwest, she came with a large bimini with all kinds of stuff on it — including something like eight solar panels and a series of black pipes that made for a great solar water heater. "When we're out here on the hook, the solar panels provide us with all the power we need," said Bill. "We make ice, make water, keep our food cold, and have all the warm water we want — and never have to turn the engine on." How great is that?

The Makepeaces, who cruise six months and spend six months at their home in the Colorado foothills, tell us they really don't care where they cruise, they just love being on the water. Nonetheless, they are yet another couple who raved about Mazatlan, a place that doesn't have as much obvious charm as some other Mexican coastal cities, but nonetheless seems to seduce those who visit. "The various cruising communities in Mazatlan were so great that we ended up spending four years there," says Bill. "We just couldn't believe that we could be having so much fun at our age, so it was hard to move on." And it's not like the couple are senior citizens.

Ashore at Punta Mita that afternoon, we bumped into Dan Girdner. He and his wife Ana are the sales managers of the soon-to-be-built Punta Mita Beach Club and Spa, which is an 18-unit fractional ownership luxury condo project that will take up the last vacant spot on the beach at El Ancolte village. "My wife Ana, who is from El Salvador and who has helped open up a lot of new hotels for Marriott, took a trip down here and decided — like a lot of other Americans — that this is where our future is," says Don. They report that the first top-floor unit sold for the month of January to a vintner from Napa who owns a large sailboat. That didn't come as a surprise for us, as four of the units in an 18-unit condo project less than a quarter-mile



down the beach at Emiliano Zapata are owned by people who sailed their boats in the last Ha-Ha. Punta Mita offers a terrific water-lovers trifecta — great sailing, great surfing, and a place where you can securely anchor your boat for the winter for free.

About a week after we came home, Girdner called to ask if we knew a guy named Rich Everest, who he'd been surfing with that afternoon. "You mean Rich Everett, the recently retired president of West Marine Products?" Yeah, that's who he meant.

It's great staying on land at St. Barth in the Caribbean, but it's even better when you live there on your boat. Countless cruisers will tell you that the same thing is true at Punta Mita. When living on the hook you can't help but become more attuned to nature. You're aware of the slight changes in the weather, the size and direction of the swell, and the phases of the moon. You're surrounded by countless different kinds of birds and fish, and rarely an hour goes by when you don't see a couple of whales breaching. When we were there, a three-day-old whale spent the afternoon cruising the anchorage. If you want a little socializing,



# IN LATITUDES



ELECTRONIC/RICHARD

**Spread; The Edel 35 'Sisiutl' at Punta Mita. Insets; 'Zulu's' dinghy with surfboard racks, and Patty and Philip sitting at 'Sisiutl's' helm.**

you can either go to shore for a drink or a meal — or you can visit with folks in the anchorage. Since Punta Mita is a crossroads for people heading north, south, and west, there are always new boats coming through.

One morning, for example, we noticed a new small cat in the anchorage, so we motored over to introduce ourselves. The cat turned out to be the Seattle-based Edel 35 *Sisiutl*, owned by Philip Attneave and Patty Berk. They told us they'd first seen the unusual cat — the salon doesn't extend all the way out to the hulls — 10 years ago in the Pacific Northwest. In fact, they were so intrigued at their first sight of the cat that they chased her for 15 miles to tell the owners to call if they ever wanted to sell. It was then that they learned the cat had been sailed across the Atlantic in the Atlantic Rally for Cruisers (ARC), and was then disassembled into three pieces for shipment to the Pacific Northwest. A year after the meeting, the owners decided they wanted to sell, and Philip and Penny became the owners of a new boat. Were they thrilled?

"For the first six months, we thought buying *Sisiutl* was the worst decision we'd made in our lives. She needed a little more work than we thought, and there was this and that." But as time has gone by, we've come to appreciate what a great boat she is. "A couple of years ago, we looked at larger cats. When we realized that buying one of them would require that we continue working for another 10 years, we decided to keep this cat and go right away. And now we love her." They must love her, because they managed to liveaboard in the Pacific Northwest for a year without a heater! They are now headed to Costa Rica and Panama, which means they'll need an air-conditioner more than a heater. And they'll be heading south with confidence, because the little cat proved to be very seaworthy in the 35-knot winds and 25-ft seas they encountered coming down the coast of Northern California. "She never buried a bow, and she never got pooped."

We'd hardly finished talking with

the folks on *Sisiutl* when we noticed the Peterson 75 *Zulu* had arrived in the anchorage. She's owned by Peter Smiley of Malibu, and our boats had first crossed paths in the Caribbean, and then because both owners like to surf, again the following year at Punta Mita. With two rambunctious 6-year-olds preventing Smiley from doing long passages, he has paid crew taking his boat to French Polynesia, where the family will rejoin the boat for the South Pacific. After Fiji, the crew will take *Zulu* to New Zealand for a refit. It was fun meeting Smiley's crew, because they are from the Med and Caribbean, and we have so many mutual friends. One of the great things about the world of sailing is that it's so small, and there are so few degrees of separation between friends.

Having primarily based our cat out of Paradise Marina for the last several years, we've written frequently about Banderas Bay and Punta Mita. As such, we'd like to assure everyone that we're not trying to suggest that it's the only great place in Mexico. Indeed, there is much much to recommend up at La Paz and the Islands, Loreto and further north in the Sea of Cortez, San Carlos, Mazatlan and the Jungle Coast, the Gold Coast down to Mazanillo, Zihua and Acapulco. There is so, so much for cruisers to love in Mexico, and so many great folks to meet — and that's no croc!

— latitude 38 2/28/06

## **Zihua SailFest The Cruiser Fund-raiser Steve & Susan Tolle (Zihuatanejo, Mexico)**

The Zihua Sailfest — the fun cruiser fund-raiser for deserving students in Zihuatanejo — continued its amazing roll in early February, as for the fifth straight year a record amount of money — \$56,400 — was raised. That's an astonishing figure when you consider that the event was

***With their boats in the background, Zihua SailFest cruisers lead a bunch of the local kids to the site of the beach games.***



SAILFEST PHOTOGRAPHERS



# CHANGES

started on a lark in 2001, and to a large extent relies on the volunteer services of a new group of cruisers each year.

It must be noted that half of the \$56,400 came in matching funds from the Bill and Gloria Bellack Foundation of San Diego, which has doubled funds from the outset of the event; from Bill Underwood of Catalina, who has helped match funds for the last several years; and this year's new 'matcher', Pete Boyce of the Northern California-based Sabre 42 *Edelweiss II*.

Although it's not clear how many cruisers participated, some 550 SailFest shirts were sold, as well as 250 hats and 250 beer coozies. A total of 99 cruising boats officially registered for the event.

When SailFest started, the sole beneficiary of the fund-raising was the Netza School for orphaned indigenous and other deserving children. But with such large sums of money being raised — the total is nearly \$150,000 in five years — it was decided that the money needed to be spread around a little more. As such, *Por Los Niños de Zihuatanejo*, a Mexican non-profit corporation, was established to administer the funds raised by SailFest-related activities. There is a nine-member international advisory committee that includes doctors, lawyers, educators, philanthropists, and representatives of other nonprofit organizations such as Rotary International. Los Niños, a U.S. tax exempt charity, was also created to make donations tax deductible for Americans. Lawrence Marbut is the administrator of both *Por Los Niños* and *Los Niños*.

Although the official dates of the event were February 1-5, cruisers couldn't wait to get started, so there was an 'unofficial kickoff' on January 31st when the M-Docs, a band from Illinois, showed up once again at Rick's Bar, the cruiser headquarters in Zihua, and raised over

**Although not a cruiser herself, Gloria Bellack of San Diego, center, has been instrumental in the success of SailFest since the beginning.**

\$300.

Sailfest 2006 officially began on February 1, with seminars running all day. No matter if they were going to be headed south, north, or west, cruisers could ask questions of a panel of cruisers who had already been there. Social activities kicked off Wednesday night, with a hosted cocktail party prior to the always-popular Live Auction. Local merchants have always been big supporters of SailFest, and this year they donated over 440 goods and services to be auctioned and/or raffled. With the amount of free tequila and beer passed out, the crowd was well-lubricated when bidding began at 8 p.m. Before it was over, auctioneer Dewey McMillan, a resident of nearby Troncones, had sold goods and services for a total of \$4,800.

Thursday's activities began with an Alternative Energy Seminar put on by John McEwan, who had flown down from the States to instruct cruisers on the benefits of solar panels and how to get the most out of them. This was followed by an Inland Travel Seminar presented by a group of cruisers who had experience travelling the interior of Mexico.

Following the seminars, the cruisers gathered at M.J. Richies on Madera Beach for Beach Games Day. Over 150 kids from the schools that Sailfest supports were able to join in on the fun, thanks in part to the fact that a local transportation company donated buses to bring the kids to the beach. Carolina, who used to be the Activities Director at Paradise Resort and Marina in Nuevo Vallarta, and who now works at Rick's Bar in Zihua, ran both the local and cruiser kids through many games and social activities. Meanwhile, volunteers fed and watered the kids before they returned home, tired and dirty, but quite happy. It was a great opportunity for cruisers to meet and interact with the local children.

What would Zihua SailFest be without a Flare Shoot-Off? After dark on Thursday, the Port Captain gathered several cruiser dinghies around his boat, and encouraged cruisers to experiment with their expired flares. As the flares were fired, Rick Carpenter of Rick's Bar announced over the VHF what kind of flares they were and what the expiration dates were. It was fun and informative. Equally important, no boats or homes were set ablaze.

Friday started off with a Medical Seminar hosted by Dr. Roy Verdery of the Northern



California-based Pearson 36 *Jellybean*. Verdery invited a local doctor to join him, so it was an informative two hours for the audience of cruisers. Noon that same day was the start of SailFest's big sailing event, the Pursuit Race. Thirteen boats entered the 'no complaining' event, and were rewarded with some of the better sailing breezes of the week.

The first three boats were *Elysium*, an Andrews 72 — with a half-naked crew; *Alsumar*, a 70-ft S&S yawl that was built way back in 1934; and *Gone Again*, a J/44. First across the starting line and last across the finish line was John aboard the Northstar 40 ketch *Pelagic*, so he got a special prize. This year's pursuit race was one of the more serious in the history of Zihua SailFest. Although nobody complained, some thought that *Elysium* should have been penalized, as their bare-breasted crew demoralized competitors and left the race committee cross-eyed.

