Latitude 38
VOLUME 344  February 2006  WE GO WHERE THE WIND BLOWS
Happy Valentine’s Day

A grand place to spend Valentine’s Day with your special someone is aboard your vessel in a sweetheart of a place like ours.

- Over 400 concrete berths 30 to 60 feet
- Secured Gatehouses (key access only)
- Dockside Electrical (up to 50A - 220V)
- Cable TV & Telephone Service
- Dry Storage
- Heated & tiled restrooms with individual showers
- Beautifully Landscaped
- Ample Parking available
- Sailboat & Powerboat Brokers on site
- Excellent customer service
- Monthly informative newsletter

DIRECTORY of GRAND MARINA TENANTS

<table>
<thead>
<tr>
<th>Company</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alameda Prop &amp; Machine</td>
<td>85</td>
</tr>
<tr>
<td>Bay Island Yachts</td>
<td>7</td>
</tr>
<tr>
<td>Mariner Boat Yard</td>
<td>57</td>
</tr>
<tr>
<td>Pacific Coast Canvas</td>
<td>87</td>
</tr>
<tr>
<td>Pacific Yacht Imports</td>
<td>12</td>
</tr>
</tbody>
</table>

GRAND MARINA
ANDERSON ENCINAL
510-865-1200
Leasing Office Open Daily
2099 Grand Street, Alameda, CA 94501
www.grandmarina.com
Play Your Cards Right!

Last season brought successes in spades to Pineapple powered boats. Racers and cruisers alike found that dealing with Pineapple Sails brings results: sails that perform and endure.

This season offers new opportunities for mastering the many techniques of sailing. New Pineapple sails and the advice and service that go with them stack the deck in your favor.

Don’t gamble. Give us a call today.

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

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

PINEAPPLE SAILS
Phone (510) 522-2200
Fax (510) 522-7700
www.pineapplesails.com
2526 Blanding Ave., Alameda, California 94501

*Powered by Pineapples
GOOD NEWS! Passage Yachts Has Extended

Great Equipment Packages on ALL Our Boats

**BENETEAU 473**
*Winter Unshow Special:*
- Autopilot Type 2
- RL70CRC+ Radar
- Raystar 125 GPS
- Bombard 10’ Inflatable
- Nissan 8hp Outboard
- Gennaker with Sock

**Special Stock Boat Savings:**
- Teak Decks
- Duratouch Upholstery

**Total Savings:** $31,840!

**BENETEAU 423**
*Winter Unshow Special:*
- Autopilot Type 2
- Raymarine E80 Nav Display
- Raystar 125 GPS
- Bombard 9’6” Inflatable
- Nissan 6hp Outboard
- Gennaker with Sock

**Special Stock Boat Savings:**
- Electric Head
- Duratouch Upholstery

**Total Savings:** $18,505!

**BENETEAU 373**
*Winter Unshow Special:*
- Autopilot Type 1
- ST60 Wind System
- Bombard 8’6” Inflatable
- Nissan 4hp Outboard
- Gennaker with Sock

**Special Stock Boat Savings:**
- Gennaker Gear and Winch
- Skyscreen System

**Total Savings:** $12,630!

**BENETEAU FIRST 44.7**
*Winter Unshow Special:*
- Autopilot Type 2
- ST60 Wind System
- Bombard 8’6” Inflatable
- Nissan 4hp Outboard
- Gennaker with Sock

**Special Stock Boat Savings:**
- US Club Race Pack
- Spinnaker Gear with Carbon Pole

**Total Savings:** $23,735!

**BENETEAU 343**
*Winter Unshow Special:*
- Autopilot ST4000+
- ST60 Wind System
- Bombard 8’6” Inflatable
- Nissan 4hp Outboard
- Gennaker with Sock

**Special Stock Boat Savings:**
- Blue Hull Decoration
- Macerator Pump

**Total Savings:** $10,210!

**BENETEAU 323**
*Winter Unshow Special:*
- Autopilot Type 1
- ST60 Wind System
- Bombard 8’6” Inflatable
- Nissan 4hp Outboard
- Gennaker with Sock

**Special Stock Boat Savings:**
- Gennaker Gear
- 30CST Cabintop Winch

**Total Savings:** $9,605!
Their Sailboat Unshow Until February 15!

Extra Incentives on ALL Inventory Boats

No Payments for 6 Months*

ALL BOATS AT OUR DOCKS include desirable factory options at no extra cost

*on approved Credit and Financing obtained through Passage Yachts

BENETEAU 393
Winter Unshow Special:
Autopilot ST6001 + Linear Type 1
Raymarine C80 Nav Display
Raystar 125 GPS
Bombard 9’6” Inflatable
Nissan 6hp Outboard
Genninger with Sock
Special Stock Boat Savings:
Duratouch Upholstery
Genninger Gear
Teak Cockpit Floor
Total Savings: $18,315!

ISLAND PACKET 440
West Coast Premier!
Beautiful Aft Cockpit Cruiser
Winter Unshow Special:
Autopilot ST6000 + Type 2
Raymarine E80 Nav Display
Raystar 125 GPS
Special Stock Boat Savings:
SS Dorades
Bow Thruster
Ultraleather Upholstery
Total Savings: $17,370!

ISLAND PACKET 445
The Perfect Live aboard
World Cruiser
Inventory Clearance
Take $25,000 and use it towards
down payment, equipment or
price reduction... You choose!
An unbelievable yacht
at incredible SAVINGS

No Payments for 6 Months*

ALL BOATS AT OUR DOCKS include desirable factory options at no extra cost

*on approved Credit and Financing obtained through Passage Yachts

BENETEAU SWIFT 42 TRAWLER
Winter Unshow Special:
Raymarine E80 & E120
Raymarine Autopilot
2 kw Radar Dome
Cruisair 32,000 kw A/C
Flybridge Refer
Dinghy Lifting Boom
Special Stock Boat Savings:
Teak Side Decks
Total Savings: $45,480!

Wauquiez 40s CENTURION
Winter Unshow Special:
ST6000+ Autopilot
ST60 Knotmeter
ST60 Depth
E80 Nav Display
Raystar 125 GPS
Special Stock Boat Savings:
Furling Genoa
Full Battened Main
Total Savings: $23,040!

Passage Yachts
1220 Brickyard Cove Road
Point Richmond, CA
Ph: (510) 236-2633
Fx: (510) 234-0118
www.passageyachts.com
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, high-quality digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. Submissions not accompanied by an SASE will not be returned. We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don’t contact us before then by phone or mail. Send all electronic submissions to editorial@latitude38.com, and all snail mail submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers’ guidelines from the above address or see www.latitude38.com/writers.htm.
We have a couple of these solid cruisers. From $350,000.

48' PRIVILEGE

February, 2006  •  Latitude 38  •  Page 7

In Grand Marina • 2099 Grand St., Alameda, CA 94501 • Fax (510) 814-8765

YACHTING

(510) 814-0400
yachtsales@bayislandyachts.com
www.bayislandyachts.com

46' BAHIA

This one is in real nice condition and has a number of cruising amenities like watermaker, satphone, SSB and more. Lying St. Maarten and ready to go. Asking €245,000.

YOUR MULTIHULL BROKERAGE SPECIALIST

42' PRIVILEGE, 1994 ..................... 289,000
42' VENEZIA, 1995 ..................... 209,000
42' VENEZIA, 1996 ..................... 170,000
39' DUFOUR NAUTITECH ............. 165,000
37' ANТИГЛА, 1992 ..................... 129,000
33' SEAMIND, 2000 ..................... 160,000

GREAT ALAMEDA BARGAINS

41' COLUMBIA

Check out this center cockpit.

33' HUNTER

Just reduced AGAIN! Now $17,900.

SOME OF OUR 100+ CARIBBEAN LISTINGS

72' CUSTOM ALUMINUM, 1988 .......... $695,000
72' SCHACHTER, 2003 .................. $866,000
46' EASTWIND KETCH, 1991 ............ $200,000
60' JOUBERT-NIVEL, 1983 .............. $295,000
56' ARTHUR ROBB YAWL, 1996 ........ $175,000
53' FRENS CUSTOM, 2001 ............... $299,900
52' JEANNEAU, 1999 ................... $210,000
52' NAUTICAT, 1984 ................... $346,000
50' BENETEAU CUST. FARR, 1996 ...... $299,000
50' DUFOUR ATOLL, 1999 .............. $289,000
48' FEELING 486, 1994 ................. $191,000
48' TRINTILLA, 1980 .................... $180,000
47' CT, 1986 .......................... $119,000
46' BENETEAU 4463, 2000 .............. $229,000
46' OCEAN 14, 1987 .................... $375,000
45' BENETEAU FIRST 45S, 1991 ....... $139,000
45' S&S, 1980 .......................... $100,000
40' HANSE 401, 1999 ................... $142,300
## PRE-CRUISED SAILBOATS

<table>
<thead>
<tr>
<th>Year</th>
<th>Model</th>
<th>LOA</th>
<th>HBP</th>
<th>Engine</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1965</td>
<td>Jensen Cal 25</td>
<td>25</td>
<td>NA</td>
<td>NA</td>
<td>$8900</td>
</tr>
<tr>
<td>1976</td>
<td>CAL 2-27</td>
<td>27</td>
<td>NA</td>
<td>NA</td>
<td>$14,500</td>
</tr>
<tr>
<td>1974</td>
<td>Ericson Sloop</td>
<td>29</td>
<td>NA</td>
<td>NA</td>
<td>$17,000</td>
</tr>
<tr>
<td>1999</td>
<td>Hunter 290</td>
<td>30</td>
<td>NA</td>
<td>NA</td>
<td>$57,000</td>
</tr>
<tr>
<td>1977</td>
<td>Lancer 30</td>
<td>30</td>
<td>NA</td>
<td>NA</td>
<td>$14,900</td>
</tr>
<tr>
<td>2002</td>
<td>Hunter 306 Sloop</td>
<td>30</td>
<td>NA</td>
<td>NA</td>
<td>$62,900</td>
</tr>
<tr>
<td>1994</td>
<td>Ericson 32</td>
<td>32</td>
<td>NA</td>
<td>NA</td>
<td>$39,900</td>
</tr>
<tr>
<td>1994</td>
<td>Catalina 320</td>
<td>32</td>
<td>NA</td>
<td>NA</td>
<td>$55,900</td>
</tr>
<tr>
<td>2001</td>
<td>Hunter 320 Sloop</td>
<td>32</td>
<td>NA</td>
<td>NA</td>
<td>$67,500</td>
</tr>
<tr>
<td>2000</td>
<td>Hunter 320 Sloop</td>
<td>32</td>
<td>NA</td>
<td>NA</td>
<td>$64,750</td>
</tr>
<tr>
<td>2004</td>
<td>Catalina 320 Sloop</td>
<td>32</td>
<td>NA</td>
<td>NA</td>
<td>$119,500</td>
</tr>
<tr>
<td>1987</td>
<td>CAL 33</td>
<td>33</td>
<td>NA</td>
<td>NA</td>
<td>$44,900</td>
</tr>
<tr>
<td>2004</td>
<td>Hunter 33</td>
<td>33</td>
<td>NA</td>
<td>NA</td>
<td>$107,500</td>
</tr>
<tr>
<td>1986</td>
<td>Catalina 34 Sloop</td>
<td>34</td>
<td>NA</td>
<td>NA</td>
<td>$49,000</td>
</tr>
<tr>
<td>1998</td>
<td>Hunter 340</td>
<td>34</td>
<td>NA</td>
<td>NA</td>
<td>$74,950</td>
</tr>
<tr>
<td>1997</td>
<td>Hunter 340</td>
<td>34</td>
<td>NA</td>
<td>NA</td>
<td>$88,500</td>
</tr>
<tr>
<td>1983</td>
<td>Hunter 34</td>
<td>34</td>
<td>NA</td>
<td>NA</td>
<td>$35,000</td>
</tr>
<tr>
<td>1985</td>
<td>Hunter 34</td>
<td>34</td>
<td>NA</td>
<td>NA</td>
<td>$37,900</td>
</tr>
<tr>
<td>2002</td>
<td>Hunter 356 Sloop</td>
<td>35</td>
<td>NA</td>
<td>NA</td>
<td>$119,995</td>
</tr>
</tbody>
</table>

### Special Offers
- **Ginny B** will take you where you want to go! 2001 Hunter 380 - $140,000
- **Cleanest maintained 420.** Low engine hours. $179,000!

---

**Ready to cruise today! Don’t miss your chance!**

**Trade Ins Welcome • Financing Available • Brokerage Listings Wanted**

**888.325.4353**

**www.HSyacht.com**

**SAN DIEGO | NEWPORT BEACH | MARINA**
BOAT SHOW, SO WE COULD ONTO YOU! YOUR CHOICE - NEW BMW OR CASH!

VISIT OUR UNSHOW
JANUARY 21 - FEBRUARY 5

Authorized Dealer for Hunter, Jeanneau, Caliber, Sabre & Mainship

Your nautical dream | Our focused team | One boat at a time

*Call H&S for details. Pictures may be of sisterships. License, tax & doc fees excluded. 2 year/12,000 mile/yr prepaid lease on 3, 5, 7 series. Not valid with any other offer or manufacturer promotion. Exp 02/28/2006.
San Francisco Bay
Monterey Bay
Channel Islands
Newport/Dana Point
San Diego

Yacht Ownership Made Simple

Let SailTime Help You Pay for Your New Luxury Yacht

All Operating Costs Covered Plus a Monthly Income

Professionally Managed and Maintained All Year

Only You and Seven Other Fully Qualified SailTime Members Sail Your Yacht

Limited Memberships Available Now!

For Information Contact Us At:
1-877 SAILTIME
info@sailtime.com or www.sailtime.com

SUBSCRIPTIONS

- Enclosed is $30.00 for one year
  Third Class Postage (Delivery time 2-3 weeks; Postal Service will not forward third class, so you must make address change with us in writing.)
- Enclosed is $55.00 for one year
  First Class Postage (Delivery Time 2 to 3 days)
  (Canada & Mexico: First Class Only)
- First Class Renewal (current subs. only!)
- Gift Subscription — Gift Card to read from:

Name
Address
City State Zip

CREDIT CARD INFORMATION
- MASTERCARD
- VISA
- AMERICAN EXPRESS

Min. Charge $20
Number: ........................................ Exp. Date: __________

INDIVIDUAL ISSUE ORDERS
Current issue = $6.00 • With classy ad placed = $5.00
Back Issues = $7.00 (must indicate exact issue by month or vol. #)

DISTRIBUTION
- We have a marine-oriented business/yacht club in California which will distribute copies of Latitude 38.
  (Please fill out your name and address and mail it to the address below. Distribution will be supplied upon approval.)
- Please send me further information for distribution outside California

Business Name
Address
City State Zip
County Phone Number

Latitude 38

"we go where the wind blows"

Publisher/Exec. Editor: Richard Spindler: richard@latitude38.com …ext. 111
Managing Editor: John Riise: john@latitude38.com …ext. 110
Senior Editor: Andy Turpin: andy@latitude38.com …ext. 112
General Manager: Colleen Levine: colleen@latitude38.com …ext. 102
Classifieds: Mary Briggs: class@latitude38.com …ext. 104
Production: Christine Weaver: chris@latitude38.com …ext. 103
Production: Annie Bates-Winslow: annie@latitude38.com …ext. 106
Advertising: Mitch Perkins: mitch@latitude38.com …ext. 107
Advertising: John Arndt: john@latitude38.com …ext. 108
Bookkeeping: Helen Nichols: helen@latitude38.com …ext. 101

Directions to our office: press 4
Subscriptions: press 1,4
Classified: press 1,1
Distribution: press 1,5
Editorial: press 1,6
Other email: press 1,6

Please address all correspondence by person or department name

15 Locust Avenue, Mill Valley, CA 94941 • (415) 383-8200 Fax: (415) 383-5816
We regret that we cannot accept foreign subscriptions.
Check, money order, or credit card info. must accompany subscription request.
Please allow 4-6 weeks to process change/additions plus delivery time.
Sell Your Boat Here... We Need Good Listings!

Open Boat Weekend
February 11 & 12

PREOWNED CATALINA YACHTS
Catalina 400 2001 189,500
Catalina 400 2000 190,000
Catalina 387 2004 199,955
Catalina 36 1984 57,500
Catalina 36 1987 67,000
Catalina 36 2000 135,000
Catalina 36 2000 125,000

NEW CATALINA YACHTS
Catalina 42 Mk II
Catalina Morgan 440
Catalina 36 Mk II

PREOWNED SAILING YACHTS
Ericson 38 1986 84,500
Hunter 36 2004 125,000
C&C 34 1982 44,000

PREOWNED & NEW MOTOR YACHTS
Hunter 326 2002 65,000
Hunter 31 1985 25,000

New Ocean Alexander Altus 48
Ocean Alexander Altus 42
Dyna 55, 2000
C&C 34, 1982

In-the-Water Sailboat UnShow through February 4

6 to choose from!

1070 Marina Village Pkwy., Suite 104
Alameda, CA 94501
T: 510.523.6730 • F: 510.523.3041

View our New Yachts Showroom and our Brokerage Listings at:
www.faralloneyachts.com
TAYANA 53 PERFORMANCE DECK SALOON

Designed by Robb Ladd

Tayana Models:
37 • 42 • 48
52 • 55/58
64 • 65

Tayana Yachts is proud to introduce the 1st of its new designs for fast performance cruising yachts. With a Kevlar reinforced hull, twin steering stations, fin performance keel and spade rudder, this blue water yacht will place Tayana in the forefront of world yacht production. The interior will offer a beautifully finished raised saloon for optimal viewing, 3 or 4 custom staterooms and spacious storage.

WORLD CLASS SAILING YACHTS

X-Yachts Models:
X-35
X-37 • X-40
X-43 • X-46
X-50 • X-55
IMX-70
X-73

The X-35 is the newest one design racer from X-Yachts of Denmark. The vision behind the design was to create a sporty and simple yacht with under deck comfort for both racing crew and family weekend cruising. So popular she has already presold 60 boats.

OUR BROKERAGE LISTINGS – TAKE A LOOK!

1999 TAYANA 58 CUTTER
Well equipped and well proven, this boat’s in excellent condition, ready for your next adventure. $475,000.


2005 TAYANA 48 DECK SALON. Refer, freezer, air/heat, genset, washer/dryer. Leisurefurl main, ProFurl headsails, electric primaries, custom leather interior. $415,000.

1984 C&C 41
These racer/cruisers still stand the test of time with their classic lines, reversed transom and triple spreader rig. $89,000.

2003 TAYANA 42 CENTER COCKPIT
Popular bluewater cruiser. Furlboom mainsail, ProFurl genoa, excellent condition, like new! $239,000.