Saturday's activities started with a Dinghy Poker Run and a Kid's Poker Run. That afternoon was time for the popular Street Fair / Chili Cook-Off and Silent Auction. Seventeen chili chefs lined the street outside of Rick's with their creations, and





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STEVE JOHNSON & SAILFEST PHOTOGRAPHERS



**Zihua SailFest was nearly non-stop activity from in town, to on the beach, to on the boats. And it was all for a great cause.**

got support from all the local merchants. Kids from the Netza school and *Nuevo Creacion* learned to make bracelets — and then sold over \$1,000 worth — with all the money donated to Sailfest. Other cruisers sold cakes, and Jo of *Jenny* raised \$100 by reading palms. Prizes for the chili were awarded based on popular vote. Dave and Jane Saunderson of *Dream On* won top honors.

Most folks headed home early in order to get ready for Sunday's Sail Parade and ride-along day. With over 250 people to get aboard the 50 boats, it took a great organizational effort on the part of Roger and Karen of *Meridien*, Bill and Linda of *Creola*, and Pat and Kerry of *Terra Firma*. The parade turned out to be a spectacular show for the residents and tourists of Zihuatanejo and Ixtapa. Once the fleet reached Ixtapa, boats were free to sail Zihuat — and a number took advantage of the great afternoon breeze that came up.

The Wrap-up BBQ, which featured five local restaurants offering their most popular dishes, was well-attended by

cruisers and tourists alike. Final awards were given out and the total of money raised was announced. In addition to the official SailFest activities, there was plenty of great cruiser socializing and terrific cruiser music each night at Rick's.

None of this great stuff would have happened without the gracious participation of all the local merchants of Zihuatanejo/Ixtapa, the amazing participation of transient cruisers on the various committees, and, of course, Rick's Bar. Zihua SailFest is slated for the first weekend of February next year. Don't miss it, because you want to be part of cruiser fund-raising history!

— steve & susan tolle  
2006 sailfest chairpersons

**Laelia — Kennex 420  
Howard and Judy Wang  
Paperwork In Polynesia  
(Ventura)**

We made it to New Zealand in late October — exactly one year after we departed Ventura for the start of the Ha-Ha. We hope the following clearing information might be of interest to Puddle Jumpers about to set sail for the Marquesas from Mexico, because we sure were confused when we arrived there in the spring of '05. Of course, we've also been told that

clearing procedures in French Polynesia can change from year to year.

Upon arrival in the Marquesas, cruisers must check in at either Hiva Oa or at Nuku Hiva. At Nuku Hiva, however, cruisers have the option of using the Polynesia Yacht Services, which answers on VHF 17, to do their clearing for them. That's what we did. For those who checked in on their own, it was necessary to immediately buy a bond equivalent to the cost of a one-way ticket back to their home country for everybody aboard. It made no difference if they had a visa or not.

The bonds are expensive in more ways than one. For a family of four, the bond itself could add up to several thousand dollars. The banks also charge a fee of about \$40/person to process the bond. And if you pay for the bond in U.S. dollars, it first has to be exchanged to French Polynesian *francs* — so you take a hit there. And when you turn the bond in, it's in francs that you probably want changed back to dollars, so you get hit a third time.

Cruisers who paid for their bonds when the dollar was at an all-time low were shocked at how little money they got back — particularly if they redeemed the bonds just after the French Polynesian *franc* had been devalued and the dollar was back on the rise. A boat with three people told us they'd lost \$850 in the process. Of course, a devaluation of the *franc* presumably won't happen every year — and one could theoretically benefit from the right fluctuations in currency.

One family got really stressed out trying to come up with bond money because the ATM machine had a daily limit well below what they needed. They had to go to the ATM multiple times over several days to get what they needed. Most ATMs we used in French Polynesia allowed only

**Howard and Judy didn't have to post bond in French Polynesia thanks to a program offered by Polynesia Yacht Services.**



LATITUDE/ANDY



# CHANGES

one transaction a day, and the maximum limit was lower than our normal daily limit in the States. We later learned that our Wells Fargo Express ATM card is also a kind of a debit card, and that we could have taken it inside the bank and drawn funds directly from our checking account. But you can still only use a card once a day.

In any event, PYS at Nuku Hiva provided us with a letter guaranteeing our repatriation to the States, so we didn't have to post a bond. In addition, PYS got us a 90-day visa extension right away — which meant we didn't have to settle for a 30-day visa and then face the uncertainty of whether we could get an extension at all. Several years ago, French Polynesian officials surprised arriving cruisers by refusing to give them more than 30-day visas, ruining many carefully made plans.

Last year some cruisers were able to get a 90-day visa on their own upon arrival, while others only got 30 days. The amount of time one got seemed to be a matter of the luck of the draw as to whether they came up before a French *gendarme*, who was unlikely to give 90 days, and a Marquesan *gendarme*, who was more friendly and, in most cases, gave 90 days.

We got a French *gendarme* who was a royal pain in the neck. Initially, he wouldn't give us more than a 30-day visa. This meant we had to call the PYS agent who, in half an hour, got our visa extended to 90 days. This was the only time we had to deal with a *gendarme* until the checking out at Bora Bora. (The official entry/clearance in French Polynesia is done at Papeete — which PYS took care of for us — but all boats had to informally check out of Bora Bora if they were about to depart French Polynesia). We did stop by at the *gendarmerie* with our passports on some other Marquesan Islands, but that was more a courtesy than a requirement.

**Don't miss the big picture. The rewards of French Polynesia are easily worth the time and trouble it takes to deal with visas and bonds.**



Initially, it seemed as though we were paying PYS a lot of money for something that we could have done ourselves. However, some of the services we got in addition to not having to pay the bond right away made me feel as though we did all right. For example, mail forwarding by PYS was very reliable, as we had boat parts shipped to Papeete in care of their agent there. The shipment had been delayed in California, but the agent made sure the package was forwarded to us in Moorea — and even had it delivered to our boat at the anchorage in Cook's Bay! We also had prescription medicines shipped from the U.S. to Papeete, which inexplicably took two months to arrive. The PYS agent forwarded the medicine to us in Bora Bora via Tahiti Air just days before we left French Polynesia. The medicine was something that we couldn't have done without. We also needed a fiberglass door made for the boat to replace the one that was washed away by a big wave somewhere around the Tuamotus. The cost of labor in Tahiti was prohibitive — and outrageous! But the PYS agent located a cruiser in Moorea who did the job at a fair price. The PYS fees that we paid in the Marquesas at check-in covered all the official paperwork in Papeete — although I'm not sure if it included the mail forwarding. For services other than checking in and out at Papeete — such as getting someone to carry out repairs — an additional fee will be charged. Always discuss it in advance with the agent to avoid misunderstandings.

PYS's services included a separate fee for each of the following: 1) Checking in/out; 2) Bond exemption letter; 3) Visa extension; and 4) Papers for duty-free fuel. As we recall, the fees came to about \$50 to \$70/person for each of the items — although it would be best if everyone checked the current fee schedule at [pys@mail.pf](mailto:pys@mail.pf).

We would be remiss if we didn't point out that the PYS agents in French Polynesia are not to be confused with 'papermen' in Mexico. The PYS agents are professionals who genuinely try to help. Alain, the new PYS agent in Nuku Hiva, has been a cruiser for 30 years, so he can empathize with whatever problems you might have. When he noticed that the surge made us reluctant to back our catamaran up to his concrete wall to get fuel, he — a cat owner and cat charterer — came on our boat and showed us how easy it was. He said it was a personal favor, not part of his professional services. We certainly ap-



preciated the lesson — and the fact that he cared. We subsequently met him by chance in another anchorage, and enjoyed a fabulous picnic with him and his wife. We now consider them friends.

We feel very fortunate to have met someone like Alain upon landfall, as it certainly set an upbeat tone for us for the rest of the cruise. Laurent, the PYS agent in Papeete, was never a cruiser, but he was always willing to help.

— howard and judy 01/28/06

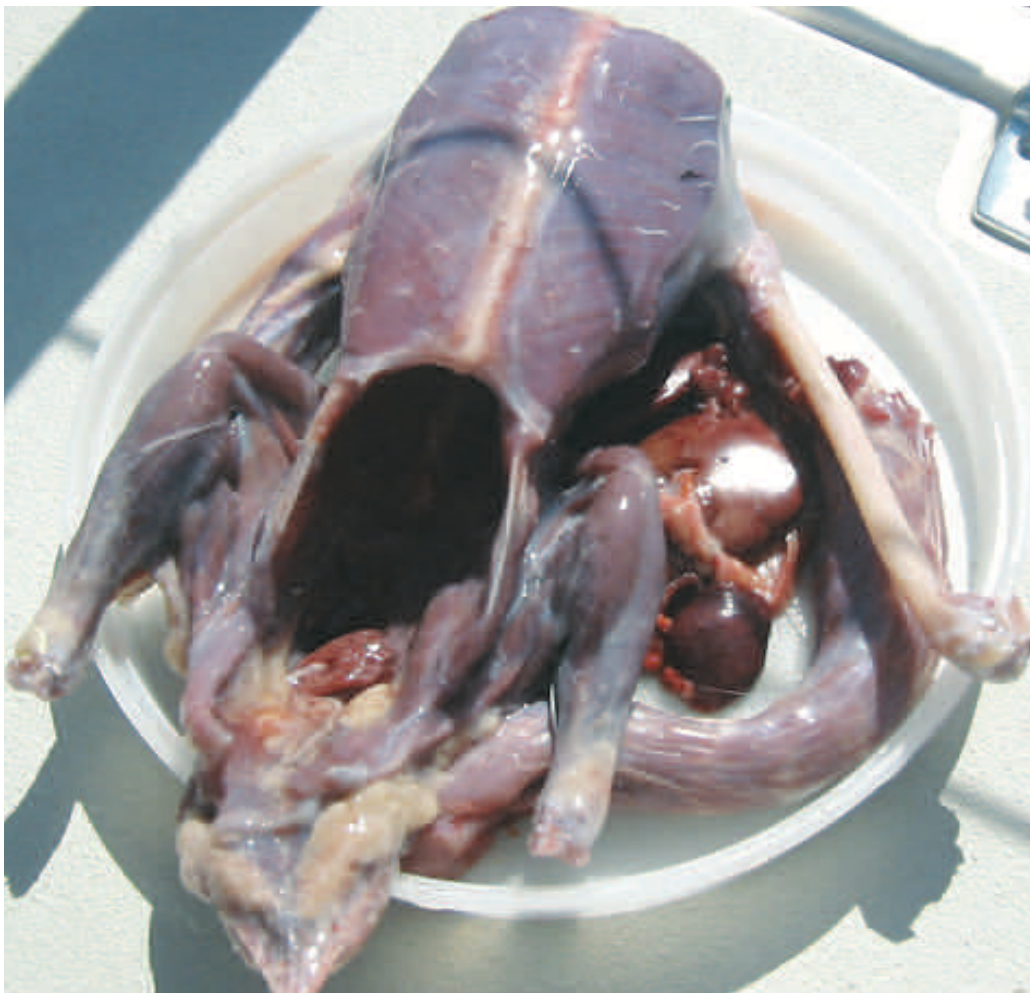
## Cruise Notes:

If you've ever cruised Mexico and fished, you've almost certainly **hooked a boobie**, certainly one of the dumbest species of bird in existence. Most cruisers reel the flailing birds in, remove the hook, and let the bird go. But if you're celebrated French chef Stephan Demichelis of Les Templiers restaurant in the famous artist's town of Vence between Nice and Cannes, and you make such a catch while on a sailing charter on Banderas Bay, you take a professional interest. The accompanying photos tell the whole story.

There's bad news and good news from San Diego cruisers Bob Willmann of the



# IN LATITUDES



EUGENIE 'THE WALKING CHANDLERY' RUSSELL

Counterclockwise from top left. 1) The poor boobie, hooked but assuming he's about to be released, is in for a big surprise. 2) "Ouch, my neck, hey, what are you doing . . .?!!!" 3) "Hmmm," says Chef Demichelis, "these boobies aren't too meaty, are they?" 4) Ready for the oven. Skipper Eugenie Russell, a boobie aficionado, reports the bird didn't taste like chicken, but rather like fish. Bon appetit!

Islander 37 **Viva!** and Steve Cherry of the Formosa 41 ketch **Witch of Endor**. For much of the last five years or so, the two have more or less cruised in company, from Central America down to Ecuador, and last year through the Canal to Cartagena. Last October they sailed to Isla Providencia which, despite being located off the east coast of Nicaragua, belongs to the much more distant Colombia. The duo arrived just in time for last fall's bizarre weather — six weeks of westerlies instead of the normal easterly Caribbean trades. Then tropical storm *Beta* "center-punched", to use Cherry's description, Providencia at the end of October. *Witch of Endor* was just one of three boats to survive in the anchorage, but the uninsured *Viva!* was blown up on the rocks. Before the storm had subsided, Willmann's trusty boat had been stripped by locals. Willmann joined Cherry on the *Witch* for the trip to Guatemala's Rio Dulce, where Cherry was informed that the Vagabond 47 ketch **Mystique** that he'd been lust-

ing after had come up for sale at the right price in Carriacou. So now he's working to get both his boats to Jacksonville to swap gear before he continues cruising, while Willmann is looking for a boat to replace *Viva!* We'll have more details next month — including Cherry's somewhat surprising assessment of the residents of Isla Providencia.

Les Sutton and Diane Grant of the Northern California-based Albin Nimbus 42 **Gemini** report that the Pathfinder engine rebuild they had done in Panama didn't work out quite as well as they'd hoped. So rather than burn a quart of oil for every 12 hours trying to make it back to California with a dicey engine, they'll be putting *Gemini* on a Dockwise Yacht Transport Ship in Golfito, Costa Rica, for shipping to Ensenada. "The only problem we've had so far with Dockwise is they haven't been very responsive about

changes in the scheduling. There has been delay after delay — which wouldn't be so bad if they kept us better informed."

Having spent a lot of time in both Panama and Costa Rica, Sutton says there's at least as much crime in Costa Rica. "But it's non-confrontational crime, such as the theft of dinghies and outboards, the stealing of luggage from the racks of crowded buses, and pickpocketing. The dinghy and outboard thieves in Costa Rica are very clever, as they wait until there is a big and noisy squall at night to do their dirty work. The noise of the heavy rain cancels out any noise they might make using bolt-cutters to snip the wire cables securing dinghies to boats. The only solution is to lift your dinghy out of the water every night, and to get up — like I do — to look around every time there is a squall."

After replacing *Gemini's* Pathfinder with a Yanmar in California, Sutton and Grant will return to their favorite cruising grounds in Mexico. If they can get everything done in time, they'll head south to Mexico in June. If there are delays, they'll wait until late October and join the Ha-Ha fleet.

Speaking of both Dockwise Yacht Transport and the Ha-Ha, we know of two Ha-Ha vets with big boats that will be doing the Ha-Ha again this fall, spend the winter season in Mexico, then have Dockwise deliver their boats to Vancouver to get an early start on the summer season in the Pacific Northwest. It's not cheap, but it sure is an efficient way to enjoy two very different cruising experiences in just one year.

For those who would like at least an option to having their boat shipped by Dockwise Yacht Transport, Bill and Sue Houlihan of San Diego report they had an excellent experience when a **Yacht Path** ship delivered their new-to-them Fountaine-Pajot 38 cat **Limerick** from Ft. Lauderdale to Ensenada. The couple

*The only thing harder than getting your dinghy through big surf and out to your boat is trying to do it after your dinghy has been stolen.*



SAILFEST PHOTOGRAPHERS / A.H.

# CHANGES

report that Yacht Path's regular price was the same as the discounted price for Dockwise. We'll have a more detailed report on their experience next month.

We've been under the impression that dinghy and outboard thefts have been rare in Mexico, but recently we received the following disturbing report from Anders Billred, who neglected to identify his boat:

"Just before Christmas we anchored at Chacala. It's a very nice place, but in the middle of the night I heard the sound of a nearby motor — and got up to check it out. There was a *panga* behind our boat, but when I came on deck it moved on. About 10 minutes later, I heard screaming from **Wind Dancer**, the boat next to us. The guys in the *panga* had stolen their outboard-powered dinghy and were heading full speed out to sea! The next day another cruising boat came in towing the stolen dinghy. The outboard was gone, and the inflatable tubes had been stabbed in four places."

If you're in Mexico — or anywhere else in the world of cruising — we'd appreciate a report on the dinghy and outboard theft



**Jack van Ommen has a look of determination as he sails his 30-ft boat beneath the Golden Gate Bridge on his way back to Vietnam.**

situation in your area.

They know Jack! "The Coral Marina office in Ensenada has been our source of *Latitudes* for the past couple of months, and it was a pleasant surprise to find the article about Jack van Ommen and his

Naja 30 **Fleetwood** in your November issue," report Wayne and Margot Hamilton of the Cascade 42 **Makai**. "We met him when we kept our **Seawind I** at the Gig Harbor Marina back in the '80s, during which time van Ommen kept *Fleetwood's* mahogany hull looking like a Steinway piano. After moving to Port Angeles with our larger sloop, we lost touch with him, so we hope to read more about his trip across the Pacific back to Vietnam."

As of early January, van Ommen, a vet of the '82 Singlehanded TransPac, reported that he was crossing the equator on his way from Papua New Guinea to Palau. At the time he was having a little trouble, having had to set his 1.5 chute in light winds because he'd ripped his .75 during a squall. We've been trying to arrange a phone interview with him, but haven't been able to pull it off. Until we do, you can follow his adventures at [www.cometosea.us](http://www.cometosea.us).

"We got spoiled by Tradewinds Sailing in Richmond," report Gerald and Sandy Canning, formerly of Northern California. "We moved to Florida and looked around

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# IN LATITUDES

JENA FLEISCHMAN

for a sailing club where we could take advanced courses and use boats, but there's just nothing like Tradewinds. So we bought a new Catalina 40 MK II from the dealer in Palmetto and christened her **Rum Daze**. Our maiden voyage was about 100 miles to Cape Coral. We miss Tradewinds — but not the cool temperatures of San Francisco Bay. We love the tropical weather and are making plans to sail to the Caribbean."

For the second year in a row, Rick and Jen Fleischman, who charter their Catalina 50 **Bob** in Alaska during the summer, have spent the winter caretaking a resort at Warm Springs, Alaska. It's not like the tropics up there in the winter. Between early October and the end of January they had 80 inches of rain. And in January, they had 45 inches of snow, including three feet in one week. The couple claim they love it, but after looking at the photo of Rick shoveling several feet of snow off the deck of *Bob*, we think they'd have to pass a lie-detector test before we'd believe them.

"When we arrived in Nuevo Vallarta

from San Francisco at the end of November, we rowed over to the Port Captain's office to make sure we were properly checked in," write Mike and Eileen Siewert of the Truckee-based Columbia 10.7 **Impulse**. "In perfect English, I was told that it was not mandatory for us to physically come to the port captain's office, and that we could just contact him on Channel 16. However, he encouraged us to make a habit of physically showing up at all the other port captain offices because not all harbormasters are fluent in English, and therefore might not understand that we were checking in. He gave us a short form to fill out, but we didn't have to pay anything."



*There's nothing like messing around on boats — except, perhaps, when you have to do it with a snow shovel during the winter in Alaska.*

As of February, we were told that everybody was supposed to make a brief appearance at the port captain's office in Nuevo Vallarta. So who knows? As has always been the case, every port captain seems to have different requirements. In San Carlos, you can 'inform' them of your presence by calling the San Carlos

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Marina or by filling out a form the marina leaves on its door. In La Paz, you can log in at the marinas and sometimes over the radio with the port captain. In Nuevo Vallarta, you are supposed to stop in and see the port captain. When you check into a marina, the staff obviously knows what the local port captain wants. But if you're anchored out, how are you supposed to know what to do? The Mexican government would do well to institute a consistent policy for the entire country. Nonetheless, we haven't heard of any problems to date, and this year's domestic clearing procedures are certainly much less expensive and more user-friendly than ever.

With President Fox having been in office for six years, this July **Mexico will be electing a new President.** There are three contenders with very different political programs, and experts say it will be a very tight race and that any of the three candidates could win. But no matter who wins, it's unlikely there will be any immediate major changes, as no candidate is expected to win even 40% of the vote, and any winner will face lots of opposition



*If you've never done the Panama Canal, and you've got the time, it's an experience that you don't really want to miss.*

in Congress.