1979 EXPLORER 45 CC KETCH
Rugged, full keel world cruiser designed by Stan Huntingford. Full cockpit enclosure, AP, refer, solar. $105,000.

ISLANDER 44
Custom center cockpit cruiser is ideal for bluewater cruising. Experienced and upgraded for just $97,000.

1988 HANS CHRISTIAN 41 Molokai
In as fine a condition as one will hope to find in a yacht of this caliber. Fully equipped. $250,000.

1987 SHANNON 37 KETCH
Clean, well equipped bluewater cruiser from atop quality East Coast builder. $149,000.

1980 TAYANA 42 AFT COCKPIT
Just returned from the South Pacific and loaded with gear $129,900.

1983 UNION 36 CUTTER
Well equipped blue water cruiser. Low hours, ready to go! $79,900.

1986 TAYANA 37
Recent refit includes new electronics, dodger, new interior cushions and even a bow thruster. $125,000.

Pacific Yacht Imports
2051 Grand Street #12, Alameda, CA 94501
Tel (510) 865-2541 Fax (510) 865-2369
www.yachtworld.com/pacifyachtimports • neil.weinberg@mindspring.com
NEW 2006 C&C 115

At our docks

• One design specs
• Novis carbon fiber mast – standard
• Epoxy hull – standard
• 15-year hull warranty – standard
• Doyle race sail package

Ready to race and cruise – Take delivery immediately

C&C 121 • C&C 115 • C&C 110 • C&C 99

Catalina 250 with trailer. Well equipped. $21,500
Catalina 27, 1979. Inboard. Good condition. $7,300
Tartan 34, 1978. S&S classic. Excellent condition, freshwater boat. $34,500

Tartan C&C Yachts of San Francisco
1070 Marina Village Parkway, Suite 102, Alameda, CA 94501
(510) 769-9400
www.yachtworld.com/tccsf
IN-THE-WATER BOAT SHOW
(come rain or shine!)
Saturday & Sunday • February 25-26
Join us at our sales docks in the Shelter Island Boatyard and board a variety of brokerage sail and power boats – all at your own pace!

41' BENETEAU 411 LE, '02 $195,000 Eye-catching blue hull, Limited Edition upgrades, cruising package and only 142 hours on her Yanmar diesel.

38' CATALINA 380, '00 $159,000 This proven cruiser is well equipped with radar, solar panels and SSB. She’s ready to sail the Bay or tour the coast.

36' LE COMTE NORTHEAST, '69 $58,000 This competent cruiser is able to powerfully drive through white caps and skate along in a light breeze.

35' ALBERG, '84 $29,900 A sturdy boat with beautiful lines and a full keel that lends to serious offshore sailing or local cruising.

34' CAL 2-34, '75 $36,000 This exquisite custom boat is in Bristol condition. A one-of-a-kind boat with a beautiful interior that’s a pleasure to sail.

33' ROUGHWATER, '79 $29,900 This offshore-capable double ender has a new dodger and self-steering. A bullet-proof hull and great interior add to her appeal.

30' WILLARD & TON CUTTER, '76 $29,000 Compact cruiser with lots of engine power and a reputation for being stout and seaworthy. A lot of boat in a small package!

26' MARIEHOLM, '84 $14,900 A nifty pocket cruiser with a full keel design for offshore sailing, yet extremely nimble due to her tall rig.

52' CATANA 521, '04 This fully equipped cruising catamaran has sailed the Mediterranean and Caribbean, and she’s ready for more. LeVey’s spacious cockpit offers a folding table, chaise lounge and all controls to electric winches. Her salon includes a U-shaped galley, forward-facing nav station and convertable settee. $1,170,000

WoodenBoat School
2006 SAN FRANCISCO COURSES
at the Small Boat Shop
San Francisco Maritime National Historic Park

■ May 8-12 • LOFTING with Greg Rossel
■ May 15-19 • FUNDAMENTALS OF BOATBUILDING with Greg Rossel
■ Oct. 2-7 • BUILDING YOUR OWN 36" RADIO-CONTROLLED POND YACHT with Alan Suydam
■ Oct. 23-28 • INTRODUCTION TO BOATBUILDING with Bill Thomas

For more information contact:
WoodenBoat School
P.O. Box 78, Brooklin, ME 04616
(207) 359-4651 (Mon.-Thurs.)
Fax: (207) 359-8920
To see our entire program, visit our website at:
www.woodenboat.com
53' NORSEMAN
1987 • $574,500

52' CUSTOM SCHUMACHER
2002 • $699,000

45' LEOPARD
1997 • $299,000

40' CATALINA
1995 • $165,000

50' BENETEAU OCEANIS 510
1993 • $174,500

43' TASWELL CUTTER
1992 • $299,000

40' BENETEAU
1997 • $178,000

38' CABO RICO
1990 • $177,500
Largest Selections of Boats in Mexico, more than 60 boats to choose from.

Check our website, www.mazmarine.com, for a huge inventory of quality sail & power boats

NEW OFFICE IN MARINA MAZATLAN!
Ray Watson & Jeannette
ph/fax: 011 52 (669) 916-50-15
email: Mazmarine@aol.com

PUERTO VALLARTA
Nick Rau
ph: 011 52 (322) 297-2249
e-mail: PVyachts@aol.com

SAIL & POWER
Financial and titling transactions conducted in the U.S.
Tax savings on offshore sale; contact us for details.
Reasonable shipping methods.

46' Jeanneau Sloop, 1998
$249,900

46' Hunter Passage 450 CC, 1997
$254,000

37' Tayana Ketch, 1975
$89,000

48' Bluewater Coastal, 1991
$189,000

36' Westerly Conway CC Ketch, 1976
Built in UK. $45,000

48' Tayana Deck Salon, 2001
Incomparable! $480,000

---

Wright Way designs
MARINE UPHOLSTERY & INTERIORS

PROFESSIONAL DESIGN SERVICES INCLUDE
CUSTOM carpeting cushions
designer fabrics draperies
linens upholstery

OSTER SERVICES OFFERED
maid service by MER Maids

Deborah Wright
510-908-3939

---

VOLVO PENTA
TIRED OF YOUR OLD ENGINE?

Come see the NEW engine generation!

FROM 10 TO 770 HP

PARTS • SERVICE • REPLACEMENTS WARRANTY

CALL US TODAY AT 1-800-326-5135
### Yachts and the City

<table>
<thead>
<tr>
<th>Yacht Details</th>
<th>Price</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>38' Ingrid Cutter Rig, 1989</strong></td>
<td><strong>$84,900</strong></td>
<td>A superior ocean passage-maker, her full keel gives her directional stability, second to none. This yacht is currently undergoing an extensive refit.</td>
</tr>
<tr>
<td><strong>31' Beneteau 331, 2002</strong></td>
<td><strong>$92,000</strong></td>
<td>With a huge cockpit locker, she is ready to cruise the coast, or be equally at home in Bay waters. All lines lead aft, and all sails are roller furling. All systems are in great shape, with a recent engine servicing – a must see!</td>
</tr>
<tr>
<td><strong>27' Ericson, 1977</strong></td>
<td><strong>$9,900</strong></td>
<td>A great day sailer for San Francisco Bay, but features accommodations for fun overnight trips. An excellent value – make offers!</td>
</tr>
<tr>
<td><strong>44' Sunseeker Camargue, 1998</strong></td>
<td><strong>$385,000</strong></td>
<td>Slow Down is everything but slow. The Sunseeker Camargue is designed to perform well in all sea conditions. Running at 35 knots with a 320 nautical mile range, this yacht will comfortably take you south in the winter or simply over to Angel Island, whatever your preference. Features an enormous cockpit and beautiful interior layout for six. A must see in an ideal Marin location.</td>
</tr>
<tr>
<td><strong>39' Ocean Alexander Sedan, 1986</strong></td>
<td><strong>$169,000</strong></td>
<td>Professionally maintained, this spacious 39-ft yacht offers the comforts and amenities of a yacht twice its size. Everything considered – age, size and style – this Ocean Alexander is practically perfect. Hauled and surveyed in 2004.</td>
</tr>
<tr>
<td><strong>35' Viking Express, 1985</strong></td>
<td><strong>$149,000</strong></td>
<td>Viking’s entry into the Express market. Offers an exceptionally stable ride into head seas. Set up as the ultimate fishing boat, this vessel underwent a major refit in 2004 &amp; 2005 where virtually every system was checked, repaired or replaced with new.</td>
</tr>
</tbody>
</table>
| **25' Skipjack, 1983** | **$38,000** | American Marine 50

*Designed by Roger McCleer of American Marine and built at the Grand Banks yard. This ketch-rigged motorsailer is in excellent condition, and well thought out. Her raised pilothouse, with restored walk around teak decks, makes her one of a kind.*

A tough, practical sportfishing platform. This boat also has overnight accommodations in the forward V-berth with convertible dinette. Enclosed marine head. Good storage in cabin below deck. Offers function and comfort for your fishing adventures. |
| **31' Beneteau 331, 2002** | **$92,000** | American Marine 50

*Designed by Roger McCleer of American Marine and built at the Grand Banks yard. This ketch-rigged motorsailer is in excellent condition, and well thought out. Her raised pilothouse, with restored walk around teak decks, makes her one of a kind.*

A tough, practical sportfishing platform. This boat also has overnight accommodations in the forward V-berth with convertible dinette. Enclosed marine head. Good storage in cabin below deck. Offers function and comfort for your fishing adventures. |
The Horrible Heifer:
A thoughtless boater who dumps no matter where he is. This selfish act puts everyone in a bad moo’d.

Don’t be a party pooper. Dump at the pump.
Your California Nordic Tugs Center  New and Used Nordic Tugs
Cruise Comfortably at 8 Knots/2 GPH  Top Speed 16+ Knots
Safe and Reliable Diesel Power  Bright, Spacious Engine Room

NORDIC TUGS 42

February 2006 • Latitude 38 • Page 19
WINTER SPECIAL!!!
CELEBRATE BY GETTING THE ONE YOU LOVE CLEANED UP AND TAKING HER OUT. YOUR BOAT, OF COURSE!

$99 SECOND COAT of BOTTOM PAINT
For boats under 40’ with purchase of bottom job. Expires 3/1/06.

BAY MARINE BOATWORKS, A FULL SERVICE BOATYARD
310 West Cutting Blvd. • Point Richmond, CA 94804
1-800-900-6646

Thank you for your business!

GLEN COVE MARINA
"with access to San Francisco Bay and the Sacramento River Delta"

Glen Cove Marina has recently been updated with extensive improvements, including channel dredging.

- Guest Dock
- Pump-out Station
- Clean Restrooms
- Showers
- 24 Hour Security Gates
- Laundry
- Water & Storage Boxes
- Yacht Brokerage Services
- Picnic & Recreational Facilities
- Waterfront Walking Trail

Open Berth to 55 Feet • Covered Berth to 44 Feet

GLEN COVE MARINA 707-552-3236
On the Carquinez Strait
2000 Glen Cove Road, Vallejo, CA 94591
www.friendlyharbors.com • friendlyharbors@msn.com

Thank you for your business!

MONTEREY BAY CANVAS
dodgers • enclosures • custom projects
831.277.6094

Find this ad for new offers monthly.

GLEN COVE MARINA
707-552-3236
2000 Glen Cove Road, Vallejo, CA 94591
www.friendlyharbors.com • friendlyharbors@msn.com
Click, Call, or Come By

1 Internet
to purchase products online, go to westmarine.com or BoatUS-store.com

2 Catalog
to purchase products, call 1-800-Boating 1-800-262-8464

3 Stores
for the location of the store nearest you, call 1-800-Boating 1-800-262-8464

SAVE 25%  
187.48/Set
West Marine
Equator Breathable Foul Weather Gear
• Super lightweight and waterproof gear is great for brief tropical squalls or buoy racing
• Imported. Unisex M–XXL; Bibs: Unisex M–XL
Jacket: Red/Navy, Gold/Navy—Model 2777993S
Reg. 134.99 SALE 101.24
Bibs: Navy—Model 2774917S
Reg. 114.99 SALE 86.24
Selection varies by store.

SAVE 25%  
WEST MARINE EXCLUSIVE!
44.99
Sperry Top-Sider™ Spinnaker Deck Shoes
• Breathable performance boat shoes keep your feet dry, comfortable and stable on deck
• Imported. White. Men's half sizes 8–12, 13
Model 5404815 Reg. 59.99

15% OFF RONSTAN BLOCKS
Selection varies by store. While supplies last.

25% OFF BULK ROPE!
Selection varies by store. While supplies last.

NEW

149.99
West Marine
VHF55 Handheld Radio
• Compact water-resistant VHF with a powerful Li-Ion battery pack for 10 hours of normal operation
Model 7642358

SAVE 30% OFF WEST MARINE BRAND BINOCULARS
Selection varies by store. While supplies last.

MUST PRESENT THIS AD!
to get the Sale Prices* shown. Specials in this ad not combinable with any other offer.
Sale Prices good February 2–26, 2006
*Cashier please ring through as PDF using item discount, reason code “Event”.
Product descriptions, typographic, price or photographic mistakes are unintentional and subject to correction.

From 399.99
Raymarine
ST60 Tridata
• Provides depth, speed, distance, sea temperature and timing information
• Three LCDs show selected data in a single display
• Includes nylon speed and depth transducers
• Deep- and shallow-water alarms provide visual and audio warning
• Depth reference can be set for waterline or keel offset

Graphic Display

Selection varies by store. While supplies last.
FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

All Rigging

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

Coyote Point Marina

- Berths: 24' to 50'
- Concrete Double Side Ties
- Monthly Rates: $5.96-$8.25 per ft. – Utilities and Dockbox Included
- 22' Side Ties Available at $80.00/month Larger Berths Are Available
- Beautiful Mid-Peninsula Location Easy Access from US101
- Club Nautique Charters and Instruction for Sail and Powerboats
- Fuel Dock, Gasoline and Diesel
- Accommodating Staff and Convenient Parking
- Adjacent to Park with Playground, Shoreline Trail, Nature Museum, Beach, Picnic and Barbecue Areas
- Adjacent to 18-Hole Golf Course and Dominiè’s Restaurant

1900 Coyote Point Drive, San Mateo, CA 94401
Open 7 days a week

(650) 573-2594

Stainless Steel Boating Hardware at
AFFORDABLE PRICES!

Now a stocking distributor of the
HYDRO BUBBLE ANCHOR

Visit Our Website for Unbelievable Prices!

DA NARD MARINE PRODUCTS is a manufacturer-direct importer of fine stainless marine products from all over the world. We use them and test them on our own boats. By working directly with the manufacturers, we can pass on the savings to you.

Visit Our Website for Unbelievable Prices!

- SS Anchors from 4 to 105 lbs.
- SS Anchor Chain
- SS Shackles, Sailboat Hardware and Deck Fittings
- Dinghy Wheels

DaNard Marine Products
350 Hearst Dr., Oxnard, CA 93030
(805) 983-8285
www.shinyboatstuff.com

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

All Rigging

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

Coyote Point Marina

- Berths: 24' to 50'
- Concrete Double Side Ties
- Monthly Rates: $5.96-$8.25 per ft. – Utilities and Dockbox Included
- 22' Side Ties Available at $80.00/month Larger Berths Are Available
- Beautiful Mid-Peninsula Location Easy Access from US101
- Club Nautique Charters and Instruction for Sail and Powerboats
- Fuel Dock, Gasoline and Diesel
- Accommodating Staff and Convenient Parking
- Adjacent to Park with Playground, Shoreline Trail, Nature Museum, Beach, Picnic and Barbecue Areas
- Adjacent to 18-Hole Golf Course and Dominiè’s Restaurant

1900 Coyote Point Drive, San Mateo, CA 94401
Open 7 days a week

(650) 573-2594

Stainless Steel Boating Hardware at
AFFORDABLE PRICES!

Now a stocking distributor of the
HYDRO BUBBLE ANCHOR

Visit Our Website for Unbelievable Prices!

DA NARD MARINE PRODUCTS is a manufacturer-direct importer of fine stainless marine products from all over the world. We use them and test them on our own boats. By working directly with the manufacturers, we can pass on the savings to you.

Visit Our Website for Unbelievable Prices!

- SS Anchors from 4 to 105 lbs.
- SS Anchor Chain
- SS Shackles, Sailboat Hardware and Deck Fittings
- Dinghy Wheels

DaNard Marine Products
350 Hearst Dr., Oxnard, CA 93030
(805) 983-8285
www.shinyboatstuff.com
48' HANS CHRISTIAN CUTTER, '88. World class cruiser. New rigging, rebuilt Yanmar, complete cruising electronics, new sails. $369,000.

44' SCHOCK SLOOP, '01. New carbon fiber mast, canting keel, new sails, trailer. $159,000.

NEW 105Mc – GEMINI, 2006
Best selling cruising catamaran in the U.S.!
$147,500.

33' MASON CUTTER, '85. Quality craftsmanship throughout this family cruiser. Beautiful wood, complete cruise inventory. Green hull, beautiful teak decks. $59,500.

41' NELSON MAREK Sloop, '83. New LP, big sail inventory, fast race/cruise. PHRF 60. $74,500.

57' BOWMAN CC KETCH, '78. New dark blue LP, cruise electronics, 3 staterooms, inflatable, OB, VacuFlush heads. $225,000.

39' CAL SLOOP, '78/79. New upholstery, drapes, Quantum genoa furling, CNG stove, rebuilt engine. $69,500.

46' FARR RACING SLOOP. Extensive refit '05. New engine. KVH Sailcom '05, 3 digital displays, mega sail inventory, 2 new spinns. $105,000.

39' ANDREWS SLOOP, '83. Race/cruise with large sail inventory, new rigging, LP, rebuilt engine, new main and jib. $29,900.

28' ERICSON SLOOP, '87
Race or cruise. Excellent sail inventory, custom teak interior, diesel tiller. $71,000.

Some boats shown may be sisterships.
FOR SAILORS WHO **LOVE SAVING A BUNDLE!**

**ENGINE SALE**

**ULTRA SMALL CABIN AND WATER HEATER**

**New Heater Breakthrough**

Be comfortable all year round with a quiet, reliable Webasto hot water heating system. Can be linked to pre-heat an engine and provide all the hot water you'll need in the galley or for showers.

**CERAMIC IGNITION SYSTEM**

- Heat output 17,200 btu/hr (5kw)
- Fuel Consumption .18 gal/hr
- Power Consumption 32 w
- Weight 6.4 lbs

**SR161 AIS Receiver**

*Give your navigation PC the power to "see" shipping traffic.*

**Introductory Special – Only $249!**

Commercial ships now use AIS transponders. Map nearby ships with navigation software using a standard serial port connection with the SR161 AIS Receiver.

*For more information, contact:

Milltech Marine
425-818-5246
http://www.milltechmarine.com*
Along with a great place to berth your boat, San Leandro Marina offers you a wealth of recreational opportunities...

- 27 holes of championship golf
- A waterfront hotel
- Fine dining at 2 restaurants overlooking the water
- 40 acres of shoreline park and picnic sites
- 300 acres of tidal wetlands on the Bay Trail
- 2 active yacht clubs

(510) 357-7447
www.ci.san-leandro.ca.us/slmarina.html
**MARITIME INSTITUTE**

U.S. Coast Guard approved courses and testing.
Classes held continuously throughout California.

**New!** Hands-On training aboard
your boat or ours.

**Celestial Courses**
USCG Two-week or Cruiser’s 3 day

**CAPTAIN'S LICENSE**

**ADVANCED TRAINING**
FOR EVERYONE

Boat Owners • Cruisers • Crew

Take the same U.S. Coast Guard approved Captains course offered to professional mariners, and get advanced training in safety, navigation, radar, radio and rules of the road. The training everyone needs, even if you never intend to get a license.

**CALL TOLL FREE**
888-262-8020

Visit our website for more information.
www.MaritimeInstitute.com

---

**THE BEST just got BETTER!**

- Most energy efficient
- Push button operation
- Quick & easy installation
- Low maintenance

**SPECTRA WATERMACHINES**

Find out more about our entire line of watermachines from 150 to 1000 gallons per day.
Phone: 415.526.2780 • www.spectrawatermakers.com

**Making Fresh Water, Worldwide.™**

---

**SAUSA resist**

**LIST MARINE INC.**

- Full service engine shop
- We service all makes
- Dockside facilities
- Mobile service trucks

**YANMAR marine**

P.O. BOX 2008 / 69 LIBERTY SHIP WAY
SAUSALITO, CA 94966
Adjacent to Schoonmaker Pt. Marina

415-332-5478
Quality People Quality Service

Ron Romaine – Pt. Richmond, CA
We know you demand the best when it comes to your boat, and that’s why the best in the business are here to help you at West Marine Boat Services! Ron Romaine, with more than 25 years of marine industry experience, knows all about your electrical and electronics needs.

After years of running his own successful business, Ron brings his expertise to our Pt. Richmond location on the docks at KKMI Boat Yard. Ron offers the best in high-performance electrical systems, racer and cruiser performance instruments, navigation, communication and computer systems along with complete project management—all backed by West Marine’s No-Hassle Guarantee.

The largest selection of marine electronics!

- Radar Systems
- GPS/Chartplotters
- Autopilots
- Fishfinders
- Radios
- Antennas
- Windlass
- Charging Systems
- Audio & Video
- Satellite Systems

Call your local Service Manager for more information!
Alameda, CA...........................................................(510) 769-8425
Point Richmond-KKMI, CA....................................(510) 236-2781
Sausalito, CA..........................................................(415) 332-5086
Long Beach, CA.....................................................(562) 598-7619
San Diego, CA...........................................................(619) 223-7022
FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804

FOR SAILORS WHO LOVE SAVING A BUNDLE!

40% OFF

Bottom Paint

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

©(510) 235-5564 • fax: 235-4664
yard@kkmi.com • www.kkmi.com
530 W. Cutting Blvd. • Pt. Richmond, CA 94804
South Beach Sailing Center

The difference between a boat and a yacht

- WASHING
- WAXING
- VARNISHING

Westwind
Complete Yacht Care

(415) 661-2205
email: westwinddetailing@sonic.net • website: boatdetailing.com

Pier 40, South Beach on the Embarcadero • San Francisco
Call Toll Free 1-888-828-6789

South Beach Riggers
Custom Solutions for your Custom Problems

Let our knowledgeable and professional rigging team manage your project.
We have the Answers to your Questions.

Winning Technology for the Hot Race or the Casual Cruise

- Expert advice, sales and splicing of Vectran, Spectra, Technora, and Dacron by our certified splicer
- Professional survey and tune for your rig
- Standing and running rigging replacement
- Sales and installation of all marine hardware
- Fabrication and hydraulics
- Insurance work
- Over 100,000 miles racing and cruising experience

TWO LOCATIONS
399 Harbor Dr. • Clipper Marina • Sausalito • 415.331.3400
South Beach Riggers • South Beach Harbor • San Francisco • 415.974.6063

DO IT ONCE – DO IT RIGHT… Call Tom Today
Hydrovane

Survive Your Dream

‘Great Atlantic Gear Test’
Hydrovane rated #1 in ALL categories!!
#1 Reliability
#1 User Friendliness
#1 Value for Money

www.hydrovane.com

604-925-2660  fax 604-925-2653  info@hydrovane.com

Change a life.
Donate your boat.

Support local and regional programs for children and young adults through the charitable donation of your boat. The Pacific Marine foundation is a 501(c)(3) non-profit organization funding regional programs such as Northwest Youth Services, Sea Scouts, Boys & Girls Clubs, and local public school education foundations. A substantial tax savings and the possibility of a partial cash sale makes a charitable donation a very attractive alternative for any owner who is considering selling their well-found power or sailing yacht.

A Friendly, Helpful Staff...Join Us! We love Making New Friends and Spoiling Them!

★ Competitive Rates!
★ Guest Dock
★ Fuel Dock and Pump Out Stations

★ Great Restrooms with Showers
★ Full Service Boat Yard and Chandlery
★ 2 Restaurants for Breakfast, Lunch, Cocktails and Dinner

707-648-4370
Fax 707-648-4660

website: www.ci.vallejo.ca.us ★ 42 Harbor Way • Vallejo, CA 94590

Gateway To The Bay & Delta
**SIGN UP FOR THE 2006 RACING SEASON**

**YRA offers you a choice for racing both on the Bay and local ocean:**

**Handicap Racing:** (HDA) Handicap Divisions Association
Bay racing on various courses for boats with PHRF handicap ratings
HDA DIVISIONS are invited to race in the OYRA Crewed Lightship I race on March 25, 2006, for an additional $5.00 per racer. Entrants are required to note on their season application to the YRA office that you are intending to race in this race and must provide the SIGNED MINIMUM OYRA EQUIPMENT FORM at the time of registration. HDA Fleets registering at least five racers PRIOR TO JANUARY 31, 2006, may request to be scored separately. This is not counted toward your HDA Season scoring and you cannot qualify for the OYRA Season Championship. However, you must register for the Lightship I at the time you register for the season. An entrant registering after the HDA season entry form has been received by the YRA office will be charged the $50.00/$75.00 individual racing fee.

Divisions are determined by grouping similarly rated boats.
Division assignments are determined from all entries available, approximately two weeks before the Vallejo Race. Early entry is strongly encouraged.
A current NCPHRF certificate is required.

**One Design Class Racing:** (ODCA) One Design Class Association
Bay racing for 11 qualifying one design classes
Class membership is required.
The Vallejo Race and the Second-Half Opener are included in the ODCA Season Racing if the individual class has so specified on their race schedule, if your class is not racing, individual entrants must register separately and pay the $75.00 individual racing fee. Occasionally an OYRA or HDA race is included at no additional charge if specified by a class.

**Offshore Racing:** (OYRA) Offshore Yacht Racing Association
Approx 12 ocean races ranging from 15 to 51 miles in length
PHRO – crewed boats 35 feet and over
MORA – crewed boats under 35 feet
SHS – singlehanded and doublehanded boats
One Design fleets who include ocean courses
A current NCPHRF certificate is required. ALL entries MUST INCLUDE a signed copy of OYRA MINIMUM EQUIPMENT REQUIREMENTS. (See www.yra.org/OYRA for forms or call YRA office.)
OYRA DIVISIONS are invited to race in the Vallejo Opener for an additional $5.00 per racer. Entrants are required to note on their season application to the YRA office that you are intending to race in this race. This is not counted toward your OYRA Season scoring and you cannot qualify for the HDA Season Championship. However, you must register for the Vallejo Race at the time you register for the season.
An entrant registering after the OYRA season entry form has been received by the YRA office will be charged the $75.00 individual racing fee.

**Wooden Boats:** (WBRA) Wooden Boat Racing Association
Bay racing for Bird Boats, Folkboats, IODs and Knarrs
Class membership required.
The WBRA is a Golden Anchor member in US Sailing and has included US Sailing membership dues in its entry fee.

**GENERAL INFORMATION FOR ALL FLEETS**

**THE DEADLINE FOR LIGHTSHIP I RACE ENTRIES WITHOUT LATE FEES** is 5:00 PM, Monday, March 13, 2006. Between March 14 and March 20, 2006, a $35 late fee must be included with your entry. From March 21 to March 22, 2006, a $75 late fee is required. After 5:00 PM March 22, 2006, NO ENTRIES WILL BE ACCEPTED.

**THE DEADLINE FOR VALLEJO RACE ENTRIES and HDA SEASON RACERS WITHOUT LATE FEES** is 5:00 PM, Monday, April 24, 2006. Between April 25 and May 1, 2006, a $35.00 late fee must be included with your entry. From May 2 to May 3, 2006, a $75 late fee is required. After 5:00 PM May 3, 2006, NO ENTRIES WILL BE ACCEPTED.

Note: The deadline for all other race registrations is 5:00 PM, the Monday prior to the race. This means that all entries, fees, and appropriate rating certificates must be at the YRA office, not in the mail. No entries will be accepted after 5:00 PM on Wednesday. A $35.00 late fee must accompany any application received between 5:00 PM on Monday and 5:00 PM on Wednesday. A valid NCPHRF (Northern California Performance Handicapped Racing Fleet) certificate is required for HDA and OYRA entries. NCPHRF certificates must be on file at the YRA office by 5 PM the Monday prior to the race. The rating fee is $40 for a new certificate (any certificate not having a previous rating or a certificate that has not been renewed within the last year) and $30 for a renewal (boats renewing year 2005 certificates).

YRA SSIs, Entry Forms, and NCPHRF Certificate rating applications are available from the YRA office and on the YRA Web site at www.yra.org. Race Instructions for the 2006 racing season will be posted on the YRA Web site approximately two weeks before the first race for each Charter Association. These individuals needing MAILED copies of the Race Instructions must so indicate by filling out the appropriate forms included in the entry package during registration. If all or parts of the SSIs and Race Instruction packet are lost, duplicates are available from the YRA office for $5.00. There are no refunds.

YRA sailing membership and membership in a YRA member yacht club are required to register a boat for any YRA qualifying race. There is a two-month grace period for yacht club membership.

Please fill out your entry form completely. Sign, date and return it to the YRA office along with your check payable to the YRA. A single check is acceptable for both your PHRF FORM and your ENTRY FORM.
**Yacht Racing Association**

Bldg, 35S, Fort Mason, San Francisco CA 94123
Phone - 415-771-9500 e-mail - info@yra.org Fax - 415-276-2378

**Year 2006 YRA Entry Form**

**Yacht Name** ________________________________

**Marina:** ____________________________
**Berth:** ___________ **Sail #** ___________

**Name** ________________________________
**Address** ____________________________________

**City** ____________________________ **ST** __ **ZIP** __________

**YRA of San Francisco Bay Membership:**

Sailing Membership (Required to enter any YRA race) **$40.00**

OR Associate Membership (Non racers, CRO’S AND CRO Candidates) **$15.00**

**YRA Summer Series**

- One Design Class Association (ODCA) **$170**
- Wooden Boat Racing Association (WBRA) (US Sailing Membership fee included) **$180**
- Handicap Division Association (HDA) **$170**
- Ocean Yacht Racing Association (OYRA) Entry MUST include signed copy of OYRA Minimum Equipment Requirements. See www.yra.org/OYRA or call office for __________

For OYRA CIRCLE ONE of the following: PHRO-over 34 ft, MORA-34 ft and under, SHS-1 or 2 crew __________

**Deadline For All Fleets Sailing in Lightship I - March 13 W/O Late Fee of $35.00/$75.00 after March 20, 2006.** __________

**HDA racers wishing to race the additional Lightship II race, please check box and add $5.00.** __________

**OYRA racers wishing to race the Vallejo Race please check box and add an additional $5.00.** __________

**Non-us Sailing Members Add $15.00 To Season Racing Fees** **Season-Non-us Sailing Racers Only** **$15.00**

**Single Races:** Not included in Fleet Season Racing = $50 ($55 Non US Sailing) Vallejo/2nd Half Opener and Drakes Bay $75 ($80 Non US Sailing) NAME AND DATE OF RACE(S) REQUESTED

**PHRF Renewal** $30 (Renewal of 2005 Certificate)

**PHRF New** $40 (New PHRF 2006 Certificate)

**TOTAL** __________

In consideration of being admitted to sailing membership in the Yacht Racing Association of San Francisco Bay (YRA), I agree to abide by “The Racing Rules of Sailing” and the Sailing Instructions of the YRA and the regatta sponsors. I warrant that I will maintain compliance with the YRA Minimum Equipment requirements. I agree to release the officers, agents and employees of the YRA, and its Member Associations in any activity to which this entry form applies. I further warrant that I have not relied upon any of the above entities or individuals in preparing my yacht for racing.

Signed: __________________________ Date: ______________________

Make check payable to: Yacht Racing Association (YRA)

**Office Use Only**

YRA Member Year/Number __________ PHRF rating [] seconds per mile. **Date PHRF last Issued** __________

Check Number __________ Amount PD __________ DATE Received in office __________________________
The Finest Sails Begin with The Best Sailcloth

Our patented woven Vectran® sailcloth performs like the laminates with the durability of Dacron®, especially in roller furling applications. In fact, Vectran® is lighter, lower stretch, and retains its shape over a longer life than any sailcloth we’ve ever offered to cruising sailors. That’s because Hood Vectran® is woven, not laminated to Mylar® film. And you can be sure that each sail we roll out is built by hand, with the same care and craftsmanship that has been the Hood hallmark for 50 years.

To discuss your sailcloth needs – whether our state-of-the-art Vectran® or our soft, tight-weave Dacron® – give us a call today.

Visit our website for Special Online Discount Pricing...
www.hoodsailmakers.com
CALENDAR

Non-Race

Jan. 28 - Feb. 6 — Northern California Boat Show at the Alameda County Fairgrounds in Pleasanton. One thousand boats and yachts from 7 to 70 feet, although most of the sailboats are on the smaller end of the spectrum. Call (800) 698-5777 for details and weekday discount tickets.

Feb. 1 — Singlehanded Sailing Society seminar, “Emergencies — The Sailor.” Seminar will be at 7:30 p.m. at the Oakland YC, in Alameda, of course, and will cover subjects such as how to reef when you’re unconscious. Just kidding. For information on other upcoming seminars, email race chairs Ben and Lucie Mewes at sstp06@yahoo.com or bother them by phone at (510) 522-2894.

Feb. 4 — Visual Distress Signals Demonstration and Clinic. This is hands-on, folks, and the perfect chance for you to shoot off your old flares under the watchful eye of trained experts from the Coast Guard and the Coast Guard Auxiliary. So not only do you get to dispose of out-dated flares, but you get flare education, too. Trust us, you don’t want to wait until you’re sinking to learn how to shoot off a flare without setting your boat afire. Demo and clinic is from 3 to 6 p.m, no matter if it’s sunny, rainy or snowy, at the Cal Sailing Club in Berkeley. Free of charge and open to all. See www.cal-sailing.org.

Feb. 4 - 5 — In-the-Water Sailboat ‘Unshow’. Rather than spend money setting up at a boat show, three of the biggest sailboat dealers in Northern California — Passage Yachts of Pt. Richmond, H&S Yachts of Alameda, and Farallone Yachts of Alameda — are thinking ‘outside the tent’ by throwing an ‘Unshow’ at their respective locations on three consecutive weekends. Lines featured include Hunter, Catalina/Morgan, Island Packet, Jeanneau, Sabre, Wauquiez, Beneteau, and Caliber, as well as Mainship powerboats and Swift Trawlers. For info, call Passage at (510) 236-2633; H&S at (510) 521-5544; or Farallone at (510) 523-6730.

Feb. 9 — Single Sailor’s Association monthly meeting at the Oakland YC. If you are single and you love sailing, you’ll probably love this. Meetings throughout the year. Info, www.sail-ssa.org or (510) 273-9763.

Feb. 11 & 12 — North U seminar on tactics and strategy. Also fee-based seminars on weather (Mar. 11), Cruising and Seamanship (Mar. 12), and Integrated Performance Software (Apr. 2). For info, www.northu.com or (800) 347-2457.

Feb. 14 — Valentine’s Day. Chocolates are old hat and melt all over the place, so surprise the love of your life with a new sailboat — or maybe a charter around Moorea. Contact Cupid for details.

Feb. 15 - Mar. 22 — Six-week Boat Smart class by the Diablo Sail and Power Squadron, “the largest safe boating teaching organization in America.” Lt. Gwin Hix at mrsmalloy@aol.com or (925) 377-2628.

Feb. 18 — The year is 1846, and the U.S. Navy officially mandates ‘port’ for left and ‘starboard’ for right, as the previously accepted ‘larboard’ and ‘starboard’ for some reason seemed to cause confusion.

Feb. 25 — Boating Safety Course, Coast Guard Flotilla 12-2. 9:30 a.m - 3:30 p.m., Oakland YC. $10 fee includes text. Info, Nancy (510) 601-6239.

Feb. 25 — Diesel Engine Maintenance Seminar — free — at KKM in Richmond. Email erica@kkmi.com for details.

Mar. 1 — The Singlehanded Sailing Society presents Single Sideband Communications. For info, Lucie and Ben Mewes sstp06@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.
Guest Berthing in the City

South Beach Harbor is a great way to experience San Francisco. Boats of all sizes are welcome in our protected deep water harbor. Bring your boat to South Beach and enjoy all the attractions of the City – and great sailing too!

• 650-ft. Guest Dock
• 20 Guest Berths – Cruise-ins are welcome
• 24-Hour Security
• Free Pump Out Station
• Casual and Fine Dining Nearby
• Adjacent to SBC Park
• Easy Access to Transportation
• On-Site Marine Services
  ◦ Boat Charters
  ◦ Boat Cleaning/Detailing
  ◦ Diving Services
  ◦ Marine Canvas/Upholstery
  ◦ Rigging Services
  ◦ Sailing School

For Guest Reservations, Contact:

South Beach Harbor Office
(415) 495-4911
Fax (415) 512-1351
sb.harbor@sfgov.org
www.southbeachharbor.com
March 14 — Coast Guard-approved Boat Smart safe boating class, March 14, 15, 21, 22, 7 to 9 p.m. in Novato. Taught by Marin Power and Sail Squadron at no charge. Text $30. (415) 924-2712.