"I was searching the internet looking for advice on sailing my new-to-me **Mikado 56** ketch from Florida to Seattle via the Panama Canal when I came across

your *First Timers' Guide to Mexico*," writes Jeff Weiss of the Pacific Northwest. "I had initially decided that my best option was to enlist the help of a qualified captain and sail my boat to Seattle, but it started looking as though the trip was going to take several weeks longer than I had assumed. Then I heard there were options besides going through the Panama Canal, options that would save time and money. These options involved having the boat trucked from the Caribbean to the Pacific, either across Costa Rica or Mexico. Do you have any advice?"

Even if there was some way to truck your boat across Costa Rica or Mexico — and there isn't — it still wouldn't be a very good idea. Why? It's easy to get from Florida to the Canal because the wind is from aft, and up to Costa Rica and even Cabo San Lucas because the winds are light. The hard part is getting from Cabo to the Pacific Northwest. As such, the only smart alternatives would be to have your boat trucked from Florida to Seattle — assuming that she's not too big, or have her delivered by ship. For what it's worth,

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## IN LATITUDES

Doña de Mallorca — who did her first Atlantic crossing aboard a Mikado 56, and has made a Caribbean to California delivery — estimates the fastest you could hope to make that trip on your Mikado's bottom is 40 days. If there were any problems or stretches of adverse weather, it could easily take 60 days. Good luck.

"The following is a list of boats and folks who were in Zihuatanejo or Huatulco in early February, and were committed **Southbounders**, intending to make it at least as far as El Salvador before hurricane season," reports Terry Bingham of **Secret O' Life**. "There are obviously other boats and crews who are ahead or behind this group."

**Barefoot**, an Irwin 43, with Patrick and Paula Gallagher of Honolulu; **Barraveigh**, a Jeanneau 43 with Robert Friedman and crew Colin from Parts Unknown; **Blue Moon**, a Fantasia 35 with Barry and Stacey from San Diego; **Creola**, a Hylas 49 with Bill and Linda McKeever of Navassa Island; **Dreamweaver III**, a

Hudson 44 with Rick and Judith Turrell of New Zealand; **Hurrah**, a Tayana 37 with Gary and Barbara Miller of Reedsport, OR; **Kingsway**, a Cal 2-46 with Bob Ryan and Scott Rhodes of Newport Beach; **Last Resort**, a Tayana 37 with Steve and Susan

**Look out Central America, the Southbounders are coming! Seasoned cruisers, they're looking for fun, friends, and adventure.**

Tolle of Seattle; **Loon III**, a Brent Swain 39 with Iain Leckie and Alyson Markert of Edmonton, Canada; **Mustang Sally**, a Pro Kennex 38 cat with Rae and Sharon Simpson of Vancouver; **Secret O' Life**,



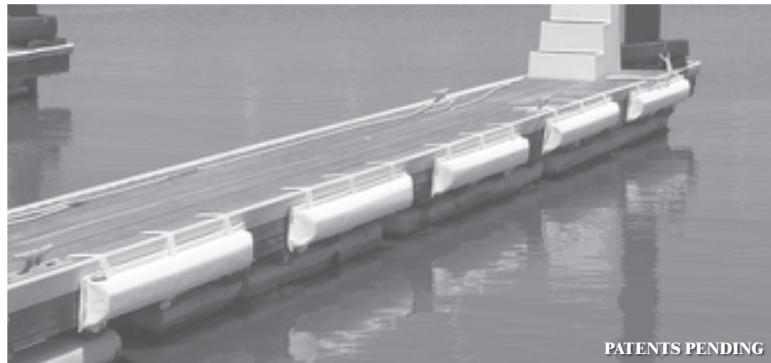
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a Union 36 with Terry Bingham and Tammy Woodmansee of Eagle Harbor, WA; **Slipaway**, an Islander 41 with Rich Crowell and Jan Schwab of Jacksonville; **Sol Surfin'**, a Seawind 1000 cat with Gary Oelze and Celestine de La Victoria of San Diego; **Sumatra**, a Trintella 53 with Jerry Morgan, Libby and Audrey from San Francisco; **Terra Firma**, an Island Packet 380 with Pat and Carrie Kinnison of San Diego; **Tide N Knots**, a Tayana 48 with Ken and Jorie Friedkin of San Francisco; and **Victoria**, a Sea Raker 50 with Jeff and Freda Thompson of Portland.

In the fall of '02, Peter and Glenora Dougherty sailed south to San Francisco aboard their homebuilt ketch **Wanderlust V** in company with a bunch of other boats from the Canadian Bluewater Cruising Association. Peters and others created the Bluewater SSB Net for safety on the way down to San Francisco. It proved so popular that Peter kept it going all the way down to Cabo San Lucas and then up into the Sea of Cortez. Once cruising in the Sea, it became extremely popular, with as many as 100 boats checking in per session. As Net Control, Peter became very well known. As cruisers moved on



SONGLINE

*These lovely young gals flog beer for Salva Vida at San Lorenzo, Honduras. We bet a cerveza that you didn't know Honduras had a Pacific Coast. Well, it does, and you're going to read more about it before the end of 'Cruise Notes'.*

or returned home, the Bluewater Net thinned out, and finally grew silent when Peter returned to Canada to deal with

heart problems. Friends regret to report that Dougherty passed away in Canada last year following heart surgery. He'll be missed.

"We recently bought the Mariner 31 ketch **Scandia Dream** in Moss Landing," writes Matt Djos, "and although we have trailer-sailed the Southern California coast, including the Channel Islands, Pt. Conception poses a whole new challenge. What's the safest and easiest way to handle the beast?"

The first thing to realize is that it's not just **Pt. Conception** that poses a potential problem, but **Pt. Sur**, which can often be as rough if not rougher than Conception, and the whole Central California coast. Given the often strong northwesterly winds and seas, the biggest danger with a boat like a Mariner 31 is probably getting pooped. From Moss Landing, you won't have any problem harbor-hopping to Monterey or Carmel, at which point you have to make a go/no-go decision about Sur. Monitor the weather forecast carefully, and if it calls for peak winds of 20 knots or less out of the northwest, just go for it. It's not uncommon for forecasts

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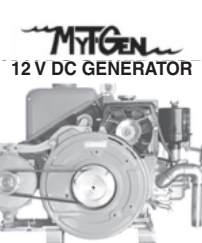
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# IN LATITUDES

LECTRONIC/RICHARD

along the Central Coast to underestimate peak winds, so be ready to reef down, and know where the nearest shelter is. Between San Simeon, Morro Bay, and Port San Luis, you're never too far between safe harbors.

When we took **Profligate** south last year, we didn't have more than five knots of wind from San Francisco to Pt. Arguello. But in the 11 or so miles from Arguello to Concepcion, the wind rapidly built from five knots to nearly 30 knots. Once we 'turned the corner' at Concepcion, we could choose how much wind we wanted, from 10 to 25 knots, depending on how far offshore we went. It was a great sail, as the coastline just southeast of Concepcion is undeveloped and gorgeous.

"Last fall a Cal 34 with three really great Canadians aboard was **T-boned** by a *panga* at full speed at San Juanico, Baja," reports Steve Winn of the San Diego-based Challenger 32 **Shangri-La**. "The Canadians told me that their boat was holed down to just above the waterline, and that the deck had been lifted off the hull-to-deck joint. I know they had to rebuild a bulkhead and do extensive fi-

berglass work, so I gave them some wood and cutting facilities to help out. I know that many other San Juanicans helped out, too. If cruisers come up this way, they should say 'hello'. We monitor the VHF — which we also use to order pizza."

Every winter when we go to St. Barth, we bump into our friends Jeff and Kitty Gardner, who are from the greater Chicago area, and who generally spend a couple of months each winter at a rented villa on the island. Why are they smiling in the accompanying photo? One reason is because they'd just bought a round of drinks for everyone at the famous Le Select Bar,



**Jeff and Kitty — staying ashore at St. Barth is fine, but the Great Lakes sailors are now going to spend some of their time there on a boat.**

including one for its 82-year-old owner Marius Stakelbough, whose continued good health has become a personal project for the couple. They are also smiling because they'd just made the surprise announcement that they had bought a Robertson & Caine 47 cat to put into The

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# CHANGES

Moorings yacht management program at nearby St. Martin. The cat, christened **Latitude Found**, had just arrived after a 40-day passage from South Africa. The Gardners were pleased with the cat's much taller 70-ft rig, and by the fact that all the cushions and stove had been kept wrapped in plastic during the delivery.

Longtime Great Lakes sailors and racers, the Gardeners decided they wanted to spend most of their winters ashore in the Caribbean, but some of the time afloat, too. They made their first offer on a 50-ft monohull they were going to own privately. All set to hand over the money, the seller proved to be so obstreperous that they backed away from the deal. After some more shopping, they decided that putting a cat in The Moorings yacht management program was the best deal for them. "We're putting up about \$120,000, but because we'll be putting all our charter income back into payments for the boat, we'll be able to own a succession of new boats for the rest of our lives without having to put up another dollar for insurance, maintenance, berthing or repairs. Its might not be the right deal for

everyone because there is a limit on how much time you can spend on your boat, but we think it's right for us."

Only about 10 days after arriving from South Africa, the Gardener's new cat went out on a three-week charter — at \$13,000/week! The couple plan to do some sailing on their boat in the Caribbean, but thanks to a popular feature of the program, can trade for time on similar boats at any of the other Moorings locations in the world.

Interested in alternative loving? If you're a careful reader of the *Classy Classifieds*, you'll remember the following ad from the December issue: "Honest: We are an attractive, fit, happy sailing couple **seeking one fit, attractive female for loving companionship and adventure.** Sail warm coastal Mexican waters with us December thru June aboard our truly lovely sailing yacht. Email: [funsailingcpl@yahoo.com](mailto:funsailingcpl@yahoo.com)."

While in Mexico last month, we ran into half of the couple that placed the ad,

and asked what kind of response they'd been getting. "Great," he said. "We've experimented with a couple of possibilities that were fun, but still haven't found the right one. But I can assure you that triads are the wave of the future, because everybody gets what they're looking for in a relationship." We're not sure how you feel about triads, but we can tell you that the couple who placed the ad are indeed attractive, have a nice and spacious boat, and are well-travelled. Honest.

"Twenty-six-year-old singlehander Stale Jordan lost his 34-ft gaff rigged ketch **Rozinante** off Cape Horn in mid-February," reports Robert Reed of the Pacific Seafarer's Net. Jordan had sailed the Norwegian-built gaffer from South America to Cape Town, to Tasmania, and then Cape Horn — most of a circumnavigation of Antarctica — before a large wave hit and broke the boat's rudder near the Horn. Unable to steer, he had to abandoned his boat in 30 to 45-ft seas and board a Polish cargo ship. *Rozinante* suffered serious damage when her owner jumped from his boat to the ship, so it's likely the ketch



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## IN LATITUDES

has been lost.

If you were going to cruise southeast along the coast from the United States to the Panama Canal, you probably wouldn't have any trouble naming the countries on the way. They are Mexico, Guatemala, El Salvador, Nicaragua, Costa Rica, and Panama, right? Wrong. Lots of people don't know or forget there's about 50 miles of **Honduras** on the Pacific Coast between Guatemala and El Salvador. It's tucked in there along the shores of the Gulf of Fonseca. John and Barbara Gayford of the Portsmouth, U.K.,-based Island Packet 40 **Songline** offer the following report about Honduras:

"We loved all of the Gulf of Fonseca, and feel that it's very much under-cruised. Unlike at El Salvador, the only bar you'll encounter at San Lorenzo is the kind that sells the appropriately-named local *cerveza*, Salva Vida. Located in the northeastern corner of the gulf, San Lorenzo is reached via a well-buoyed shipping channel up a smooth mangrove-lined estuary. It's an invitingly easy entry after the sand bars of El Salvador, and

one that boats cruising the Pacific coast of Central America shouldn't miss. Yet only about three cruising boats a year stop here. The way we recorded it, you enter the buoyed channel to Puerto Henecan at 13°12.398N; 087° 34.936W. You turn off to port from the buoyed channel at 13°23.269N; 087°25.651W. Then turn off to starboard towards the town at 13°24.466N; 087°26.651W. Don't anchor immediately opposite the pink Miramar Hotel, as there is foul ground roughly mid-channel. Once your anchor has set in the sand and mud bottom of the anchorage — which remains nearly unruffled even if it's blowing 35 knots — it's time to dinghy to the free



**Brits John and Barbara Gaylord of the Island Packet 40 'Songline' recommend that you don't miss the Gulf of Fonseca — or Honduras.**

and secure dinghy dock at the Portal del Golfo restaurant and deal with the formalities. Checking in to Honduras is easy. It's a short walk to the Immigration office, where you pay \$3 a head. Then it's a 10-minute (\$2) taxi ride to the Port Captain's office at Puerto Henecan, where

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# CHANGES

he will issue you a cruising permit — for free! Then it's time to explore.

"San Lorenzo," the couple continue, "has most things that cruisers are looking for — banks with ATMs, hardware stores, diesel, gas and propane refills, cheap phone facilities (10 cents a minute to the U.S. and U.K.!), supermarkets, and a fresh fruit and veggie market. And yes, there are bars and restaurants to suit every budget. The daily lunch special at the Portal del Golfo will set you back about \$2. But if you try hard, cocktails and lunch at one of the smarter establishments could be as much as \$12. When you've seen enough of San Lorenzo proper, we suggest that you go to the northern edge of the town and hop on one of the many buses that run along the Pan American Highway. Tegucigalpa, the capital of Honduras, is only two hours to the north, and the bus goes past the international airport that has daily flights back to the States. And Nicaragua is just a couple of hours to the east. If you want to leave your boat for a while and go travelling, there are plenty of night watchmen available to boat-sit. Antonio Cover, general manager of the

Portal del Golfo, has a cruisers' guide with recommendations and contacts. He will even put your frozen stuff in his freezer if you want to shut your fridge down while you're away. When you're ready to leave Honduras, checking out is as easy as checking in. You pay another \$3/head at the Immigration office, and 35 *Lempiras* — about \$1.75 in 'real' money — to customs at the port captain's office for your international *zarpe*, and you're good to go. Don't bypass Honduras!

Next month is March, which means it's time for the Nautico Festival in Banderas Bay, with all kinds of great activities for cruisers, wrapping up at the end of the month with the Pirates for Pupils Spinnaker Run and the Banderas Bay Regatta. The best and most recent listing of events can be found at [www.banderasbayregatta.com/festival](http://www.banderasbayregatta.com/festival), but the events of most interest to sailors will be as follows:

## March 4 — Governor's Big Boat Pa-

rade, and Governor's Cup Yacht Race

## March 3-5 — WesMex Optimist Dinghy Regatta

**March 5-10 — MEXORC**, an event for serious racing boats on which cruisers often like to crew.

## March 11 — Big Cat Dinghy Raft-Up.

A bunch of cats, including *Profligate*, will be anchored out in Nuevo Vallarta Lagoon, and organizers will try to assemble a world record number of dinghies around the cats. This is very serious stuff.

## March 17-18 — St. Paddy's fun cruise to La Cruz and back.

**March 28 — Latitude's Pirates for Pupils Spinnaker Run for Charity**, from Punta Mita to Paradise Marina. Don't forget those pirate costumes.

**March 30-April 2 — The 14th Annual Banderas Bay Regatta** — this is a nothing too serious cruiser regatta for cruising boats, so don't worry about 'racing your home'. No matter if you sail your own boat or crew with someone else, don't miss it, as it's a great sailing and social event at an outstanding venue. We'll see you there!

Meanwhile, **don't forget to write.** We and your friends want to hear from you!



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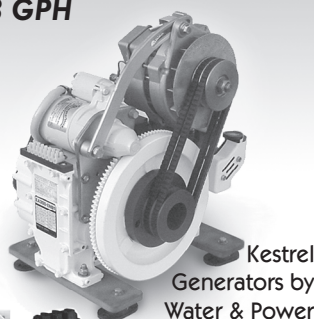
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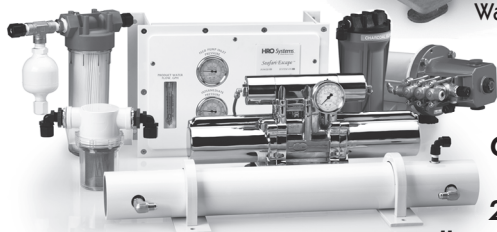
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**PEARSON 28, 1978.** Bill Shaw design (not a Triton). Fin keel, tiller steering, keel-stepped mast, Atomic 4. Sleeps four in V-berth and main cabin settees. Small half-galley (sink, icebox, no stove). Enclosed head with Porta-Potti. Very clean interior with recent upholstery in main cabin. Sails include original main and jib, and newer asymmetrical spinnaker with sock. Can be sailed but needs some TLC and rig work. Located in Sausalito. First \$8,000 takes her. Call John at (760) 379-7038 or email: johnr@latitude38.com. Photos available.

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**PEARSON ARIEL 26.** Good condition. 9.9 Evinrude, new paint top deck and inside. Good sailing boat. \$3,200/obo. Ron (925) 754-6039.



**CAL 2-27, 1977.** Farymann diesel, furling Quantum jib, Quantum main, dodger frame, portable head, stove, AC power, safety gear. \$7,000/obo. Berth 03-40, Oyster Pt. (650) 557-1259 or hockeybob22@yahoo.com.

**RHODES MERIDIAN 25.** 5 hp 4-stroke Merc in laz, recent Svendsen's visit ran back main, jib and reefs plus new backstay. She is a pretty thing that will sail herself if you let her. \$4,700. (916) 997-8446.



**CONTESSA 26, 1981.** Rugged, go-anywhere pocket cruiser. Yanmar 1GM diesel 1997. Hood sails, Harken furling. Heavy-duty stainless steel rigging. Dodger. VHF, DS, KM, etc. Berkeley up-wind slip. Asking \$12,000. Email: gowen@berkeley.edu.

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**YANKEE 26.** Fair to good condition. New main. Self-tacking jib. 7 hp diesel runs, needs some work. Berthed Stockton Sailing Club, C-18. Priced fairly at \$3,500. (209) 466-8163 or ambray@pacbell.net.

**RANGER 26, 1973.** Nicest in the Bay Area. Five sails: 2 mains, 2 jibs, spinnaker. Honda 5 hp outboard with gas tank, new \$1,000 Svendsen pulpit, Harken winches, raft, foot pump, oars. 2 anchors, depthfinder, VHF, new Porta-Potti, tool box with tools, boat hooks, foul weather gear including gloves, life vests, bilge pumps, chains, ropes, many extras not listed. Extensive interior redecoration. Really nice. \$6,000. Email: nurzguy@comcast.net for pictures.

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**CAPE DORY 28.** Offshore ready. Volvo diesel, Monitor windvane, autopilot. New profurl, Pineapple jib, cushions. Mainsail, cruising spinnaker. Companionway dodger, all bronze opening ports, CQR. Long list of quality equipment. Documented, immaculate throughout, in Alameda. Must sell. \$27,500/obo. Call Peter (510) 523-3337.

**EXPRESS 27, 1982.** Chimo, #35. Refitted in 2000. Minimum weight. Reinforced bulkhead and mast step. Includes trailer, 3.5 hp Tohatsu motor, new sails, spare sails and race gear. Excellent race history. Proven winner. Survey and equipment list. Brickyard Cove. (408) 202-2444.

**MacGREGOR 26X, 2001.** Motor/sailer, trailerable to Tahoe, Sea of Cortez, Lake Mead, etc. \$10k extras/custom upgrades to original boat. \$23,500. Call (209) 379-2900.

## 29 TO 31 FEET

**PACIFIC SEACRAFT 31, 1986.** Cutter, loaded with factory options and extras. Great condition. Windvane, autopilot. Radar, EPIRB, 3 VHF's, 2 GPS's. CQR and Fortress. Solar, refrigeration. Low diesel hours. Avon and 3.3 Merc. Ventura. \$89,500. <http://www.members.cox.net/ps31capella> (805) 895-4189 or ps31capella@bigfoot.com.

**CATALINA 30, 1980.** Atomic 4 plus 15 hours Johnson longshaft stern installed. Wheel steering, hard dodger, cockpit canvas, safety nets, very clean. \$18,900. Call Anton (650) 670-2404 or email: chefantong@gmail.com.

**YANKEE 30 Mk II, 1972.** Great Bay and coastal cruiser. New diesel, sails, standing rigging, hull paint, racing bottom, autopilot and much more. \$18,000/obo. Call (415) 686-6998 or paradox365@hotmail.com.