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


April 19 - 23 — Strictly Sail Pacific, Jack London Square, the West Coast’s really big all-sailboat show. See www.strictlysail.com.

Racing

Feb. 1, 8, 15 & 22 — Grand Prix Sailing Academy offers its Winner’s Circle Series for sailors who want to learn more about racing. It’s $10 a session or $30 for all four. Sessions held from 6 to 8 p.m. at Golden Gate YC in San Francisco. Email info@sailorstocrew.com or call (415) 546-SAIL.

Feb. 4 — Singlehanded South Bay Race, Sequoia YC. You learn better and faster with one hand than with a whole crew. Using just one hand, dial (650) 361-9472 for information.

Feb. 11 - 12 — North U. seminar on Race Tactics and Strategy. Details at www.northu.com or call 800 347-2457. There is a fee.

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

Feb. 25 — The 11th Annual One More Time Wooden Hull Regatta — the only event of its kind sailed on Santa Monica Bay. All kinds of woodie fun. Info, Andy Kopetzky (818) 506-6566 or (818) 324-5872.


Mar. 3, 4, 5 — Heineken Regatta, St. Martin, West Indies. One of the world’s great fun regattas — and some of the wildest parties. Ouch, my liver! Visit www.heinekenregatta.com.

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

Mar. 11 - 12 — Big Daddy Regatta, a Bay Area classic that shouldn’t be missed. Richmond YC, (510) 237-2821 or www.richmondyc.org.

Mar. 13 — Marina del Rey to Guadalupe Island (Mexico) and back — 600-miles — singlehanded and doublehanded race. Perfect for qualifier for Singlehanded TransPac. Sponsored by Pacific Singlehanded Sailing Association of Marina del Rey. Contact Phil Habegger at 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!” Joanne McFec, (510) 521-7442 or iycracing@yahoo.com.

Mar. 25 — Crewed Lightship. Info, John Craig of StFYC at (415) 563-6363.

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.

Apr. 1 — Sail north, the rush is on! The Bay Area Multihull Association will be sponsoring a Doubles-handed Race.
Come Sail Away!

Strictly Sail® Pacific
April 19–23, 2006
The Bay Area’s Only All-Sail Boat Show.

For tickets and show details visit StrictlySail.com
SPLASHED...
The New J/124!

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

From its large cockpit and clear coat carbon 4-spoke wheel, to the fine teak joiner work and Ultra-leather or suede upholstery below, or simply by the smooth, graceful way it slides through the water, the new J/124 is every bit a sailing yacht...in the best sense of the word. One that is a joy to sail in all conditions with minimal crew and with rare need to employ the auxiliary diesel engine.

Yet, J/124s focus on shorthanded sailing qualities doesn’t preclude many days of offshore coastal sailing. Her balanced dimensions are hallmarks of seaworthiness.

J/124 is a true escape...away from all the trappings and chores of home. Little-used amenities and complex cruising systems are discouraged where possible. But, all the important stuff is there: An adequate galley and chart table; the accessible top-loading icebox; 6 feet of headroom; three separate sleeping areas; a dodger for all-weather protection; and a cockpit made secure with 14” high backrests and seats that are long enough to sleep on.

The high-tech composite hull evolves from Js that have dominated IRC competition in Europe over the past three years. The Hall Spars mast and ACC rudder are carbon fiber. Easiest configuration of all is the optional and removable Hoyt self-tacking jib boom with roller furling jib. If the joy of sailing is a priority...that feel of acceleration and response of a good boat...but you still want to enjoy some overnight comfort on those yacht club cruises, then this is the J for you.

Call today –
Sea trials available in February

CALANDER

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.sfbay.org for details.

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 American and the Carib — a photographer’s dream. See www.antiguaclassics.com.

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, weeklong regatta at least once. See 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.


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.

Midwinter Regattas


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


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


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


Mexico, The Season Ahead

Feb. 1 - 5 — Zihua SailFest, Zihuatanejo Mexico. For five days, cruisers and locals gather in perhaps the favorite cruisers destination in mananaland for two reasons: to have fun, and, more importantly, to raise money for the Nettahualcoyotl School for Indigenous Children. These kids, many of whom are orphaned, can’t attend Mexican schools until they learn...
The Coast is Covered!

Pearson Composites, Sail California San Francisco, Sail Northwest, and Sail California Newport Beach, announce their new partnership to provide total manufacturer support at the local level. Now offering beauty, style, grace and passion designed into superior lines of both power and sail plus support from a new, unbeatable manufacturer/distributor relationship.

The exquisite Schumacher-designed Alerion line of performance classics along with the inspired line of True North power boats are now available on the West Coast through a full service distributor network. Pearson Composites, builder of the successful J/Boat line and the leader in composite technology has announced a new relationship to better serve the rapidly growing demand for both lines of modern classics.

"As J/Boat dealers we’ve worked closely with Pearson Composites for many years, and beyond our confidence in their manufacturing quality and craftsmanship, we’ve long admired their other quality products", said Pat Nolan of the Sail California San Francisco office. "With the success of both Alerion and True North, we’re very happy to have the opportunity to give West Coast owners the benefit of a fully supported network with manufacturer to owner pricing."

With 40+ Alerion 28s already sailing on the West Coast, one of Carl Schumacher’s most beautiful legacies is already well established in the region. Building on this foundation the Alerion 38 and True North line of powerboats will certainly find many happy Pacific Coast owners as well.

For an inside look at either of these lines of first class yachts, get in touch with any of our new West Coast service centers.
CALENDAR

to speak Spanish. Last year was the fourth year, and $30,284 U.S. was raised — thanks in large part to matching funds raised by the Bellack and Underwood Foundations. See www.zihuasailfest.com.

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

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

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

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

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

<table>
<thead>
<tr>
<th>date/day</th>
<th>slack</th>
<th>max</th>
<th>slack</th>
<th>max</th>
</tr>
</thead>
<tbody>
<tr>
<td>2/04Sat</td>
<td>0234/2.8F</td>
<td>0537</td>
<td>0842/3.9E</td>
<td></td>
</tr>
<tr>
<td>2/05Sun</td>
<td>0330/2.4F</td>
<td>0627</td>
<td>0943/3.9E</td>
<td></td>
</tr>
<tr>
<td>2/11Sat</td>
<td>0317/1.9E</td>
<td>0611</td>
<td>0904/2.6F</td>
<td></td>
</tr>
<tr>
<td>2/12Sun</td>
<td>0342/2.1E</td>
<td>0649</td>
<td>0940/2.7F</td>
<td></td>
</tr>
<tr>
<td>2/18Sat</td>
<td>0109/2.3F</td>
<td>0408</td>
<td>0718/3.2E</td>
<td></td>
</tr>
<tr>
<td>2/19Sun</td>
<td>0150/2.0F</td>
<td>0442</td>
<td>0807/3.3E</td>
<td></td>
</tr>
<tr>
<td>2/25Sat</td>
<td>0149/2.2E</td>
<td>0452</td>
<td>0747/2.8F</td>
<td></td>
</tr>
<tr>
<td>2/26Sun</td>
<td>0237/2.7E</td>
<td>0543</td>
<td>0839/3.4F</td>
<td></td>
</tr>
</tbody>
</table>

The Back Cove is the ultimate luxury tender. A sailor’s powerboat, the Back Cove 29 and 26 are elegantly styled and meticulously crafted. Crafted in Maine, her Down East styling with traditional spoon bow and sloped transom turns heads wherever she goes. Call now to inquire on available delivery.
<table>
<thead>
<tr>
<th>Model</th>
<th>Year</th>
<th>Notes</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>J/120, 2001 Kookaburra</td>
<td></td>
<td></td>
<td>$249,500</td>
</tr>
<tr>
<td>Wauquiez Centurion 45s, 2003 Angeline</td>
<td></td>
<td></td>
<td>Reduced $360,000</td>
</tr>
<tr>
<td>Catalina 36, 2000, Nova</td>
<td></td>
<td></td>
<td>Asking $120,000</td>
</tr>
<tr>
<td>Mumm 36, 1994, Little Wing</td>
<td></td>
<td></td>
<td>Reduced $49,500</td>
</tr>
<tr>
<td>Catalina 36 Mk II, '00, Nova</td>
<td></td>
<td></td>
<td>$120,000</td>
</tr>
<tr>
<td>36’ Beneteau 36.7, '02, Summer &amp; Smoke...Reduced 134,900</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35’ J/109, '03, hull #50, Hi Jinx**</td>
<td></td>
<td></td>
<td>Reduced 225,000</td>
</tr>
<tr>
<td>35’ J/105, '01, hull #403, Mudlark**</td>
<td></td>
<td></td>
<td>New Listing 125,000</td>
</tr>
<tr>
<td>35’ J/105, '01 Triskeler*</td>
<td></td>
<td></td>
<td>$119,000</td>
</tr>
<tr>
<td>35’ J/105, '00, Pendragon**</td>
<td></td>
<td></td>
<td>$127,000</td>
</tr>
<tr>
<td>35’ J/105, '96, Dulcinea**</td>
<td></td>
<td></td>
<td>Reduced 99,000</td>
</tr>
<tr>
<td>35’ J/35, '84, Uncle Bill**</td>
<td></td>
<td></td>
<td>Reduced 43,000</td>
</tr>
<tr>
<td>35’ J/35, '85, Shaken Not Stirred**</td>
<td></td>
<td></td>
<td>Reduced 39,000</td>
</tr>
<tr>
<td>35’ J/35, '90, Unusual Attitude**</td>
<td></td>
<td></td>
<td>New Listing 82,500</td>
</tr>
<tr>
<td>35’ Catalina 36 Mk II, '00, Nova</td>
<td></td>
<td></td>
<td>Reduced 125,000</td>
</tr>
<tr>
<td>36’ Catalina Sport Sedan, '01, Roundabout</td>
<td></td>
<td></td>
<td>Reduced 259,000</td>
</tr>
<tr>
<td>36’ J/92, '91, Macs*</td>
<td></td>
<td></td>
<td>$26,900</td>
</tr>
<tr>
<td>33’ Aphrodite 101, '78**</td>
<td></td>
<td></td>
<td>$25,000</td>
</tr>
<tr>
<td>32’ Melges, prototype</td>
<td></td>
<td></td>
<td>$95,000</td>
</tr>
<tr>
<td>32’ J/32, '02, Loco*</td>
<td></td>
<td></td>
<td>$168,000</td>
</tr>
<tr>
<td>32’ J/32, '97, Stringender**</td>
<td></td>
<td></td>
<td>$134,000</td>
</tr>
<tr>
<td>30’ J/30, '79, Circe**</td>
<td></td>
<td></td>
<td>$21,000</td>
</tr>
<tr>
<td>30’ J/30, '99, Garudi**</td>
<td></td>
<td></td>
<td>$29,900</td>
</tr>
<tr>
<td>30’ J/30, '92, Triple Dog Dare**</td>
<td></td>
<td></td>
<td>Reduced 53,900</td>
</tr>
<tr>
<td>30’ Sabre 30 MkII, '96, Tamarin......New Listing 54,500</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29’ J/30, '91, Macs*</td>
<td></td>
<td></td>
<td>$26,900</td>
</tr>
<tr>
<td>24’ Melges, '99</td>
<td></td>
<td></td>
<td>$32,000</td>
</tr>
</tbody>
</table>

* Indicates Southern California Boats
** Indicates Pacific Northwest Boats
My father, Ivan A. Getting, is heralded as being ‘the father’ of GPS. In your November ’03 issue, you published a note about his death. In the January ’04 issue, you raised the issue of charging people in other countries for the use of GPS. I don’t recall my father ever expressing such an opinion, and didn’t respond at the time — though my feeling was that sometimes it’s a damn good thing to just make the world better for everyone possible.

Subsequently, a new GPS satellite was dedicated to my father, and on it was a plaque with an inscription quoting his favorite description of GPS: “Lighthouses in the sky serving all mankind.” I guess my old man and I saw eye to eye on this one.

GPS was developed by the military, for the military. They pay for it and it serves their needs admirably. I’m happy to count it as an extra benefit that people all over the world benefit tremendously as well. It serves to unify all of us in many ways, ways beyond having a self-consistent system of navigation and timekeeping over the entire planet. It makes me proud that our country provides this service to the world.

Ivan — Sure the U.S. military paid for GPS, but you can’t gloss over the fact that the military’s only source of money is the U.S. taxpayer. So it was really taxpayers who paid for GPS. It’s reasonably fine with us that individual foreign fishermen and other mariners — whose lives have been convenient and sometimes saved by ‘the lighthouse in the sky’ — get a free GPS ride courtesy of the U.S. taxpayer. Indeed, perhaps every GPS unit sold should be required to have a label that reads “This humanitarian service is graciously provided at no charge by the wonderful citizens of the United States.”

What we object to is the many large international corporations and foreign governments that benefit tremendously from our GPS technology. Is it so wrong to ask those who profit so much from the system to chip in a little for the cost? We’re sure you know that the shaky European Union has long been trying to set up their own Galileo GPS system, but will be lucky to be up and running by 2008. The primary obstacle to becoming operational is that many of the E.U. countries can’t see the point of having to shell out $4.5 billion for their own system when the U.S. taxpayers provide them with premiere GPS service gratis.

So as we said, if the English and Europeans are going to charge us Americans for riding on their Undergrounds, Metros, and so forth, we should charge them for using our GPS.

How cool is it that our boat Fetchin’ Ketch should end up sailing the world’s oceans with a ‘lighthouse in the sky’ fi ts in the palm of your hand.
Winter Service Specials

Svendsen’s Boat Works would like to say “thank you” to our valued customers. Mention this ad when you schedule your haulout and receive your choice of one of these FREE offers:

FREE RIGGING INSPECTION
OR
FREE BUFF & WAX

WITH THE PURCHASE OF ANY BOTTOM JOB.

Offer expires 2/28/06. Materials not included.

CALL TODAY to schedule your haulout:
510.522.2886
Or schedule your work online at
www.svendsens.com

THE BAY AREA’S ONE-STOP LOCATION FOR MARINE PRODUCTS AND BOAT REPAIR!

Located in the Alameda Marina
1851 Clement Avenue • Alameda, California 94501
LETTERS

on the January cover of Latitude 38. Of course, my wife and I are probably the only two who would recognize her as our boat, but we’ll take what we can get!

In case anyone who looked closely at the photo is wondering what we are doing with our jib backed, the answer is simple—we have to waiting for the container ship to pass so we could cross the channel. Knowing how to easily and safely heave-to is not just a skill for heavy weather in the ocean, it comes in handy in the Bay whenever you might want to just sit and wait for a bit without taking sail down. We all want to know how to make our boats go as fast as we can, of course, but sometimes the best thing to do is stop and wait.

In order to heave to on our boat, we just back the jib, ease the main, harden the mizzen, and put the helm to leeward. We come to nearly a complete stop in a very short period of time. By easing the mizzen and putting the helm to windward, the boat spins back on course. For many situations, from getting a quick bite to eat to waiting to cross a channel, this approach is worth knowing and practicing on your boat.

Bill Kinney
Fetchin’ Ketch, Northstar 80/20
Sausalito

Bill — The fact that your jib was backed was almost enough to get the photo eliminated from consideration for the cover. Thanks to your helpful explanation about how and why to heave to, we’re glad we went ahead and ran it.

††WE’D LIKE TO TAKE THEM SAILING
We read your articles on the Silverwood family’s loss of their San Diego-based Lagoon 55 catamaran Emerald Jane in French Polynesia. We recently purchased a catamaran that we base out of San Diego. If they want, we’d be delighted to take them sailing sometime aboard our Fountaine-Pajot 38, Limerick. They can contact us at whoulihan@cox.net.

Bill & Sue Houlihan
San Diego

††SECTOR SAN FRANCISCO COAST WATCH
First, I want to say, “Great publication!” I read almost everything—much of it very enviously — every month except for the race results. My family is the proud and hopeful owners of a very beat-up Rawson 30 that someday we hope to have sailing around the bay.

I read Mike Miller’s January letter saying that the Coast Guard reports had always been his favorite part of Latitude, and your editorial response that you wish the Coast Guard still provided them.

For the record, Group San Francisco is now Sector San Francisco, and it now includes the former Group, Marine Safety Office, and Vessel Traffic Service under one command. And if you folks at Latitude could make space for them, we would be happy to resume the Coast Watch reports. Much
HAULOUTS 20’ to 80’

HAULOUTS ON SHORT NOTICE...
CALL US!

NEW!
Complete Gas & Diesel Engine Service Department

Full Service Boatyard:
- Complete Propeller Shop
- Electrical Repair & Installation
- Fiberglass Buster Work
- LPU Painting
- Complete Machine Shop
- Shipwrights - Caulking & Carpentry
- Gas & Diesel Engine Service
- Mast & Rigging Repair
- Sandblasting & Epoxy Coatings
- Fiberglass & GelCoat Repairs
- USCG Cert. Welders - Steel/Aluminum
- Insurance Work Welcome

88-ton Travelift handles up to 23’ beam!

Online reservations now available at www.baymarineboatworks.com

1-800-900-6646
(510) 237-0140 • Fax: (510) 237-2253
Steve Taft, Manager
310 West Cutting Blvd. • Point Richmond, CA 94804
like captains Larry Hall and Tim Sullivan did previously, I envision a synopsis of several of the more interesting cases of the past month. They could be interesting because a life or lives were saved, because of lessons learned, or because of the mere entertainment value.

In addition, I’d like to see the Coast Guard develop a cooperative rather than adversarial relationship with the area’s recreational boaters and sailors, and the Coast Watch would be one way to do it.

Capt. David J. Swatland
Deputy Sector Commander, USCG Sector San Francisco

Capt. Swatland — Resuming the Coast Watch would be terrific news for both our readers and the Coast Guard. It was always one of the more popular features because it often made for juicy reading, but it also regularly presented the Coast Guard in a very positive light. We can’t wait to start again in March.

‡‡BREAKS THROUGH THE SURF TO THE OPEN SEA

I read last month’s comments about the ‘inside route’ around Mag Bay. Some 15 years ago, we took our Sundee down to the south end of Mag Bay. From the naval base to the Rehusa Channel, we carried eight to nine feet of water at high tide. During the lower half of the tidal cycle, we ‘parked’ in the mud bottom. Our boat drew 6’5”. The whale-watching was spectacular, but the breaking surf on the way to the open sea didn’t look like anything we’d want to test.

Going north from Mag Bay on the inside, the channel through the mangroves is a bit twisty. It took a long time and required some backing off the mud now and then to make our way. Once again the channel to the open ocean didn’t look like something we’d be happy trying.

However, the weather in the intervening years might have made things easier.

Steve Dashew
Dashew Offshore

Steve — Although we don’t yet have all the details, shortly before we went to press we received word that a 33-ft boat was beached while trying to navigate the Canal de Rehusa at dusk. Fortunately, the crew apparently were not harmed, but at this writing we’re unsure if the boat was lost or rescued.

‡‡"SURE, THE SHRIMPERS DO IT ALL THE TIME"

Mac and I enjoyed reading the suggestion made in the January issue about using the well-named Rehusa Channel to avoid a small piece of the Baja Bash.

In early November of ’63, Mac and I — and our son Neil as well, but he didn’t make an external appearance for another three months — were coming south on a 24-ft Piver trimaran which Mac had built. We had visited Bahia Magdalena, and found that there was still quite a bit of junk left at Punta Belcher from the whaling era. We continued south in the bay and anchored off the naval base, which is a whole other story. But we asked them about going out of Mag Bay via the Rehusa Channel, thinking it might save us some miles and time. “Sure, you can do it,” we were told, “the shrimpers do it all the time.”

A key part of this tale is that our trimaran had a 5-hp Seagull outboard, which some of you may remember had an exposed spark plug. As we motored west under Punta Tosca, a series of waves broke across the entire entrance. We did have the sails up, but we had to motor in order to stay beneath the point. Then we went up and over a wave — which doused...
ANDERSON'S BOAT YARD

The #1 Boatyard on the Bay

50-70-100+ Travel Lifts with maximum 25' beam

COME SEE US FOR ALL REPAIRS
Large or small for any size vessel
Wood • Fiberglass • Aluminum • Steel

Traditional & Modern Craftsmanship

Call now for an estimate
Tom Anderson or Jim Leech
(415) 332-5432

MARINE FLEA MARKET
April 1 • 8:00-1:00
$10 per space
Benefits Junior Sailing

ANDERSON'S BOAT YARD
400 HARBOR DRIVE, SAUSALITO, CA 94965 • (415) 332-5432 • (800) 310-5432
andersonsboat@pacbell.net • www.andersonsboatyard.net
What would you do?
Prior to the start your astute tactician discovers the 10 knot wind is shifting every 6 minutes, and detects a shift 3 minutes before the start. How soon after the start will you get the next shift? (Are you sure?)

Answer & enter!
Find the answer at www.northu.com and register for a chance to win a FREE North Sails Breeze Jacket.

Learn more in a day...
North U.

2006 Seminars
- Rules & Tactics
- Wind & Strategy
- Weather for Sailors
- Cruising & Seamanship
- Performance Software

www.northu.com 1-800-347-2457
North U. coursebooks and CDs are available online at www.northu.com

SAN FRANCISCO
Weather ........................................ Sat. Mar. 11
Integrated Performance Software ...... Sun. Apr. 2

LONG BEACH
Tactics & Strategy ...................... Sat. Apr. 8 & Sun. Apr. 9
Weather ........................................ Sat. May 13
Cruising & Seamanship .................. Sat. June 3
Integrated Performance Software ...... Sun. March 5

1-day racing seminars will cover either Rules & Tactics or Wind & Strategy. 2-day racing seminars cover Rules & Tactics on Saturday and Wind & Strategy on Sunday. Attendees may register for individual seminars or both. Please visit the North U. website for complete information on all seminars and schedule updates.

LETTERS

the outboard and killed it. We sailed southwest more or less in the troughs between waves — which were breaking two or three times over the various bars before reaching the beach — while Mac replaced the wet plug with a dry one. Once the new plug was in and the engine started up again, we could turn away from shore and head straight into the waves again. Until the next dousing — and the next and the next and the next — required that the spark plugs be changed again.

Obviously, we survived exiting the Rehusa Channel, but it's not an experience we'd like to repeat. But come to think of it, we tried something similar on the coast between Topolobampo and Mazatlan.

As for departing Bahia Magdalena via Boca de Soledad, you'd have to have a death wish — unless you were aboard a powerboat following a shrimper that knew where the bars were. And the bars are different every year, and perhaps even after every storm. Getting north through the Devil's Elbow from San Carlos to Lopez Mateos is not that simple either — unless the channel is better marked than it was five or six years ago.

All things considered, the outside route sounds pretty good to me.

Mary Shroyer
Marina de La Paz
La Paz, Baja California Sur

Mary — We had a chuckle visualizing you and Mac cruising down the coast of Baja aboard a Piver 25 trimaran. Cruising boats sure have changed over the years, haven't they?

MORNING GREEN FLASHES
It's true, there are green flashes at sunrise, too. I observed a spectacular green flash at sunrise off the coast of Baja some years ago while sailing aboard Sayula II — but no one would believe me. Since then, I have always alerted the morning watch to be on the lookout for a morning green flash. The latest AM green flash reported to me was this year by two trainees on the barque Picton Castle on a passage from the Galapagos to Pitcairn.

As for multiple flashes, I'll have to leave that to those who have had multiple other things.

Ray Conrady
San Francisco

Readers — Ray Conrady can lay claim to a part of sailing history. He was the navigator aboard Ramon Carlin's Swan 65 Sayula II when she won the first Whitbread Round The World Race in '73-'74 — the race that spawned the modern era of crewed around-the-world racing.

GETTING IN SYNC WITH THE GREEN FLASH
I would never have brought this up were it not for the fact that the Wanderer announced that his New Year’s resolution was to become a more superficial person. In the vein of superfluous goals, for a long time my boyfriend and I — we hope you'll allow us to remain nameless — have been working on being able to have simultaneous orgasms. And we've gotten pretty good at.

In fact, we've gotten so good at it that we decided we needed a greater challenge. About the time we were trying to come up with something, all the letters started appearing in Latitude about the green flash at sunset. It was like a light going off, for what could be cooler than us having simultaneous orgasms at precisely the instant of a green flash? As you know, this is not an easy goal to achieve, because even in places like...
It's proven. Whether you race in the America's Cup or the San Diego NOOD, North 3DL® thermomolded sails are the fastest sails you can buy. But there's more to the story. 3DL sails are also remarkably durable... holding their designed shape season after season. How do we do it?

**Push vs. pull.** A 3DL laminate is bonded by creating vacuum pressure inside the laminate instead of using compression from pressurized rollers. Vacuum pressure of 1800 lbs. per sq. ft., combined with heat, pulls film layers tightly around individual yarns (see illustration), resulting in a solid structure of film and fiber. We call this **consolidating the laminate,** and it minimizes the possibility of laminate voids.

**True glue.** North developed its own unique multi-phase polymer to bond the 3DL laminate... the only industrial adhesive ever designed specifically for sails. Phase 1 provides excellent bonding of the outer films. Phase 2 bonds yarn and yarn clusters to the films, and is specifically formulated to coat yarn surfaces without saturating the core. This allows microscopic movement of fibers within the yarn's core, making yarns less brittle and improving long-term shape holding.

If you don’t get as excited about laminate bonding as we do, just remember this... 3DL sails are fast, and they last. **When performance counts, the choice is clear.**

---

**ABOVE:** Mike Duncan’s J/133 Patriot, winner PHRF Class 2, 2005 Chicago Verve Cup.
What happens next?

Yesterday’s light onshore wind built to a moderate sea breeze by mid afternoon. This morning there’s a light offshore wind. How is the breeze likely to develop this afternoon?

a) Light sea breeze  
b) Moderate sea breeze  
c) Strong sea breeze  
d) Light offshore breeze

(Are you sure?)

Answer & enter!

Find the answer at www.northu.com and register for a chance to win a FREE North Sails Breeze Jacket.

Learn more in a day...

North U.

2006 Seminars

Weather for Sailors  
Cruising & Seamanship  
Rules & Tactics  
Wind & Strategy  
Performance Software

www.northu.com  
1-800-347-2457

North U. coursebooks and CDs are available online at www.northu.com

SAN FRANCISCO

Weather ------------------------- Sat. Mar. 11  
Integrated Performance Software -------- Sun. Apr. 2

LONG BEACH

Tactics & Strategy ----------- Sat. Apr. 8 & Sun. Apr. 9  
Weather ------------------------- Sat. May 13  
Cruising & Seamanship ------------ Sat. June 3  
Integrated Performance Software -------- Sun. March 5

1-day racing seminars with focus on either Rules & Tactics or Wind & Strategy. 2-day racing seminars cover Rules & Tactics on Saturday and Wind & Strategy on Sunday. Attendees may register for individual seminars or both. Please visit the North U. website for complete information on all seminars and schedule updates.

LETTERS

Mexico where the conditions are often ripe for green flashes, they don’t always happen. But we’re young, we’re trying to be shallow, and we don’t have much money to spend on other activities — so why not?

Such a challenge has its drawbacks, of course. For example, we have to decline all invitations for sundowners on afternoons when the horizon looks as though it will be cloud-free.

So far, the best we’ve been able to do is have a near-simultaneous orgasm within about 20 seconds of when a green flash would have occurred had the atmospheric conditions been right. We have seen two green flashes since we’ve accepted the challenge, but didn’t come close to having simultaneous orgams on either occasion. The one time we were a little mad at each other and didn’t even bother to give it a try. The other time my boyfriend’s skin was salty and sandy from swimming, and there was so much friction that only he was able to achieve lift-off, if you will.

We know it sounds stupid, but we’ve actually learned quite a bit about each other and about sex through our crazy quest. It’s been especially educational for my boyfriend, who has become a more patient and accomplished lover. But going for the “big triple” requires a lot of effort on both our parts. Since it’s hot down here in Mexico, we — like all the other cruisers — don’t wear that much in the way of clothing. As such, my boyfriend isn’t easily stimulated by the sight of my naked body as when we lived in the Pacific Northwest and were always bundled up. So you know what I do to get him going now? I dress up. I think it’s pretty funny.

While we’ve yet to achieve our goal, we hope that when we do, the Wanderer will deem it to have been superficial enough for his new low standards.

J&J

Cruising Mexico On A Budget

†THE GREEN FLASH AT SUNRISE

In the January issue you asked if anyone has seen the green flash at sunrise — and indeed I have. For many years I have worked as a naturalist on trips aboard the San Diego-based Searcher on natural history trips on the west coast of Baja and into the Sea of Cortez. This last year, while anchored at Punta Colorada on the east side of Isla San Jose, we not only saw the green flash at sunrise, but there was 'virga' — which is rain that evaporates before coming down to ground level — that created a rainbow to the west. What a show! As there were 20 passengers aboard, I have lots of witnesses.

I have to admit that before becoming an eyewitness myself, I was also skeptical, as I’d only seen the green flash at sunset, and only a handful of times — despite a 35-year sailing career that included several ocean passages.

If anyone still doubts the green flash at sunrise, they should read page 882 of the 1977 edition of Bowditch. It reports that blue or violet images are also possible in addition to the green. “These colors may also be seen as sunrise, but in reverse order.” The attached photographs are from that sunrise looking both east — right after the flash — and west — of the rainbow in the virga over Punta Colorada.

Paul-Jones

Pacifica

Paul — We don’t doubt you. We’ve got a bunch more green flash at sunrise letters ready for next month.
Modern Sailing Academy
Quality Sailing Instruction on SF Bay for 23 Years

Captain’s License Course
U.S. Coast Guard Approved
We are the ONLY sailing school in San Francisco Bay that can offer these courses with on site testing. 6 PACK (OUPV) Mar. 4 - 25th & 100 TON (Master) Mar. 4 - Apr 2nd. This schedule is work friendly. Classes are on weekends and 2 week nights. (OUPV - $895 & 100 Ton - $1095) Call.

Modern Sailing Academy is the FIRST & ONLY school in the United States offering Royal Yachting Association Sail Training certification. Courses will begin late Spring 2006. Become a RYA Yachtmaster. - Call for details.

HEAVY WEATHER
Ready to experience the worst conditions SF Bay has to offer? Experienced sailors are invited to join MSA and our experienced instructors for heavy weather excursions during winter storms. Email: HeavyWeather@modernsailing.com for details.

Adventures Sailing with John Connolly
Monterey Trip March 20-26
"Polaris" (Islander 53) provides a unique educational experience for students. All aspects of cruising and boat systems will be thoroughly explored. The challenging waters of N. California make the perfect classroom. $1475

Greece & Turkey 2006
The Dodecanese group of islands (14 in all) are on the eastern edge of the Greek Isles in the Aegean Sea. Our yacht for this trip will be a Bavaria 50. $2375 person/ $4275 cabin
Leg 1: May 6 - 16  Leg 2: May 19 - 29

Tahiti 2006
Sailors from around the world dream of exploring the dramatic landfalls and tropical waters of Tahiti. Our trips include stops in Bora Bora and a 200nm reach to the Tuamotus Islands. This trip offers Offshore Passagemaking Cert. $2750 person or $4950 cabin.
Leg 1: Sept 23 - Oct 5th  Leg 2: Oct 8 - 20th
* All trips include advanced Certifications.

School of the Year
"Learn to Skipper Course"
* ASA Basic Keelboat $595 (BKB) ………Feb 11-12, 18-19
* ASA Basic Coastal $695 (BCC) ………Feb 11-12, 18-19
* Combo (BKB) & (BCC) 5 day Class ………Feb 6-10, 20-24
5 days ($995) or 4 weekends ($1190)
* ASA Bareboat Charter $795 (BBC) ………Feb 10-12

Specialty Courses & Events
* Diesel Repair Class $195 ………Feb 11
* Catamaran Course $595 ………Feb 18 - 19
* Farallones Day Trip $185 ………Feb 18
* CELESTIAL NAV CLASS $295 ………Apr 14, 15, 16

Check out our fleet:
Beneteau 43  Beneteau 423
Beneteau 393  Island Packet 380
Beneteau 38  Beneteau 35
Beneteau 33  Pearson 32
Ericson 32  C&C 32
Beneteau 31  Islander 30

Catamaran for Charter - Seawind 1000
Our ASA Cruising Multihull course will certify you to charter catamarans anywhere in the world. Feb 18 - 19

www.MODERNSAILING.com  (800-995-1668) or (415-331-8250)
There’s a world of difference between a skipper living on a boat in an anchorage for a few days while on a passage, and leaving one’s unattended boat at anchor — such as was described at Clipper Cove in last month’s Latitude. It’s the difference between pursuing a life-expanding activity that harms nobody else, and living the cheapest possible way by selfishly grabbing a precious resource. And if you look at San Diego’s experience with anchor-out ghettos, the problem only gets worse with time.

However, a buoyed-off area in Clipper Cove — but not in the prime area that’s currently used by the anchored-out boats — would be a reasonable gesture to those who want to live an alternative lifestyle. This would encourage weekenders to anchor away from the buoyed-off area, and would be easy for the police to oversee. Shore toilets and trash pickup services would have to be installed to satisfy the rest of us that the place doesn’t become an aquatic slum — and I’m sure that the Bay Conservation and Development Commission (BCDC) would agree.

By the way, is anyone going to dredge the unmarked channel into Clipper Cove? It sure would be nice.

Lyn Reynolds
San Jose

Lyn — It seems to us that you’re missing the essence of the question, which is whether or not, and under what conditions, private individuals should have the right to use public lands for housing and/or long-term boat storage. If you’re going to allow free land at places like Clipper Cove — and why not other public lands such as the Marin Headlands, Golden Gate Park and Yosemite? — we’re sure you’d get about 10 million ‘alternative lifestyle’ folks who would be happy to accept the offer. Alas, based on past experience, we’re also pretty sure those areas would quickly look like hell and likely become centers of criminal activity. And by the way, which police department would you expect to patrol an area of Clipper Cove buoyed off for ‘alternative lifestyle’ people? And who would pick up the tab for police salaries, patrol boats, and such?

We’re not against people being able to live on public lands in all cases — just most of them.

Jack — There are mobile holding tank pump-out services, and for some anchorages they are subsidized by government agencies looking to prevent water pollution. But like you, we’re not convinced that the rate of compliance is very high.

The fact that they have found a way to ‘beat the system’ should bother all of us who take the privilege of boating seriously.

Jack Buday
Northern California

What would you do?

Approaching harbor with the engine idling you roll the jib and put the engine in gear. Almost immediately it stalls. You quickly realize the jib sheet was trailing overboard and has fouled in the prop. Now what?

Answer & enter!
Find the answer at www.northu.com and register for a chance to win a FREE North Sails Breeze Jacket.

Learn more in a day...

North U.

2006 Seminars
Cruising & Seamanship
Weather for Sailors
Rules & Tactics
Wind & Strategy
Performance Software
www.northu.com
1-800-347-2457

2006 Seminars
Cruising & Seamanship
Weather for Sailors
Rules & Tactics
Wind & Strategy
Performance Software
www.northu.com
1-800-347-2457

What would you do?

Approaching harbor with the engine idling you roll the jib and put the engine in gear. Almost immediately it stalls. You quickly realize the jib sheet was trailing overboard and has fouled in the prop. Now what?

Answer & enter!
Find the answer at www.northu.com and register for a chance to win a FREE North Sails Breeze Jacket.

Learn more in a day...

North U.

2006 Seminars
Cruising & Seamanship
Weather for Sailors
Rules & Tactics
Wind & Strategy
Performance Software
www.northu.com
1-800-347-2457

2006 Seminars
Cruising & Seamanship
Weather for Sailors
Rules & Tactics
Wind & Strategy
Performance Software
www.northu.com
1-800-347-2457

THE SWISS SOLUTION FOR MAL DE MER

I read with some interest an article in the October edition of Yachting World magazine in which the ‘illness’ of seasickness was discussed. It’s not an illness at all, but rather a condition caused by histamine produced by the brain when disturbed by ‘illogical’ movement.

Histamine production can be cut by high doses of vitamin C. You have to take three, four or even five grams when feeling the onset of seasickness. Recovery comes immediately.
The easy sail plan, light displacement, state-of-the-art engineering, and impeccable craftsmanship have made the Wyliecat 44 the new benchmark for performance boats.

[The Wyliecat 44 is] the most innovative boat of 2006...that could easily pass most other singlehanders on an afternoon day sail, or race for days with just two aboard.

— Sailing World

To learn more about the exciting new Wyliecat 44, call (510) 593-3286, visit www.wyliecat.com or come see us at the Strictly Sail Pacific, April 19-23, 2006.
The link between seasickness, vomiting and histamine was discovered by German professor Dr. Jarisch.

My wife, who suffered severely from seasickness on every sailing trip, tried out the vitamin C remedy on our last trip in Croatia. She took three grams. She felt great shortly after drinking the vitamin C cocktail.

Heinz Ernst Daester  
Madany Yachting  
Obfelden, Switzerland

Heinz — Are you sure your wife wasn’t more cured by the placebo effect than by vitamin C? We’d like to hear from anyone else who might be willing to vouch for the remedy.