**PACIFIC 30, 1971.** Solid cruiser will go anywhere, set up for voyaging. Solar panel, windvane steering, autopilot, VHF, GPS, stereo. All sails in excellent condition, cozy interior, wood heater, new motor, bottom excellent, bullet proof. \$18,000. Call Steve (415) 847-0179.

**CATALINA 30, 1980, IRISH LADY.** Transpac ready. New 3-cyl diesel 40 hrs. All new rig. New interior. Force 10 oven, SSB, radar. To much to list. Alameda. \$29,500/obo. Call Denis (925) 372-0475 or djmahoney@sbcglobal.net.

**KIRBY 30, 1980.** Yanmar diesel, new interior cushions, autopilot, knotmeter, depthsounder, self-tailing winches and self-tending jib. Good sails, almost new main, #3, #1, 155 jibs, two spinnakers, one new. Stockton. \$10,500. Call Ernie (209) 931-5457 or busterboat@comcast.net.

**BODEGA 30, OCEAN VETERAN.** Full keel, roller furling, Aries vane, solar panel, GPS, Loran, VHF radio, three compasses, three-burner propane stove with oven, ninety gallons water, 9.9 electric start Evinrude extra long shaft yacht-twin power. \$12,500. (530) 343-9391.

**YANKEE 30.** Northern CA. Rig, full complement of sail including spinnaker/blooper, Harken furler. Daysailed from freshwater Delta slip past 10 years, kept in pristine condition by retired owner. This boat sparkles. \$17,800. (916) 202-1720.

**CATALINA 30, 1978.** Well maintained, roller furling, full batten main, rigging 4 years, self-tailing winches, rebuilt Atomic 4 with freshwater flushing system, propane stove, nice interior, tiller autopilot. Alameda slip. \$16,500. (209) 609-5350 or (209) 931-6232.

**PETERSON 30.** Top boat, new cushions, seacocks, toilet, stove, topside and bottom paint. VHF, spin, 3 headsails, sail covers, auto pushpull, 3 cyl Yanmar diesel, genoa on furler, 8 winches, new Sevyrol inflatable. Great offshore doublehander. See March MDR. Susan (310) 822-0080.

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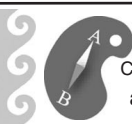
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**CATALINA 30, 1984.** Rigged for racing but hardly raced. Universal diesel. New running rigging, bottom job, prop shaft seal. Autopilot and more. Must see interior. Located in South SF. See: <web.mac.com/rlatvala/iWeb/home/cat.html> \$29,500. Call Chris (650) 225-4664.

**CASCADE 29, 1973.** Get ready for spring sailing on the Bay. Decent sails, solid boat, good headroom below. Volvo Penta diesel needs some work, extra outboard included. Moving, must sell. \$7,500. Bring all offers. (707) 373-0976 (cell).



**ISLANDER 30, Mk II, 1973.** Seawind. Alcohol stove/oven, refrigeration, dinette with widened bed, BBQs, sleeps 6. Extra navigation lights, 3 anchors, 8 Barent winches, autopilot, two batteries, 30 hp gas inboard, lots of extras. Stockton Sailing Club. \$14,000. (209) 951-6411 x11 or (209) 518-7480 (cell).

**CAL 31, 1980.** Loaded, ready for cruising. Wheel steering, 16 hp diesel, 135 roller furling, 2 mainsails, dodger, dinghy, 4 anchors with tackle, manual windlass, scanning sonar, VHF with ram mic, SGC SSB with tuner, charting GPS, stereo, 2 AC chargers, water heater, propane stove/oven, fridge/freezer, solar panel, wind gen, radar, 1750w inverter, 440a house batt, separate engine batt, Link batt mon, more. \$29,900/obo. Email: m.giaratano@sbcglobal.net or (510) 441-1240.

**CATALINA 30, 1985.** Three-cylinder Universal diesel, wheel steering, self-tailing winches, hot/cold pressure water. Needs TLC. \$17,900. (831) 295-1360.

## 32 TO 35 FEET

**\$10,000 BELOW MARKET.** Newport 33, 1986. Gary Mull design. Buying house, need to sell asap. Much work done in last year. Well maintained, beautiful boat. Call for all details. (925) 876-3017.

**ALDEN 34 SLOOP.** Perkins diesel engine, runs but needs work, good sails, sleeps 4, private head, shower, galley. Could be a nice liveaboard. Berthed in San Leandro. \$7,500. Jim (209) 786-6003.

**HALLBERG-RASSY RASMUS 35, 1972.** Center cockpit. 75 hp Volvo Penta. 70 gal fuel, 70 gal water. Autopilot, radar, etc. Bluewater cruiser or great for all the CA. Channel Islands. Liveaboard ready. \$50,000/obo. (805) 258-6966.

**CONTESSA 35, 1976** for sale by owner. Very solid boat, has all basic equipment in good shape. She is great for creation of your dream performance long-range cruising boat. I am open for any reasonable offers. Call (408) 202-2433.

**CATALINA 34, 1987.** Clean, well-maintained coastal cruiser. Bimini, dodger. Harken roller furling, Heart 2000 inverter charger, new alternator, large battery bank. Custom mattress, refrigeration, dinghy and outboard. Reliable diesel, 1,120 hours. \$55,000. Larry Calfee (707) 447-8663 or lwalcalfee@aol.com.

**INTERNATIONAL ONE DESIGN.** 1975, fiberglass IC #102, re-rigged for racing, great for cruising. New forestay, new forward hatch, custom bench, new traveler system, new jib with hanks (very easy), spinnaker and main included. Motivated seller. Would love to keep it, but must sell asap. Own it before the summer. It is an incredibly fast and easy boat to race or cruise. Call (415) 609-0151.



**PACIFIC SEACRAFT CREALOCK 34, 1989.** Proven passagemaker is located on beautiful Puget Sound. Owned since new but must sell due to poor health. \$90,000. Message phone: (360) 385-0617.

**DOWNEAST 32 CUTTER, 1977.** Refurbished main, staysail, 110 genoa, yankee. 30 hp Farymann diesel. Radar, depthsounder, Loran C, GPS, ICOM VHF. New standing rigging. Needs some work but still a very strong seaworthy vessel. (510) 912-8946.

**345 FAST YACHT.** Rare Camper Nicholson fractional rig sloop. This great sail or liveaboard boasts complete new interior with teak and koa wood. Roller furling, autohelm, fore and aft cabin. Standing rigging good shape, running rigging crap. \$45,900. (775) 354-2795.

**ERICSON 32, 1970.** Constant refit since 2001. Rigging, sails, head, electronics, upholstery. Atomic 4 with CDI, rebuilt fuel system, lines aft. Force 10 propane stove, wheel steering. Excellent classic plastic for Bay and coastal cruising. \$19,500. Call (209) 607-1962.

**WESTSAIL 32, 1977.** Lovely interior. Well equipped and maintained. Outfitted for cruising. 28 hp Volvo 2003. Dual Racors. Stove and oven, refrigeration. Documented. Tools and many extras. Located Sausalito. \$55,000. Call (415) 331-0500.

**WAUQUIEZ CENTURION 32, 1974.** This tough North Atlantic veteran has thousands of miles of cruising under her keel. Repowered with Yanmar, low hours. New Doyle StackPack, genoa, Furlex, Autohelm, two 35-lb Bruce anchors, chain. \$28,500. (510) 534-4317 or (778) 863-5667 (cell) or jillyboat@hotmail.com.

**35-FT WOOD SLOOP.** Quality custom built by Morris LTD, Gosport England, 1946. Unique mahogany interior, a real charmer. Full sails, great winches, documented, engine inoperative, some benign neglect, needs loving owner with a dream. \$2,000/obo. Oakland. Jeseppi (510) 220-8521.

**CAPE DORY 33 SLOOP, 1980.** Rare West Coast offering of this classic Alberg cruising design built by the Cape Dory yard in New England. Turnkey boat that turns heads wherever she goes. Mexico vet that is ready for this year's Ha-Ha. Complete refit and upgrade in the last 5 years. Fully equipped for cruising now, AP, radar, SSB, solar, chartplotter and much more. Recent survey. East Bay location. \$59,000. Photos: <http://mace.photosite.com/CapeDory33/> (530) 559-5100 or email: larry.mace@gt.com.

**C&C 35 Mk II, 1975.** One of the models that made the original C&C their reputation. Rod rigging, roller furling, records for the past fourteen years, custom double spreader spar, Autohelm 4000, renewed electronics. Everything works, buy and sail not buy and fix. Constantly maintained and upgraded by current owners. Sail alone, with friends, race, cruise. Three spinnakers, two poles, Atomic 4, simple systems, solid (not cored) hull. Best value on this model in US, Canada. \$33,550. Call (415) 516-1299.

**CAL 34 Mk III, 1978.** Westerbeke diesel, excellent condition, top value, autopilot, instruments, 2 spinnakers, roller furling, extra sails, new sail covers, must be seen. \$29,500/obo. (619) 997-3575.

**ARIES 32, 1977.** Full keel, 29 hp Perkins, 6'+ interior, excellent condition, extras. \$27,000/obo. Greg (831) 818-4428 (cell).

**COLUMBIA 5.5 METER.** *Impatient* is completely restored from keel up, better than new. Classic fiberglass sloop, superb daysailer for family to play on or learn on. Newly painted heavy-duty 4-wheel trailer. Call Captain Bill Jarvis (510) 521 8075 or capt207@aol.com.

**ERICSON 35 CUTTER.** Retrofit for open water. Mex, HI, AK vet. Yanmar 3GM30, wheel or tiller. New fuel, water, holding tanks. Hot/cold, shower, head, radar, GPS, VHF, DS, KL, autopilot, Monitor vane. Dodger, 4 solar panels, propane heat, Force 10, 3-burner, oven, 2-speed windlass. AC/DC reefer. 7 sails, lines led aft for solo sailing. Survey 2006. No blisters or structural problems. \$35,000. (510) 865-7873.

**PACIFIC SEACRAFT 34, 1996.** Crealock sloop. Rigged for singlehanded offshore cruising. Oversized winches, Seafoam 12v refrigeration, propane stove, microwave, B&G instruments, ST4000 A/P, ICOM402 VHF. Berthed Shelter Island, San Diego. \$166,700. For detailed info call (949) 489-1529.