Before doing the Around St. Barth Race in the Caribbean last month, a number of sailors took Sturgeon, a product that’s available over-the-counter in England and much of the rest of the world, but is a highly-regulated medicine in the United States. We have no idea why the FDA has a different attitude toward this apparently very effective product than do other medical officials in other countries.

STRIPPING BIBLE COLLEGE COEDS IN TONGA

I’m anchored in Chalong Bay on the east side of Ko Phuket, Thailand, about to fly home — deep breath — to my place in Idaho. That’s where I started building what, strictly speaking, is a boat, but in reality has been so much more — the fulfillment of a dream. I hope I can be forgiven for saying that I have a great boat, and my last two years of cruising have been a really great adventure. Perhaps a quick summary will inspire others who have the same dream to follow in my wake:

Longest Passage: 2730 miles, Chacala, Mexico, to Fatu Hiva in the Marquesas Islands of French Polynesia.

Longest Time at Sea: Almost 15 days, sailing from Mexico to the Marquesas.

Most Miles Covered in a 24-hour Period: 240 miles.

Most Miles Covered in Eight Hours: 96 miles, from the hot springs in the Sea of Cortez to La Paz.

Scariest Experience: Doing 27.3 knots off the coast of southern Oregon with full sail up, baby! After that, I did have a talk about it with my crew Ben, aka Dr. Dripplestein.

Biggest Mistake: Sneaking into Heart Castle. No, wait a minute, that may have been the most fun part of the adventure. Perhaps it was not listening to ol’ Capt. Seaweed’, the grizzled, toothless, old bastard in Australia who told us about the storms of the dreaded ‘build up’. It seems that Darwin, Australia, is notorious for flash storms in the spring. Just hours after arriving in Darwin, Ben and I ignored the warnings of Capt. Seaweed and went to the movies. The Manchurian Candidate is a great film, but damn if my tri wasn’t getting all smashed to hell while we were watching it. Maybe my real mistake had been buying some cheap-ass chain from a little tienda in La Paz.

Most Magical Moment: The time I caught a nigh un-catchable Acrobe toss by Ben, aka Sir Tossalot, while running free...
Choosing the right sailing school is about more than just taking a class. Sailing will open up a whole new world for you. New friends — New adventures. You want to find an institution that gives you the lifestyle as well as the sport. OCSC pioneered the sailing campus concept 25 years ago. Our focus is to provide you with instant access to every element of the sport without requiring boat ownership. At OCSC you will learn from the top professional instructors in the country. They know how to make learning fun and you’ll be certified to sail boats anywhere in the world. You have a fleet of boats to choose from ranging from day sailors to state of the art performance yachts. OCSC’s extraordinary location, world-class waterfront facility and full calendar of social and educational activities compare with any yacht club. And most important, you’ll be welcomed into a community where you’ll make friends who share your passion. Please call, click or visit our campus anytime. We look forward to meeting you.

“Best sailing school on the Bay”

SF Magazine
Best of the Bay

This is your year to sail!

sail with confidence

Anniversary Special
25% off Basic Keelboat Certification Package*
Reg: $890 Special $667.50
You save $222.50!

$200 off OCSC Membership*
Reg: $595 Special $395
Take your class or start your membership anytime in 2006
*offer ends 2/28/06

Please call our friendly staff
800.223.2984
one spinnaker way • berkeley ca 94710
info@ocscsailing.com

Free Brochure

February, 2006 • Latitude 38 • Page 55
down a beach. Of course, I had to dive for it, and it would have been ecstatic if it were immortalized in slow motion on video. Funny, but it could have been my biggest mistake, too. I could see the headline, “Man Paralyzed Diving For Toy.” An Aerobe is similar to a Frisbee, but flies much, much further.

**Friendliest Folks:** Everyone we’ve met. Really. Friendly people are everywhere — well, except perhaps for those Russians we met in a bar. Actually, going into that bar without my trusty first mate Ben, aka Scootch Cornbuckle, the Kentucky fisherman, was probably my biggest mistake. I coulda pounded those Russkis hard if he’d been with me. But still, it just never would have happened. But you live and you learn — or you die young. That incident was the closest I’ve come to death since starting this voyage. That battle is a whole different story.

**Greatest Dive:** The one I had to make on the anchor in Tonga. We were anchored in 35 feet of water, the anchor was pinned under a boulder, and it was getting dark. I had no motor, and no Ben — just Jenny, the young and fragile niece of the owner of the local yachtie hangout. I told Jenny to count to ten after I dove down, then give me slack, then count to ten again, take up as much slack as possible, then tie it off. It’s true that ‘there’s many a slip twixt the cup and the lip, but in this case I emerged a great hero, glistening in the moonlight, and we were off again.

**Worst Weather:** On our passage from Nuie to Tonga, we had two days of continuous 40-knot winds and, of course, the seas got rather large. The skipper of a 40-ft monohull who left shortly before us, and had already been around the world once, said they were the worst seas he’d ever experienced. Never before, he said, had he had waves breaking over the stern and into his cockpit. He and his son looked pretty beat up after the ordeal. We, on the other hand, had a pretty easy time of it. We just put out the storm jib, set the tiller pilot, and went below to sleep and play cribbage. We had our average 200-mile days, at one point hitting 18 knots while we were sleeping, and we certainly didn’t have any waves break over our stern.

Having had other similar experiences to this makes me wonder why so many sailors think we are crazy doing open water passages in our trailerable foam-and-carbon folding trimaran. I mean, let’s think about this for a second. Where is the sense in hauling a couple of tons of lead — which sinks — around the world? It makes a boat heavy and slow. And I can’t adequately describe what a tremendous advantage having a shallow draft boat — as little as 14 inches — has been. For example, in Rorotonga, all the monohulls had to stay in the commercial harbor — a nightmare for the poor bastards. Most would leave after about two days of getting smashed into the pier. We snuck into a lagoon on the south side, which was like paradise, and enjoyed a month-long stay. I could go on with other examples, but it would be rubbing it in.

Lots of people ask me if it isn’t dangerous sailing such a light boat around the world. Sure it’s a little dangerous, especially for someone like me, who didn’t have any offshore sailing experience before I started this voyage. But I think it would have been far more dangerous if I’d done what I’ve done aboard a heavy, deep draft, monohull. We make passages in about half the time of similar-sized monohulls. If we hit a reef or sand bar — something we’ve done many times — it’s no big deal. We either sail or kedge off — whatever it takes. Then we’ll roll her up a beach with our big inflatable ‘rollie’, and slap a little glass and resin on her if she needs it, and call it good. Had I made the same mistakes I have with a monohull, it would have meant game over, go home, get
MARINER BOAT YARD
AT GRAND MARINA

HEADQUARTERS FOR THE EXCLUSIVE
"SUPER COTE"
BOTTOM JOB

There's No Finer Bottom Than Ours!*
Call today to schedule your 2006 haulout, bottom, fiberglass, engine, rigging and LPU work.

*Well almost none.

(510) 521-6100
Located at the foot of Grand Street, Alameda, California
Visit our website or e-mail at www.marinerboatyard.com

"I wanna give it away but my wife won't let me."
Pete Van Inwegen,
Owner/Manager
a job. And because my tri can’t sink, we don’t have to store those ridiculous liferafts onboard. We also have heaps of uncluttered deck space to play around on, don’t bob like a cork while at anchor, and we win all the races. All right, I guess I am rubbing it in a bit.

Most Fun Place: Tonga gets the nod here too, cause it was there that I ended up completely stripping seven beautiful, female Santa Barbara Bible college students of their bikinis. If you’ve not done this, it’s a must. Yes, fate smiled on me that evening. I had just finished an impromptu ‘fire show’ on deck, which is where you light the ends of a pole on fire and start spinning like Bush’s advisors. This attracted my prey. No, honestly, they lured me into the whole underwater grab-pants game. It was funny, throwing all their suits up on deck and listening to their screams of mock horror. I mean, I’m pretty sure it was ‘mock’. Nobody filed any charges.

Trickiest Navigation: We had a hell of a time getting down off Look-Out Mountain in the Kimberlies of Northern Australia. The damn thing had caught fire while we were up on top, and we barely escaped being BBQ’d. The fire stayed with us for several days while we sailed down the coast, moving with the wind. It was like a race with a tremendous herd of Tasmanian fire devils.

As for sailing navigation, getting over the bar into Eureka Harbor was a trick. We pulled up just as the sun was setting and a thick fog was rolling in. Not a good time for the shackle to the main-sheet tack to break, and an especially bad time for the motor to fall off. It was just then that I realized that I’d built the motor mount a little too lightly. Fortunately, the Coast Guard came out lickity-split to escort us in. Sadly, they wrote me a ticket for not having a “throw pillow.” I threw my inflatable kayak — which I always keep on the trampoline — and asked the five Coasties this question: “Given the choice, gentlemen, what would you rather swim to, the kayak or a little pillow.”

“The kayak, sir,” all four responded. And one added, “The kayak is clearly a superior floatation device, sir.” The fifth Coastie, who outranked the rest, handed me the ticket.

Biggest Fish Caught Trolling: We got one so big that when we pulled it out, it collapsed under its own unfathomable mass into a neutron star. Only through quick thinking and an abundance of line was I able to save my trusty crew Ben, aka Wally VonMcscurypuss, from what was sure to be an ignominious ending to an otherwise brilliant fishing career. No, we didn’t eat so well that night, but rest assured, my friends, we were happy.

Curtis — You’re a very naughty boy, but you have some entertaining stories. So when you return to your trimaran and resume your adventures, don’t forget to write.

†A LOOPHOLE IN STATE OF HAWAIIAN LAWS

Let me tell you why there are waiting lists for boat slips at places like Lahaina, Maui, and why people on the lists never seem to move up.

Yesterday, my wife Suzie and I walked down to the Lahaina Harbor and asked the harbormaster where our name was on the waiting list for a slip.

“What list?” replied the harbormaster, with a jokingly sadistic smile. “Oh yeah, that list. It hasn’t changed, sorry.”

“If the list hasn’t changed,” replied Suzie, “why are all these new boats in the harbor?”
BRISBANE MARINA AT SIERRA POINT

BEST LOCATION
Ten minutes from downtown San Francisco and close to central bay sailing.

BEST STAFF
Friendly, knowledgeable and helpful. Open 7 days a week.

BEST RATES
According to the Bay Area Survey of Marina Rates, Brisbane Marina is among the lowest.

36-ft Berths $212/month
Home of Sierra Point Yacht Club

400 Sierra Point Parkway, Brisbane, CA 94005
(650) 583-6975
www.ci.brisbane.ca.us • harbormaster@ci.brisbane.ca.us
Open 7 days a week: Monday-Saturday 8am-5pm, Sunday 8am-4:30pm
LETTERS

"Well," said the harbormaster, "some lawyer found a loophole in the state regs, and there you go."

“What kind of loophole, bra?” I asked.

“It’s sorta like this,” said the harbormaster. “If an individual registers their boat slip with the harbormaster as an LLC corporation, and that corporation pays the slip fees, then the corporation shares can be sold to another party — meaning another boat owner with another boat — for whatever fee the market will bear. As far as the harbor is concerned, there has been no change in ownership.”

What a great system. It means the slip fees stay way low, it creates a very expensive secondary market for slips, it allows private individuals and their lawyers to profit wildly on taxpayer-owned property, and means nobody but rich-fucks can afford slips. I heard the going rate is $80,000 extra to get a slip.

The State of Hawaii needs to get out of the harbor business by turning the operation of their marinas over to private firms. It’s much better for common folks.

In other news, Suzie and I just got back from New Caledonia, which is an amazing place. It’s like the Hawaiian Islands in terms of weather, but it has a huge fringing reef that makes for great cruising, and great windsurfing. It’s French, so the food is good, too. Naturally, there are lots of froggie boats — hard-chine aluminum liveaboard cruising boats. We’d show you some great pictures, but we left the memory card for the camera at home.

Jonathan ‘Birdman’ Livingston
Punk Dolphin, Wylie 38
Pt. Richmond / Lahaina, Maui

Jonathan — Are you trying to suggest that some wealthy people and lawyers conspired to get the wealthy people favorable treatment? Shocking!

But the slip transfer thing is complicated. On the one hand, there’s a need for people to be able to transfer the slip when they sell their boat, or else in areas where there are no open slips, they’d never be able to sell their boat. And whoever owns a slip should be able to replace their old boat with a new one. Nonetheless, everybody knows there are loopholes and abuses of the system.

Of course, there’s a similar system to Lahaina’s in Santa Barbara, where the supply/demand ratio for slips is also way out of whack. We met a Santa Barbara couple who had sailed all the way to the Caribbean in anticipation of a Med cruise — but had to rush back home. Why? Because after a million years their name came up for a slip, and if they didn’t occupy it quickly enough, they’d lose out on it.

Although it’s not a complete solution, we think one way to alleviate the problem is to have a ‘use it or lose it’ policy for boats kept in the water. Boats that aren’t used a certain number of times a year would have to go into dry storage until such time as they would again be used frequently enough.

STILL ROOM FOR IMPROVEMENT

My only real criticism of Latitude, which I love to read, is the same one I have for Cruising World and, frankly, most of the sailing publications — the target audience appears to be the cruising wannabes. We see their boats sitting dust-covered in marinas all around the Bay, decked out with lots of expensive gear, much of which just makes the boat a pain to daysail. The truth is that few people have the time to do more than daysail. I think there would be more happy sailors aloft if smaller, easier-to-own, and easier-to-use boats got more attention in the sailing media.
Learn What It Takes...

to make a major cruise under sail during our 22nd offshore sail training voyage. In 2007 we are headed on the traditional Milk Run Westward through the Pacific on a voyage that offers you a choice of four ocean passages, a coastal trip, or a rare exploration of remote South Pacific atolls.

Our emphasis is on helping you build skills in an environment of fun and great sailing. Many who sail with us are planning voyages of their own—there is no better way to prepare. Underway, we provide in-depth experience in vessel management, safety, provisioning, electrical and plumbing systems, celestial navigating, anchoring, sail handling, weather routing, and heavy weather.

Along with eight other crewmembers, you’ll sail in all conditions, standing watches and steering as Alaska Eagle sails 180 to 240 miles a day. Delicious meals are prepared by the ship’s cook. Everyone has a comfortable berth, and double cabins are available for couples and single women.

Alaska Eagle is owned by one of the nation’s premier non-profit sailing schools. Designed by Sparkman & Stephens and strongly built of aluminum by the Royal Huisman Shipyard, Alaska Eagle (ex Whitbread winner Flyer) has logged more than 350,000 offshore miles. She has a comfortable four stateroom interior and all the latest electronics and cruising gear. She is Coast Guard certified for All Oceans.

2006/2007 Skippers – Sail and Learn with the Best

Since Rich and Sheri first sailed aboard Alaska Eagle from England to California in 1982, they have been aboard as skipper and mate for the majority of her voyages. Combined, they have sailed more than 550,000 miles, including three Atlantic crossings, more than 30 crossings between Hawaii and the West Coast, 13 equator crossings, and many miles through the South Pacific between Tahiti and Australia. In between, Rich and Sheri built two boats, virtually by themselves. In the first boat, a Farr 44 named Confetti, they circumnavigated South America. Their next boat was a 54 foot aluminum sloop named Polar Mist, in which they voyaged from California to Antarctica and back.

Licenses held: USCG Master Upon Oceans • STCW International Yacht Master (RYA/DOT) • US Sailing Instructor: Keelboat, Cruising, Coastal Navigation

ALASKA EAGLE 2006 VOYAGE SCHEDULE

<table>
<thead>
<tr>
<th>Voyage</th>
<th>Distance</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Francisco – Newport Beach*</td>
<td>450 miles</td>
<td>April 24 – April 27</td>
</tr>
<tr>
<td>Northern Channel Islands</td>
<td>300 miles</td>
<td>May 17 – May 21, Aug 16 – Aug 20</td>
</tr>
<tr>
<td>Santa Barbara Island</td>
<td>120 miles</td>
<td>Jun 8 – Jun 11</td>
</tr>
<tr>
<td>Newport – Guadalupe Island – Newport</td>
<td>650 miles</td>
<td>Jun 24 – Jun 30</td>
</tr>
<tr>
<td>Baja Ha-Ha Cruisers’ Rally*</td>
<td>750 miles</td>
<td>Oct 28 – Nov 10</td>
</tr>
<tr>
<td>Cabo – Newport Beach</td>
<td>750 miles</td>
<td>Nov 13 – Nov 21</td>
</tr>
</tbody>
</table>

* apply for either Alaska Eagle or Kialoa III.

ALASKA EAGLE 2007 SUMMER VOYAGE SCHEDULE

<table>
<thead>
<tr>
<th>Leg</th>
<th>Voyage</th>
<th>Distance</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leg 1</td>
<td>Newport - Hawaii</td>
<td>2250 miles</td>
<td>July 10 - July 23, 2007</td>
</tr>
<tr>
<td>Leg 2</td>
<td>Hawaii - Fanning Island - Tahiti*</td>
<td>2500 miles</td>
<td>July 27 - Aug 16, 2007</td>
</tr>
</tbody>
</table>

* all women voyage

To learn more: occsailing.com
To request a color catalog or specific info: 949-645-9412

Or write: Alaska Eagle Voyages, 1801 W. Coast Hwy, Newport Beach, CA 92663
I realize that it’s the builders of big yachts, watermakers, and chartplotters that are paying the journalistic bills, but on the whole, I think a ‘back to the basics enjoyment’ of sailing, with less focus on having all the right hardware, would be good for the long-term health of the sport. I am always delighted when I see a ‘where to sail’ or a ‘how to sail’ piece rather than a ‘what to sail’ article. You are already way ahead of the rest in this regard, but there’s still room for improvement.

P.S. I sail an O’Day 192 and the ever-anachronistic West Wight Potter 15

Dave Kautz
Northern California

Dave — We appreciate your feedback. We don’t read boat reviews and we rarely read equipment reviews — which is why we never run articles like that in Latitude. To us, sailing is about people, places and adventures.

As for the ‘cruising wannabes’, we think you’d be surprised how many of them actually go cruising or have been cruising. For example, in the last Baja Ha-Ha, an average of 140 boats and over 500 people sailed to Mexico. And that doesn’t count all the boats that left before or after. Or the folks who headed to the Pacific Northwest. Or the thousands of boats that are already out there cruising.

Having covered the world of cruising for the last 30 years, we can tell you that there are far more people ‘out there’ than ever before. In a large part, it’s due to much improved boats and cruising gear.

††THE WATERPROOF PRODUCT WAS SOON ALL WET

We purchased a so-called ‘waterproof’ Navman 4150 Fishfinder from Boat/U.S. in East Greenwich, Rhode Island, in October prior to sailing to Charleston, South Carolina. In less than two months, this allegedly waterproof unit was so full of water that it actually dripped out the corner. However, we salute West Marine in Charleston, which allowed us to exchange the defective unit for a different brand, which we hope will work better.

Christine Watson
Clarity, Cal 36
Wickford, Rhode Island

Christine — Not too long ago, West Marine ran tests on a bunch of so-called ‘waterproof’ VHF radios — including ones they sell — and found that most weren’t waterproof after all. So a leaking fishfinder isn’t all that much of a surprise to us.

††CRUISING WITH IMPROVED WIFI

Before heading south, we purchased a Wifi marine amp kit that I had seen on another boat heading down the coast. The owner of the other boat said he’d had great success getting signals everywhere he’d pulled into — including some anchorages. So I bought such an amp before we left San Diego. When I did, I hardly knew anything about how to even get a Wifi signal, but now have become pretty good at getting it just about everywhere we’ve been.

I bought my wifi marine amp from www.hyperlinktech.com/web/802.11g_marine_wifi_kit.php. This kit includes a marine antenna, whatever length of antenna cable you need, 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 since I got all this figured out I haven’t had any problems.

Although probably not legal, I have gotten signals everywhere we’ve been — even when anchored off La Cruz. We’re
Gotta Sail?
We’ll teach you how!

Now in Puerto Vallarta!

For all your sailing needs, we offer all levels of instruction... and much more!

The best in the business!

Contact us:

IN SAN DIEGO
www.jworld-sailing.com • 1-800-666-1050

IN SAN FRANCISCO AND PUERTO VALLARTA
www.sailing-jworld.com • 1-800-910-1101
now moored 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 trying to get close to a signal.

You can permanently mount the marine amp on your boat, but I chose 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 plug.

Tom Larson
Sandpiper, Yorktown 35
Mexico

Tom — Having conducted a brief poll in "Lectronic Latitude, we’ve learned that wifi amp kits have been very effective in Mexico. We’ll have more detailed results next month.

THE QUINTESSENTIAL LAZY WINTER SAIL

Recently you put out a request for photos of winter sailing in the Pacific Northwest. The enclosed one is of me sailing off Brookings, Oregon. My son Dylan, who took the photograph, and I went out on Tom Thumb, my Fiskstara 25 Swedish sloop. We motored up the coast a few miles hoping to see some whales. Eventually we caught a light breeze. It was a quintessential lazy day.

John Boye
Tom Thumb, Fiskstara 25
Brookings, Oregon

LIKES, DISLIKES, AND SURF SPOTS

I’m a longtime reader, great mag, blah, blah, blah. Actually, I don’t mean to shortchange you, as your responses to Letters over the years show the publisher to be a well-balanced individual with a remarkably insightful view of events. It must be your surfing/sailing/pot background on top of a UCSB and Berkeley education.

I’m sending this letter from the Isthmus at Catalina aboard my Searunner tri, which is one of only two non-local/commercial boats here today. And it’s a near perfect weather day. I don’t know if you’re aware, but a Verizon PC card gets you Internet access here at three times dial-up speed.

Here’s my list of things I don’t care for in Latitude: All the San Francisco racing results. I totally dismiss them — and the same for the endless Ha-Ha and Puddle Jump interviews and the reports on megayachts from St. Barth. I’m all for Caribbean reports, but couldn’t care less about some fat cat’s megayacht or the Antigua whatever race.

My favorite things in Latitude are Changes, Letters and your responses to Letters, and the Latitude interviews.

Now on to surfing. You realize, I hope, that you’re on shaky ground by being too specific about surfing spots and egging the masses on to various anchorages. It’s one thing to have a single report, but it’s entirely in bad taste to relentlessly urge...
FESTIVAL NAUTICO
INTERNACIONAL

BAHÍA DE BANDERAS
VALLARTA
MARZO - 2006

SAN DIEGO INTERNATIONAL YACHT RACE
GOVERNORS BOAT PARADE
GOVERNORS CUP YACHT RACE
WESTMEX OPTIMIST REGATTA
FESTIVAL "LA CRUZ DE HUANACAXTLE"
MEXORC INTERNATIONAL REGATTA
BIG CAT DINGHY RAFT UP (WORLD RECORD?)
FESTIVAL SEMINAR DAYS
ST. PATTYS PUNTA MITA FIESTA (ANCLOTE)
BANDERAS BAY FISHING TOURNAMENT
JAZZ AND MUSIC FESTIVAL
XIV-BANDERAS BAY REGATTA-2006
GRAN FINALE AND AWARDS FESTIVAL

MARCH 1-3
MARCH 4
MARCH 4
MARCH 3-4-5
MARCH 4
MARCH 5 TO 10
MARCH 11
MARCH 14-15
MARCH 17-18
MARCH 22-23
MARCH 25-26
MARCH 30-APRIL 2
APRIL 2

WWW.BANDERASBAYREGATTA.COM
We insure racers and cruisers all over the world with prompt, reliable service.

www.marinersinsurance.com

- Sail & Power
- Fishing Boats
- Charter Boats
- Liveaboards
- Marine Businesses
- Tugboats
- Cargo
- Offshore Cruising

It's a Mariner's Fact:
A GPIRB improves upon the EPIRB concept by sending out your emergency signal and your exact GPS located position!

LETTERS

everyone to visit a particular spot. Can you say Punta Mita? By the way, I've been there about 10 times over the years and have never seen it over chest high. If surfing was food, I'd starve at Punta Mita. Try Nexpa for real surf. But then, it's just a roadstead, and there will never be an issue with boats massing there.

I suggest that it's time to take your cat into the South Pacific so that the readers can get some new content and perspective. I think you'd enjoy the lefts at Fare. Do send some reports, but just don't go on and on about a particular spot. In a world where overpopulation is one of the biggest problems — and the root of so many other issues — crowding is a main concern.

P.S. I'm curious about what, if anything, you'd change about Profligate if you were to build another cat.

Don Longfellow
Searunner tri
Isthmus, Catalina

Don — Thanks for the nice words — and very interesting feedback.

We have written frequently about Punta Mita, but we think with good reason. First, we can't think of another surfing area where those with boats have such an advantage over those without boats. Land-based surfers either have to hoof it a long way to the best breaks or pay $60 to hire a panga for a couple of hours. That usually keeps the better breaks relatively uncrowded, if not empty, for sailor-surfers.

Second, most Punta Mita breaks are best for geezer surfing — which is what most of us sailor-surfers do anyway. You younger, hotter, and more aggressive surfers can go over to Burros, up to Sayulita, or down to Nexpa. That's fine with us geezers, because we no longer have anything to prove. We're just looking to get in a few good bottom turns and nose rides, commune with nature, and admire what tiny suits women surfers favor in the tropics these days.

Third, the surf at Punta Mita can be inconsistent — which also works to the advantage of sailor-surfers. On waveless days, land-based surfers go stir-crazy while sailor-surfers go sailing. Banderas Bay has some of the most consistent wind and enjoyable flatwater sailing in all of Mexico. Further, there are great nearby destinations such as La Cruz, Nuevo Vallarta, Puerto Vallarta and Yelapa. And when the swell eventually comes back up, sailor-surfers are right there to catch the waves before the land-based folks arrive. It's like cheating.

And we're hardly spilling the beans about surfing at Punta Mita. If there are any west coast surfers who don't know about the place, the surf shop on the bluff has a map that lets everyone know where all 16 of the named breaks are.

So yeah, we've reported on Punta Mita a lot, but only because it's one of the best warm water places in the world we know of for sailing and surfing, where sailors have such a distinct advantage. In fact, last night we dreamed that we'd retired, taken Profligate to Punta Mita, and started a new business: The Wanderer's Liveaboard Academy of Sailing and Surfing for Women. It could happen.

Doña de Mallorca has never been to the South Pacific, and is forever urging us to sail there with Profligate. Unfortunately, the logistics of doing such a voyage and publishing the magazine at the same time are insurmountable. Besides, we have a greater desire to sail up the East Coast of Australia and around Thailand.

Speaking of Profligate, if we had the opportunity to build another cat, it would be a near sistership. The only significant change we'd make would be to move the front beam forward a couple of feet in order to increase the area of the self-tack-
Punta de Mita
beach club & spa

Fractional = Flexible, hassle-free vacations

Imagine owning at a tropical residence club community designed to provide you flexible, hassle-free vacations in an ideal setting while avoiding the financial burdens of full ownership.

18 Member-owned Beachfront Hotel Condominiums

Call 877-259-5225 U.S.A., 01-224-352-2034 Mexico, or email

February, 2006 • Latitude 38 • Page 67
ing jib by about 20%. Everything else — the length, beam, bridgedeck clearance, layout and basic simplicity — is just fine with us. And if somebody gave us the money to build the new cat of carbon from the top of the mast to the bottom of the daggerboard, that would be nice.

Readers should also know that while a 63-ft cat is wonderful, not even a large family needs such a big boat. If we were building a cat for just ourselves and not for editorial purposes such as doing the Ha-Ha, a smaller sistership in the 47 to 55-ft range would be more than adequate.

Since you don’t particularly care for the megayachts, Don, we’ve got some news from St. Barth that might please you. The word on the coconut telegraph is that, despite being less than two years old, both Mirabella V, the 247-ft sloop that wouldn’t fit beneath the Golden Gate Bridge by 80 feet, and Larry Ellison’s 450-ft largest-in-the-world motor yacht Rising Sun, are both available. Apparently Mirabella V is more complicated than expected, and the sailing loads are a little too spooky to be conducive to much pleasure sailing. The problem with Rising Sun is that she’s so damn big she can’t fit into the harbor at places like Valencia, Trapani, Monte Carlo, Antibes and all the rest. And when everybody’s tied up inside the harbor and having a blast, it’s apparently not that much fun being tied up at a distant commercial dock or anchored out.

† † †
YOU REALLY MISSED IT!
Thanks for the article on us in the January issue. By the way, the waves have been four to six feet at Punta Mita, and the surfing is great. ‘You really missed it’ — as all the surfers would say. Having finished painting our boat, we’re heading out for Huatulco tomorrow.

Robert Crozier and Marta Mijelman
Pacific Spirit, Kendall 32
Headed Further South

† † †
I LAUGHED OUT LOUD
You guys are so darn entertaining! Stuart forwarded me the link to your January 9th ‘Lectronic Latitude items about St. Barth and such, and I’ve read them twice this morning. I laughed out loud at some of the cruiser antics — and can’t wait until we get to join everybody out there on a more regular basis.

Jean Kaplan
Duetto, Norseman 43
Chula Vista

Jean — We love it when people laugh at what we write.

† † †
IS IT HATE OR ENVY?
As I sit in my dark, dreary office, I’m not sure if I envy or hate the Wanderer. The ‘Lectronic posts from St. Barth featuring Buffett, babes, booze, boobs — man, what’s not to like? Landlocked New Mexico has never looked so uninteresting in comparison to the Caribbean. You’re my hero.

P.S. Want to buy a nice cabin?

Guy Sandusky
New Mexico

Guy — We’d be the first to admit that there’s nothing not to
DO YOU WANT TO SAVE A LOT OF MONEY REFITTING YOUR BOAT?

If you are considering an extensive refit, consider Port Townsend Shipwrights Co-op located in the Port of Port Townsend in Washington. Since 1981, employee owned PTSC has been serving the commercial and pleasure boat fleets of Puget Sound and SE Alaska. We specialize in all aspects of boat repair and construction: structural and fine woodworking, metal fabrication, ABYC electrical, repowering, plumbing and hydraulics, even wooden spar construction and traditional coatings. 70- or 330-ton travelifts, owned and operated by the Port of Port Townsend are available to safely deliver your boat to our facility.

Our basic yard rate is only $50 per hour

Round-trip trucking for a 40-ft sailboat 12-ft beam max from the Bay Area to Port Townsend currently is about $5,500.*

We competently manage larger projects or simply ready your boat for the season, and you can keep those savings in the bank. Call us; we’d enjoy discussing your project.

PORT TOWNSEND SHIPWRIGHTS CO-OP INC.

3109 JEFFERSON ST.
PT. TOWNSEND, WA 98368
(800) 567-8780 • (360) 385-6138
Fax (360) 385-5710
ptship@olypen.com
www.ptshipwrights.com

*call us for an estimate, sales tax not included
like when doing editorial ‘research’ in St. Barth. But you, like so many others, don’t get to see the larger picture. It’s not quite so enjoyable coming home and having to spend 12 or more hours a day — most Saturdays and Sundays included — banging on a keyboard and going blind in front of a monitor. We’ve done about 350 issues so far, and during the deadlines of almost every one of them we’ve sworn it would be our last.

⇑⇓

NOT EVEN AS DEEP AS A PUDDLE ANYMORE

Happy New Year! The ‘Lectronic reports from St. Barth have been great. Let’s hear it for superficiality! And thanks again for the best and most inspirational sailing periodical on the planet!

Dave Fiorito
Shenanigans
Northern California

Dave — Thanks for the kind words. The reports from St. Barth seem to polarize readers. People either love them or seem to get angry about them. Since you like the reports, here’s a little story of billionaire buffoonery that might give you a laugh.

There was a very wealthy guy from across the Atlantic who owned a very large sailboat and lived something of a double life. While in his native country, where religion plays a major role in all aspects of society, he was seemingly devout. But once outside his country, he displayed a penchant for the libertine. As a result, his boat was known from Antigua to Antibes for some wild times.

Anyway, one time the owner said to his longtime skipper, Jack — not his real name, of course — “Let’s take the boat down to Miami and have some fun.” So they did. In fact, they spent three months tied up to the dock having a good time. At the end of the three months, the owner was going over the accounts when he saw something that disturbed him — an entry of $35,000 for ‘diesel’. How could they have spent so much on fuel when they’d never left the dock? Suspecting that Jack might be engaging in some financial funny business, the owner confronted his captain: “Jack, how is it possible that we spent $35,000 on fuel when we never left the dock?”

“We didn’t,” replied Captain Jack. “But I just thought $35,000 for ‘diesel’ looked better on your expense report than $35,000 for ‘hookers’.

For all we know, some part of the story might actually be true.

⇑⇓

A CATHARTIC WORK OF VANITY

I’d like to offer an unsolicited book review. As a present, someone gave me a copy of A Mile Down, The True Story of a Disastrous Career at Sea by David Vann (Thunder’s Mouth Press, 2005). I don’t know David Vann or anyone who does, but I’d like to offer an unsolicited book review.

Vann’s book describes his financing the construction of a large yacht in Turkey, his plan to run literary-historical sailing tours, the boat’s subsequent poor performance, his financial ruin, and the boat’s sinking in a storm. The author presents himself as a tragic dreamer, fully qualified and, he keeps reminding us, impeccably educated. But he’s beset by bad luck, unscrupulous contractors, lazy employees, inert bureaucrats and predatory creditors. All these conspire to dash his personal quest for fulfillment, which he justifies by being constitutionally unable to accept a working adulthood.

Personally, I can’t seem to buy it. Maybe Vann did exactly what lots of professional owners/masters do in their businesses, but it seems to me he was floating his dream on credit extended by a lot of friends, and that he made some
2006 Resolutions:

☑ Go Faster
☑ Re-tune Rig
☑ Check over sails
☑ Order new sails early
☑ Call Quantum !!!

ANTICIPATE THE SHIFT

Quantum Pacific; 1230 Brickyard Cove Road Suite 200; Point Richmond, CA 94801
P: 510.234.4334   F: 510.234.4863   E: sanfrancisco@quantumsails.com
www.quantumsails.com
remarkably poor decisions along the way. The thing that rankles me most, however, is his incessant invocation of his Stanford education — as if it should somehow differentiate him and his peers from the rest of an ignorant herd. It's the same smug sense of entitlement that makes Frances Mayes' *Under the Tuscan Sun* so unreadable. Maybe Vann is a terrific sailor, scholar, writer and entrepreneur, but I can't help feeling like this is a cathartic work of vanity.

Anybody else read this book?

Sandy Stadtfeld
California

---

*Sandy* — Such a trenchant review! If you'd like to continue your career as a reviewer of nautical books, we've always got a big pile stacked up in our office.

We didn't read Vann's book, but we spoke to him by phone. As we recall, he told us he built something like an 80-ft aluminum catamaran near Sacramento a year or two ago to replace his boat that sank. He then took her to the Virgin Islands where she is now in charter.

---

**FRENCH MEDICAL CARE**

Before I rant, let me say that my husband and I thoroughly enjoy your magazine and eagerly await each and every issue, no matter if we are cruising in Mexico or cruising the canals of France.

Your response to *Catch the Wind* regarding the level of expertise of pharmacists in France is way off the mark. For the last three years my husband and I have been spending four to five months each summer aboard our canal boat *Cruzy* in France, and we spent two winters in Mexico aboard our previous sailboat *MaKai*. We found ourselves needing medications in both countries, and can tell you there is a vast difference in one's ability to obtain medications in France as opposed to Mexico.

French pharmacists are well-educated, polite and extremely helpful — but they absolutely will not, I repeat, will not, dispense medications without a prescription. And such prescriptions must come from a French physician. We have found the French medical system to be open and available to cruisers from all countries. Visits to physicians for examinations or simply to obtain prescriptions are extremely reasonable at about $25.

An Australian friend of ours was treated in a hospital emergency room for several hours after receiving serious burns while working in his engine room. The total charge for his treatment was about $35. As in Mexico, medication costs in France are affordable. Sadly, the French government is looking at making changes to their current social programs, and I'm sure that medical care will suffer.

We are spending this winter in San Diego outfitting our recently acquired Pearson ketch for a return cruise to Mexico next fall. Keep up the good work.

Myrna Keitges
*Blue Moon*, Pearson ketch
*Cruzy*, canal barge
San Diego / France

---

*Myrna* — Thanks for the kind words. We learned most everything we know about French pharmacists by reading Peter Mayle’s *A Year In Provence*. So if we mischaracterized that group of professionals, it’s all Mayle’s fault. We do know, however, that the French are/were the world leaders in the consumption of Valium. When Doña de Mallorca got a tight shoulder in St. Barth a few years ago, she visited the doctor.
OPEN BOAT WEEKEND FEBRUARY 11 & 12

J/100  Catalina 42  C&C 110  J/124
Catalina 350  Tartan 4400  Catalina 47  Tartan 3400

J/Boats Sail California (510) 523-6730
Tartan/C&C Yachts of San Francisco (510) 769-9400
Catalina Farallone Yachts (510) 523-6730

* FREE WEEKEND ENTERTAINMENT  •  REFRESHMENTS  •  POWER AND SAIL!