**SANTANA 35, 1980.** *Dance Away* is one of the fastest, winningest 35s on the Bay. Outstanding racing history, numerous YRA season championships for one design, Ocean (OYRA) and HDA. First place awards for Windjammers and Spinnaker Cup races. Yanmar GM20 recent repower, under 200 hours. Carbon reinforced super faired hull. Upgraded rigging with leads led aft. Mast is turbo'd with detachable jumpers allowing mast head spinnakers. \$24,900/obo. (510) 912-1838.

**11:METER.** 33-ft fast, fun racer. PHRF champion. Good condition. Incredible sportboat bang for your buck. TackTick Race Master. All 2004 North 3DL, trailer, 5 hp o/b. \$12,000. David (831) 595-2292 or david@cyberware.com.

**SANTANA 35, 1981.** Great condition, beautiful teak inside, clean topsides. Good sail inventory including 2004 North #1 and spinnaker. Volvo 13 hp diesel, GPS with cockpit repeater, autopilot. Race or cruise ready, sleeps 8. Photos and info at: <www.geocities.com/at\_ease\_for\_sale> \$29,000. (650) 270-8933.



**GOMAN EXPRESS 35, 1987.** Fast, performance cruiser. Designed by Steve Killing and built by founders of C&C. Clean lines, a head-turner. Well maintained, strong vessel with top shelf equipment. Navtec rod rigging/hydraulic backstay, Lewmar winches, Raytheon autopilot, Pro-furl headstay, solid vang, ground tackle, CQR, Bruce, Danforth, dodger, new gel batteries, Yanmar 3GM30F, pressurized H/C water, spacious V-berth, quarter berth, pull-out salon settee each sleep 2 adults, galley, shower/head with holding tank, nav station. Awl-gripped topsides 2000, new bottom 12/2005. \$58,000. (805) 453-6583.

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**CATALINA 34 TALL RIG.** Documented. Roller furling. VHF, Signet Smartpak Knot/depth/temp. Pressure hot/cold water, AM/FM/CD stereo. Self-tailing 2-speed winches. Universal 25 hp diesel. Aft double cabin. New battery charger/new canvas. Clean, original. \$45,000/offer. (760) 831-6404.

**CAL 34, 1971.** Recent haulout and bottom paint. Atomic 4 runs great. Propane stove, 12/120v fridge, good sails, dodger, self tailers. Excellent Bay boat, good liveaboard. Quick sell at \$9,750. Call Herb (510) 666-9594 or email: captainjuliet@netzero.net.

**HUNTER 356, 2002.** Very clean, well maintained. MaxProp, radar, Autohelm 4000+. Cruising spinnaker with sock, dodger, standard mainsail, lazyjacks, dual single-line reefing. Balmar 110amp alternator. San Diego. \$126,500. Call (858) 673-0817 or torch2@san.rr.com.

**SAMPSON C-MIST 32.** Like Westsail 32. Documented, new bottom 2005, Yanmar 2GM20 with 700 hours. Bronze portholes, teak and holly, 6'4" below. Mexico/HL vet. Was \$28k, now \$10,000/obo. All offers considered. Must sell. (707) 292-4412.

## 36 TO 39 FEET

**ISLANDER 36, 1975. \$34,000.** Please call (209) 479-1193 or email: jc.sprinkle@comcast.net for equipment list and details.

**ERICSON 39 FLUSH DECK SLOOP,** 1971. New: Yanmar, shaft, prop, Dickinson diesel stove, fridge, Profurl, main and jib. Needs wood work and paint. Power and hand tools included. Live in Marin for \$250/mo. Asking \$25,000. (707) 287-4032.



**CATALINA 38, 1984.** Beautiful S&S design. Universal diesel, radar, Sausalito berth. \$46,500/obo. Documented, a dream boat for Bay/cruising. Will make a great deal, use savings to make it yours and ready for anything. Call Richard (415) 235-2165 or mybluemagic38@gmail.com.

**TAYANA 37 CUTTER, 1977** with new engine 2001, currently berthed in Fiji. We have cruised here for 3 years and must now sell. This boat is fully equipped for extended cruising. Equipment includes: dinghy, outboard, liferaft, watermaker, SSB with modem, 2 VHF, 3 GPS, 3 anchors, chain, windlass, solar panels, books, charts, sailing gear, harnesses, tools, and many extras. She does need some finishing and repair but is in good overall condition. Buying a boat here is easy, your cruising can begin now. \$65,000. Email: zeeotter@zambezi.org.



**C&C Mk III 38, 1986.** Excellent condition. Very well equipped, maintained. Newer LP paint, Nexus instruments, rod rigging, autopilot, refrigeration, water heater. Lots of room, storage. Full complement of sails, diesel. Race or cruise ready. Much more. Located Ventura. Motivated seller. \$78,000/obo. Call Char (805) 386-1205 or email: charlenemaloney@msn.com.

**CATALINA 36, 1985.** Good condition. Tall rig, 21 hp Universal, electric toilet, recent bottom, brass thru-hull valves, new main/boom, large refrigerator, roller furling jib, new prop and main shaft, and much more. In SF, Pier 39, B21. \$39,000. Call (650) 804-8792 or email: richm@tibco.com.



**KAISER 38, 1971/72.** Scandinavian cruising-type canoe-stern ketch. 44' LOA, full keel, powered by Perkins 4-108. A balance of style, strength, seaworthiness. US documented, this traditional rugged passage-maker will take you to your destination in safety and comfort. The raised doghouse with a clear view over the flat foredeck will keep you warm and dry. A full set of sails, equipment and electronics complete the package. \$76,000. Cynthia (707) 648-7234 or pincoya256@aol.com.

**ERICSON 38, 1981.** New bottom 12/05. Newer interior, dodger, roller furling, st winches, Autohelm, 32 hp diesel, hydraulic backstay, refrigeration (not installed). Great liveaboard, very comfortable. \$61,000, all offers considered. Seller motivated. (650) 438-5377 or (406) 870-0207.

**APACHE 37 SLOOP.** Fast sailing, furling jib, gas engine, private head, galley, sleeps 6. Berthed at Pier 39. \$17,500. Slip lease also available. Jim (209) 786-6003.



**BRUCE ROBERTS 38, 1982.** Commissioned in 1996. Fiberglass hull, wood decks, Volvo Penta, 3 cyl with turbo, 100 hours. new sails, 6 heavy duty batteries, aluminum mast, all lines to cockpit. Hauled 10/15/05. New propeller. \$29,900. (650) 948-3800 or (408) 242-1845.

**CATALINA 36, 1984.** Tall rig. Recent new engine, interior, dodger, refrigeration, mainsail, rig, prop, thru-hulls, fuel tank. Pioneer stereo CD, CNG stove. Hard dinghy with 2 hp outboard. Set up as comfortable liveaboard. See at Sausalito, D-523. Asking \$55,000. (707) 887-1496.



**CAL 39 Mk II, 1978.** Classic performance cruiser. Well maintained boat in very good condition. Great for Bay and bluewater sailing. Perkins 4-108. Large sail selection (8-9), all in excellent to good condition, roller furling, windlass, radar, depth, speed, hydraulic backstay, pressure h/c water, 100 gal fresh water, 60 gal diesel. Quickvang, GPS, EPIRB, dodger, 3 anchors, propane, VHF, radio/CD. \$69,000. (209) 465-9761 or dfries@pacific.edu.

**ISLAND TRADER 37, 1976.** Traditional ketch for sale, owner moving out of state. The boat is priced to sell quickly. *Hinano* has a Hi Seas diesel heater, a drop-in air conditioner, three-burner propane stove with oven, abundant storage in the fiberglass hull, a large salon, and teak interior. New holding tank, new throttle and shift cables, new freshwater pump and electric water heater, onboard shower, new marine battery charger, two batteries, Volvo diesel auxiliary engine and older sails. Boat is located at A-22, Pete's Harbor, Redwood City. She needs fresh bottom paint, varnish and TLC. Numerous spares included. Asking \$20,000. Shown by appointment, serious buyers only please. Call (650) 364-3842 or email: jatiff@sbcglobal.net.



**CATALINA 36 Mk II, 1994.** Open transom. Bristol condition, totally upgraded. New UK sails, bimini and dodger, stereo system. New Garhauer boom vang, traveler, dinghy lift. In MDR with slip available. Many extras. Call for spreadsheet/price. (858) 405-7107 or larlevine@aol.com.

**CLASSIC ATKINS INGRID.** 38' on deck, 45' LOA. Past Master Mariner winner. Built in Durbin, South Africa. Launched in 1959. Hauled out and painted 2/06. Berthed in Napa. Asking \$25,000/obo. Pictures available. (707) 939-7891.

**1978 UNION POLARIS CUTTER.** Modified Perry design, Asian built, nice exterior teak. New stuff like mainsail, fuel tank, electronics, LPU on mast, running rigging, cushion covers. This boat desires to be sailed. \$49,000. Don (650) 373-2231 or donald95071@yahoo.com.



**CATALINA 36, 1989.** Very well maintained, new standing rigging, lifelines, Foss rudder, oversized wheel, all Harken gear. Quick vang, new bottom, fridge, head system, North sails, DVD, hot water, and much more. \$67,000. (415) 460-1365 or (415) 272-1228.

**ISLANDER 36, 1985.** \$63,500. Good condition, Strong, fast. Only 2nd owner. Yanmar 30 hp, 1300 hours. Recent survey and bottom paint. See website: <http://www.ParksWebDesign.com/Islander> (619) 977-9584. No brokers please.



**BENETEAU 361, 2001.** Like new condition, roller furling main and jib, Westerbeke diesel, 247 hours. Custom dodger with covers, electric windlass, Garmin GPS, Raytheon ST60 wind, speed, depth. Absolutely beautiful cherry interior. Many upgrades. Awarded 'Boat of the Year' for style, comfort and performance. Located Marina Bay, Richmond. This is a must-see boat. Moving, very much priced to sell at \$118,900. (925) 989-6847 (cell) or email: GeoTurner1@aol.com.

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**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.

**CATALINA 36 Mk II, 1999.** Meticulously maintained. Universal 35 with 250 hours, routinely serviced. Starter battery, full electronics, radar, plotter, GPS, autopilot. 45-lb Bruce, windlass, double-reefed main, furling jib, many extras, photos available. Alameda. \$115,000. (530) 273-6277.

### 40 TO 50 FEET

**KELLY PETERSON 44, 1979.** Extensive refit, completely cruise equipped. Cruising Mexico. \$140,000. (818) 364-1920 for info and where to view.

**45-FT MOTORSAILER, 1941.** Solid, capable & safe cruiser. 85 hp diesel, new aluminum mast & electronics. Autopilot, radar, GPS, SSB, windvane, VHF, new galley & refrigeration. At Marina Mazatlan, Mexico. \$59,000/obo. Send email to: [aldoonthboat@hotmail.com](mailto:aldoonthboat@hotmail.com) for pics & specifics.



**JEANNEAU 41 SUN LEGEND, 1986.** Bristol condition and cruise ready in Ixtapa Marina, Mexico. Sturdy fiberglass hull 25% Kevlar. Cockpit deck overlaid with teak. Fin keel. Rebuilt Perkins 4-108 diesel engine. Rebuilt electric Monica Marine windlass. 44-lb Bruce anchor. Two staterooms, two heads, one shower. Teak interior. Force 10 two-burner stove with oven. Grunert refrigerator-freezer. 103-gal freshwater tanks (3). 40-gal fuel tank. Heart Interface inverter/battery charger. Large, seated nav station. ICOM M600 SSB radio. Shakespeare VHF. Magellan GPS. Furuno 16-mile radar. Autohelm ST1400. Sugar-scoop stern swim platform. New canvas dodger and bimini. Sails: Main, 130 and 90% roller-furling jibs, new asymmetrical spinnaker, storm jib. 6-man offshore liferaft. Many extras. \$95,000. Email: [blackpaw1@earthlink.net](mailto:blackpaw1@earthlink.net) or [snowgoose@pocketmail.com](mailto:snowgoose@pocketmail.com) or call (970) 349-2126.

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**PETERSON 44, 1977.** Center cockpit. New Yanmar, LP paint, fuel tanks, cushion covers, stove. Plus everything else you need for cruising. Call for list and photos. San Carlos, Mex. \$129,000. Call (520) 742-2727 or svubetcha@aol.com.



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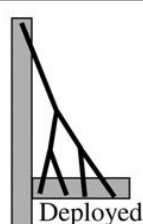
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**BENETEAU 461, 1997.** 3 stateroom/3 head model, radar, SSB, full instrument package, A/P, Avon, liferaft, Profurl, new canvas, Yanmar, inverter, etc. Canal vet. Fast, reliable, fun. \$180,000. Call (760) 579-1093 or [keweco@cox.net](mailto:keweco@cox.net).

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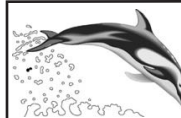


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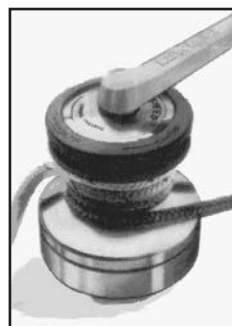
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**STRANDED SAILOR FROM Australia** looking for boat parts. Isuzu C240 engine and Hurth 100-150 gear box. Will work or pay for parts. Hermes circumnavigated in a 25-ft boat; let's help him out. Email: stephanie\_burns@yahoo.com or call (415) 339-9081.

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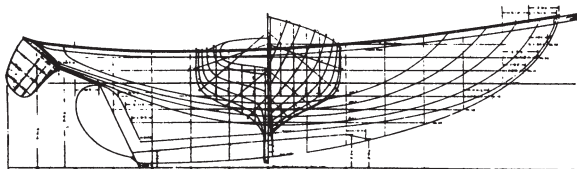
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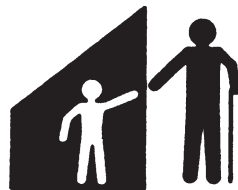


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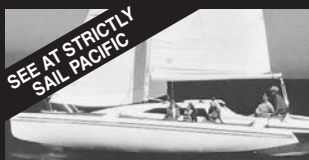
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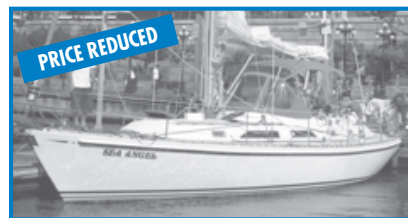
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**43' BENETEAU 432, 1989** A modern classic and one of the most popular and successful mid-40 footers of all time. This is the three-stateroom version with a rebuilt 50 hp perkins engine as well as new spar, boom, rigging and sails (main & jib)—an investment of well over \$10k. Lovely varnished cherry inter., light/airy w/6'4" hdrm. **\$129,000**



**37' HUNTER 376, 1997** *Cruising World* Boat of the Year (Best Value) in 1997. Freshwater cooled Yanmar diesel with low hours, main with Dutchman system and electric self-tailing winch, all lines lead aft, huge cockpit with walk-through transom, substantial dodger. Three staterooms, 6'6" draft. Transferable Sausalito YH slip. **\$119,000**



**40' SPARKMAN & STEPHENS YAWL, 1953** Designed by the legendary Olin Stephens and built of the finest materials by one of Europe's premier yards, *Irolita*'s long-term owner has lavished time and money on this dark blue-hulled beauty. Flawlessly varnished cabin trunk, completely redone interior. Transferable Sausalito YH slip. **\$110,000**



**38' WAUQUIEZ HOOD, 1982** Exceptional performance cruiser, the French equivalent of a Swan. This one is bristol—the interior shows as new. Beautiful teak decks in fine shape. The retractable centerboard allows access to areas inaccessible to most sailboats this size. Transferable Sausalito Yacht Harbor slip. **\$95,000**



**40' VALIANT CUTTER, 1975** Equipped for cruising and in nice shape overall. Recent Quantum genoa ('04) on ProFurl roller furler ('94), substantial dodger ('03), engine and transmission rebuilt ('96), etc. Most importantly: **NO BLISTERS! SIGNIFICANT PRICE REDUCTION. VERY COMPETITIVELY PRICED.** **\$89,500**



**33' WAUQUIEZ GLADIATEUR, 1984** Classic European sloop in fantastic condition above and below, shows much newer than actual. Major refit '97 including repower, electronics, windvane, sails, dodger, etc. Interior shows as new, no teak decks but teak in cockpit looks new. Transferable Sausalito Yacht Harbor slip. **\$64,900**



**34' CATALINA, 1987** The Catalina 34, launched in 1986 and still being built, is one of Catalina's most popular boats. She offers the space of a typical 36 footer at a very affordable price. This particular example is very clean and sports the deep keel as well as a keel-stepped mast, RF and dodger, more. **\$54,500**



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31' CHEOY LEE O/S kitch, F/G, dsl, radar & more... 14,950 Ask  
30' LANCER Slp, dsl, fixer...13,950 obo  
28.5' PEARSON TRITON. F/G, diesel. Near total refit of Alberg's legendary Pocket World Beater... Ask 16,000  
28' SAMURAI sloop, diesel... Ask 9,950  
28' H-28 HERRESHOFF ketch. Classic beauty, I/B, very nice!... Ask 18,000  
28' LANCER sloop w/trailer, Honda, outstanding condition... Ask 7,900  
28' MORGAN sloop, diesel, roller furling, roomy & comfortable... Ask 13,000  
27' CATALINA sloop, dsl, wheel, ALL GLASS, ESTATE SALE BARGAIN... 3,000  
26' YAMAHA Slp, F/G, dsl, good inventory... 8,800  
25' 1" FOLKBOAT classic wood beauty at Lake Tahoe... Ask 10,000  
24' RHODES/MacCarty by Seatrac. O/B, main, jib, genoa, all glass... Ask 3,500  
24' O'DAY sloop. Honda 8 hp, solar charge, great shape!... Ask 5,500  
22' CATALINA 22 sloop, O/B... Ask 1,200

### POWER

63' FERRY conversion, 671 diesel, 19.5' beam, excellent condition. Ask 28,000  
52' HACKER classic cruiser, twins, beautiful pre-war gem, ESTATE SALE... 65,000  
50' STEEL COMMERCIAL TRAWLER. Diesel, radar, AC, thruster, retired bait boat. FULL WHEELCHAIR ACCESS. Yacht conversion?... Asking 39,950/obo  
45' STEPHENS 1929 classic... Try 75,000  
43' STEPHENS 1955 classic sedan. Absolutely Bristol. \$40,000 worth of new Volvo V8s just installed. Must be seen... 175,000  
43' GRAN MARINER Cruising Houseboat, low hours on V-8s, fixer...39,750/obo  
36' UNIFLITE. F/B, aft cabin, twins, radar, GPS and more!... Asking 59,950  
35' STEEL CHRIS CRAFT ROAMER, cruise/live, twins, rare & very desirable 1956... Asking 34,750  
34' CHB TRAWLER. F/G, 2 helms, dsl, 2 S/Rs, radar & more!...59,850/obo  
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 near new. Needs some work... Bargain: Try 29,000/obo

30' STEPHENS sedan cruiser. 1949 classic. Dsl, extra sharp, more!... 45,000 Ask  
30' ALUMINUM CREWBOAT, 671 dsl, inside seating... Asking 22,000  
30' CHRIS CRAFT Constellation, twin V8s, very nice 1967... Asking 14,950  
29' TOLLYCRAFT EXPRESS cruiser. Twins, good boat, runs well, great potential... 3,250  
28' SEA RAY Sundancer w/new twins, 3 axle tft, shower, full cover & more!... 35,000  
28' CARVER 2827 Voyager, 1986. F/B, twin 220 Crusaders, glass & more... 37,000  
28' OWENS FLAGSHIP. Twins. EXCELLENT 1959 GEM!... Ask 25,000  
28' CARVER F/B, 1979, Glass, twin V8s... 12,950/offers  
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 38,975

### OTHER

2 LIVEABOARD HOUSEBOATS in San Rafael... Starting at 15,500 obo  
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**36' ISLANDER** sloop. Diesel, dodger, lifelines and pulpits, watermaker, radar, autopilot, solar, furling, vang, vane, spinnakers, inverter, nav station and much more. Super well cruise equipped. **\$33,950 Asking**

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**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**



**41' MORGAN 416** center cockpit aft cabin ketch. Diesel, dodger, 2x lifelines & pulpits, furling, wheel, big inventory, diesel genset, 2 enclosed marine heads, radar and more! Cruise and/or live aboard. Nice! **\$79,950 Ask**

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