MARINA VILLAGE YACHT HARBOR
Much More Than Just a Marina
(510) 521-0905 • www.marinavillageharbor.com

Want to start sailing right? Upgrade your skills? Call J/World (510) 522-0547
who gave her a little rub — and enough Valium to knock out half the skippers on boats at anchor in Gustavia harbor!

It’s true that the French will indeed be making changes to their social programs — for the simple reason that they can’t afford them. Their scheme of trying to pretend they were above globalization didn’t work out as well as they’d hoped, so now their economy is in the toilet, and their rate of unemployment is a fright. Did you see where President Villepin recently authorized the sale of some toll roads to help pay for social programs? No wonder the French are gobbling down all that Valium. We Americans, of course, are much more fortunate, because our Republican and Democratic leaders have worked closely together to make the tough decisions necessary to insure that there will be no financial crisis in our country’s future.

⇑⇓

IN DEFENSE OF THE FORCE 50

Your October issue editorial comments about the Taiwan-built Formosa 51 ketches — with which you claim to be intimately familiar — expanded to include near sistership boats such as those built in Taiwan by Hudson Enterprises and others. No matter who designed this family of 51-footers — and they all certainly resemble drawings found in one of William Garden’s books — we’d like to stand up in defense of those marketed as Force 50s.

True, the engineering and construction techniques of the Taiwanese yards that built them may not have been cutting edge, but with any boat the true indicator of construction quality is how well she stands the test of time. Considering that our Force 50 Sea Venture has been sailing the seas for almost 30 years, and she’s getting her first refit since new in ’77 (except for an engine repower), we think she has proven her durability. In addition, when we opened up her original spruce masts, we found the joints to be sound. And when replacing all the thru-hulls, we found a very well laid and solid hull.

Yes, her decks leaked. But so do the teak decks on lots of other 28-year-old boats. While boat shopping, we considered the cost of replacing the teak and ferreting out rot in almost every boat we examined. Now our Sea Venture has leak-free non-skid and beautifully painted topsides. She’s gorgeous.

It’s also true that we’re replacing or upgrading all her systems. But that’s also common in a boat of that age. We’re completely redoing the wiring, not because there was anything wrong with the original materials or work, but because subsequent owners got fancy with their jury-rigged messes and it was easier to start over than to try to separate the tangles. (To cite one example, the last owner had wired the hot lead to the ground lug on the AC-powered water-heater. Michael was almost electrocuted before discovering it!)

Yes, the black steel tanks have rusted through. But I’ve read countless articles describing the need to replace black steel in older boats. The old ones are out, the new ones are in.

Yes, we’re replacing the pilothouse windows with new glass, but the original stuff served the boat well for nearly three decades. The only one that failed was struck by a flailing object while she was on the hard in Mexico.

We’ve replaced all the standing and running rigging, of course. Even if it looks good, experts say that standing rigging should be replaced every seven to 10 years. None of the rigging we replaced was substandard. Nor were any of the other items we took off — including the boat’s windlass. It was too small for the heavier anchor we got, and now sits and works well on the bow of a smaller boat.

The hull of our Force 50 is still solid. And, unlike many
Whether racing or cruising, these Lewmar blocks are designed for optimal performance. Our patented Racing Blocks range from 60mm to 250mm and come in an extensive range of models. These innovative blocks set the standard for both strength-to-weight ratio and rapid line handling. Synchro Blocks, from 50mm to 105mm, deliver new levels of efficiency and performance for Cruisers and Club Racers through a maximized sheave-to-rope ratio. New Synchro Control Racing Blocks, 30mm to 60mm, are extremely lightweight, compact, and offer the highest load-bearing capacity in their class. Choose from Lewmar’s full line of hardware — including the new Lewmar Traveler, Rope Clutch, and Cleats — and you have a sail control system that blows the competition away. Find out more at www.lewmar.com. Lewmar. In Control.
of the production boats made in the States during the ‘70s, it doesn’t have any blisters. Our previous boats, a Coronado and a Clipper Marine, both suffered from moderate to severe blistering. In addition, they also had fiberglass problems, as well as others with portlights and leaks.

Most of our boat’s original systems still worked, but because we’ll be setting out on a multi-year voyage, we wanted to start with all new ones. So we’ve replaced them.

Our Force 50 has some of the most gorgeous wood we’ve seen on any boat. As for the teak toe rails and other outside trim, Cetol may not be the choice of perfectionists, but Sea Venture’s wood had been untouched for more than 18 months under the relentless sun of Mexico before we bought her — and still looked wonderful. We redid all the wood this fall, so now she just needs regular maintenance coats. It’s easier work than the varnishing that I do on my wooden East Coast sharpie. For the sailor who doesn’t want to touch wood, I say buy a boat without it. But for us, the beauty of wood is worth the trouble.

Counting the cost? We paid very little for a solid hull, for gorgeous wood inside and out, and for a boat big enough with its two salons to afford us comfort and privacy when we have family aboard. The money that we’ve poured into her to make her better than new — and all together, it’s still about half of the price of those new boats we coveted yearly at the Strictly Sail boat shows in Oakland. Plus, Michael will know that all the work has been done to his high standards. Having done so much of the work himself, he’ll be able to troubleshoot, repair, or replace everything on board.

By the way, if we had had to contract out all the work, we couldn’t have afforded to bring Sea Venture to this state, so I hesitate to recommend a boat of this size or age to anyone who isn’t either mechanically adept or wealthy. But because we both like to mess about on boats, restoring Sea Venture has been a work of love. Look for us out there in a few months, as we’ll be sailing that pretty girl with a dove on her Pineapple-made mainsail.

Michael & Normandie Fischer
Sea Venture
Marshallberg, North Carolina / Rio Vista, California

Michael and Normandie — We were indeed familiar with some of the early Garden-type 41 and 51-ft ketches marketed under the Formosa name, having sold some of them as new. The earliest ones often had long lists of minor issues, and some had a few really funky problems. But generally speaking, the quality quickly improved. And in any event, with all the work you’ve done to your boat, we can’t imagine she’s not a wonderful yacht. We’ve seen a number of 41s and 51s that have been fixed up and are well-maintained — and they are nice-looking boats.

Next month we’ll have a long letter from a fellow who was around in the ‘60s when yachts started to be imported from the Far East, first from Japan and later Taiwan. Don’t miss it.

Ham Licenses and Insincerity

The reason I’m writing is to inform you that, contrary to the item in the November ‘Lectronic in which Gordon West announced the death of the code requirement for the General Class Ham license on January 1, no final decision has been made on the issue.

I’ve been waiting for over 10 years for the code requirement to be dropped and got really excited. But I called West’s office today and he confirmed that no decision has been announced. Still, I’m so sure that it will happen soon that I went ahead
Doyle Momentum

Big boat, small boat. Full race, club race. Winning takes momentum, momentum that comes from teamwork, from clicking with your sailmaker, from your sailmaker clicking with technology. When you’re ready to start winning, call your local Doyle sailmaker for a suit of fast sails that will put you in front.

www.doylesails.com
and installed a Ham rig on my boat. So I'll continue to wait patiently.

By the way, thanks for the great reports from warmer places, as they make 'Lectronic the first place I check on the web each day. It sounds as though you had a great time doing 'research' in the Caribbean. As for your resolution for the new year to be more superficial, I can't see how that would be much different from how it's been all along. Your ideas and style have always been right on.

Jeff Coult
Juneau, Alaska

**LETTERS**

Jeff — Gordon was a little ahead of his time with that report, but, like you, we're sure the antiquated code requirement for a Ham license will be dropped shortly.

††**TWO KINDS OF LAW ENFORCEMENT**

Surely I cannot be the only person on the water who cringes whenever he/she sees the San Francisco Police out on the water. I have never had any incidents with the Coast Guard where they have been pushy or tried to intimidate me or others around me. The Coast Guard has always seemed to be professional. On the other hand, the Marine Division of the San Francisco Police Department will approach and treat you as a criminal.

I was on my way to the Golden Gate YC midwinter series on January 7 with five others coming from South Beach Marina. Just north of the Bay Bridge we were approached by the Coast Guard, who informed us they were going to perform an on-the-water inspection, and they would be boarding our boat. I told them I had a Coast Guard Auxiliary inspection sticker on the port side of my mast. They looked at each other, then told me that the Auxiliary's had been a dockside inspection and they wanted to do an on-the-water inspection. After confirming that we didn't have any weapons aboard, we were boarded.

Two of the Coasties stayed up top, one in the Coast Guard vessel, and two of them came below with me. I asked if we could maintain our speed as we were on our way to a race. They told us to proceed as planned. We went through the inspection book with a new member of the Coast Guard. The second Coastie was assisting him in going by the book by pointing out which questions to ask. I asked the more senior Coastie if ours was basically a training stop, and he confirmed that it was.

For a boarding, it was a pleasant experience. They all smiled, and while we joked with them, they were very professional. When we told them there would be about another 80 boats around the corner getting ready to race, the one fellow jokingly rubbed his hands together and said with a smile, "Eighty boats!"

I didn't return to South Beach until the next morning, but when I did it was just me, and I was motoring against a huge ebb. Then there was a Pan-Pan on Channel 16. Somebody had just fallen into the water at the Ferry Building. Mariners were asked to be on the lookout and assist the Coast Guard, if possible. The Coast Guard was already searching with several boats and rescue jet-skis.

I stayed close to the piers to avoid the current, and was keeping an eye out for anybody in the water as well. As I passed the Ferry Building, a San Francisco Police RIB flew past me. There were three officers aboard, and two of them were pointing back towards the Ferry Building. They were going so fast that they'd overshot their destination.

A few minutes later, I was between the fishing pier and the Bay Bridge — when the same police boat quickly approached
New at Berkeley Marine!

We’re happy to announce the arrival of our new 35-ton travel-lift! With two lifts in operation, we now have greater capacity and an improved workflow—part of our ongoing commitment to better service!

(photos: Cree Partridge with the new lift, unassembled and assembled.)

Call today for a free estimate on your next haulout!

35 Lift capacity 25 tons

Sprayed Racing Bottoms
Full Painting Service
Fiberglass & Gelcoat Repairs
Rigging Repairs & Installation
Electrical Repairs & Installation
Electric Propulsion Systems
Engine Service & Repowering
Propeller Installation & Tuning
Wood Hull Repairs & Caulking
Teak & Non-Skid Deck Repairs

In Berkeley Marina • 510-843-8195 • www.berkeleymarine.com
LETTERS

me. The driver started yelling at me about security zones and staying 100 yards away from the Ferry Building pier.

I asked if I had to stay 100 yards off all piers, but they said just off the Ferry Building pier. Then they took off.

I was shocked. They abandoned a search and rescue effort for a person who had fallen into the water to come and yell at me?

I’d never heard that the Ferry Building or pier had a security zone requiring a 100 yard separation, so I contacted the Coast Guard and spoke to the person in charge of security zones. He said that they didn’t consider the Ferry Building or its pier a security zone. He did say, however, that they were in the City of San Francisco’s jurisdiction and that the city’s authorities could make up their own rules.

But if such a separation is required, how are mariners supposed to know? Not even the Coast Guard knew.

That wasn’t my only negative experience with the Marine Division of the San Francisco Police. Once I motored our 10-ft dinghy out of the nearby South Beach Marina, carrying two 12-year-olds, a 10-year old, and a six-month-old puppy — all of whom were wearing lifejackets. Another adult and I were not wearing lifejackets.

We were soon hailed by the 41-ft San Francisco Police Patrol boat to follow them to the ferry dock at McCovey Cove next to the stadium. I was then given an on-the-water inspection. With the boat registration and my driver’s license back in the marina, I sat quietly while I endured a chewing out by the police officer. When I asked “What?” to one of his comments, he went off on a tirade asking me how much trouble I wanted, because he could give it to me.

My children got an education in being polite to a person of authority — when every part of my being told me I shouldn’t be treated like that and I should shout back. Ultimately, I had my driver’s license number and dinghy CF numbers run by the police. During the radio response, my personal information was transmitted over a loudspeaker that could have been heard at home plate during a baseball game. Despite having two Type IV cushions for the adults, I was given a $156 ticket for inadequate floatation devices.

Two weeks later a friend of mine was hailed by the San Francisco Police while he was rowing his dinghy through McCovey Cove. According to the police, his problem was that he’d been in a no-motoring zone with his dinghy, which had a motor.

“But I was rowing,” he said.

“Well, we don’t want you here,” they told him.

Chris Lewis
Carmelita, Catalina 42,
South Beach Marina

Chris — It’s just a wild theory, of course, but could it be possible that differences in behavior displayed by the Coast Guard and the San Francisco Police are a reflection of the kind of people they have to deal with on a daily basis? The men and women in the Coast Guard get to work with relatively normal and sane people. The San Francisco Police, on the other hand, spend their days contending with the worst of drunks and drug addicts, lunatics, thieves, abused women and children, murder victims, people injured in all manner of terrible accidents, and God-knows-what-else. We think a person would have to be nuts to become a cop in San Francisco. And if they weren’t nuts going in, the people they had to deal with would make them nuts by the end of the first week.

So yes, based on your version of events, the San Francisco
Jack London Square Marina
An Almar Marina

Location, Location, Location. Imagine your boat in one of the most desirable locations in San Francisco Bay, Jack London Square. Here you will find yourself within walking distance of several fine restaurants like Scott’s Seafood, Yoshi’s and El Pescatore. Enjoy the Arts and Crafts Saturdays on the promenade or the Farmers Market on Sundays. Take in a movie at the cinema two blocks from your slip and on the way browse the many specialty shops throughout Jack London Square. It’s all just steps from the marina. Because Jack London Square Marina is an Almar Marina, you can enjoy reciprocal privileges with all of Almar’s California marinas. Call today, mention this ad and be our guest for the weekend. See for yourself the benefits of a great location. Slips are now available in Jack London Square for boat sizes 36’ to 75’.

Call us at 800.675.3625 for more information about all of the Oakland Marinas. The Oakland Marinas consist of four marinas in the Oakland Estuary from Jack London Square to Coast Guard Island.

www.oaklandmarinas.com

Almar is the largest operator of salt water marinas on the West Coast. With thirteen facilities situated in the most desirable locations, Almar Marinas provide a wide range of services and programs that few marinas can offer. Some of these programs include: monthly boating seminars, boat handling classes, navigation courses, and organized outings to beautiful local anchorages. Each marina offers wireless high speed internet access, which can be used with your reciprocal privileges at any of Almar’s California marinas. To see what a difference this makes, visit one of our marinas this weekend. With thousands of slips in convenient locations, let us find one for you.
cops in the Marine Division could have conducted themselves in a better manner. But since they didn’t beat you or demand a bribe, we’re willing to cut them a little bit of slack.

JUNK-RIG JUNKIES UNITE!

I saw the photo of the junk-rigged Pacific Enterprise in the December Latitude and, as the owner of the junk-rigged Nor’ Sea 27 Sea Blossom in San Diego Bay, I would be interested in contacting the owner to exchange knowledge and experience. To my knowledge, the only association of junk-rigged sailors is in Great Britain. Any persons with junk-rig info, please feel free to contact me at elance@sbcglobal.net.

Lance G. Jobson
Chula Vista

MEDICATION FOR CRUISES

We’re writing in hopes that some of your readers can share their experience with a situation I expect to face as we sail south to Mexico next year. My wife has a non-life-threatening yet chronic medical condition that requires several prescription medications — not insulin, marijuana or anything addictive — that are not over-the-counter in the United States. If we travel to Mexico and perhaps beyond, how do we deal with this?

We obviously can’t fly home every month to resupply. I suspect that if we take a six-month bag of pills, we should declare them at the border. And if we did return and needed to resupply at six months, how does one get permission to carry a new bag across the border? It certainly seems like something that we should be prepared for in advance.

I also believe that I read in Latitude that Mexico requires such drugs to be obtained using a Mexican doctor’s prescription. If true, how does one get that in advance? And what about in Guatemala, San Salvador, Costa Rica, Panama and other countries? We would appreciate any input.

P.S. We were boarded by the Coasties in the Delta in August while on our way to the Bay. They were very polite and professional, and they didn’t even have us slow down!

David & Carolyn Cammack
Aztec (formerly Bob Towle’s) Cape North 43

Coast Pilots available online

I’d like to thank reader Jeanette Heulin of the Bristol 32 Con Te Partiro for the note about NOAA’s Coast Pilots being available online. I would never have thought to look there for accessible materials. As a blind sailor, such detailed nautical information is difficult to find in accessible format. Although PDF files can create some messy problems in trying to make them easy to read with synthesized speech systems, I’m now working with the fine folks at NOAA to solve these problems.

I strongly recommend this excellent series of books about our coasts to any sailor, as they contain a wealth of fascinating information about our coastal waters. The style is quite...
SAFETY WITH A Twist

Why a Garhauer Radar Tower?
Rather than depend on high maintenance gimbal mechanisms, a large knurled knob quickly levels your radome to the tack you’re on. Whether you are cruising coastal or offshore, we have the tower to meet your needs. Call us today to discuss the best solution for your boat.

All stainless steel: Not powder coated, our towers are polished stainless steel, designed with quality marine materials and built in the USA. All radar towers come with a 10 year unconditional guarantee.

Free technical/installation support: You are only a phone call away from a helpful and knowledgable representative.

Each all stainless steel radar tower kit comes complete with:
• Polished stainless steel pole
• Radar plate matched to your radome model
• All mounting hardware
• Pivoting or fixed base and backing plate
• 6 to 1 engine hoist with yacht braid

Great price: Because Garhauer sells only direct to our customers, we are able to offer top quality gear for a lot less than elsewhere.

RT-8  2.0" surface mount
RT-8  2.5" surface mount
RT-10 2.0"below deck mount
RT-10 2.5"below deck mount

Tower shown includes the optional antenna hoop, available for mounting other antennas in one easy to access location.
LETTERS

readable — and often verges on the literary.
I also can’t say often enough how much we appreciate Latitude for being such a great and accessible mag.

Tom Fowle
BAADS, the Bay Area Association of Disabled Sailors
San Francisco

Tom — Thanks for the kind words. We hope you folks at BAADS are looking forward to another great season of sailing.

CANADIAN WATER

As for the Canadian who wrote in to say that global warming was causing the waters of the Pacific Northwest to evaporate and coastal rocks to be exposed and/or moved, the only rocks he must be familiar with are the ones in his booze balls!

There is all kinds of water up here. In order to avoid the rocks, a mariner just has to use current charts, stay sober, and stop whining about global warming. After all, ‘climate change’ is just the natural function of the earth going through normal cycles. Didn’t we all learn in high school science that “nothing can be created or destroyed?” Sooner or later it all recycles into something.

As for remote and/or busy places to cruise, the Pacific Northwest has the best in the world. You can find busy and civilized places to cruise, as well as more primitive and uninhabited areas too. The people are wonderful everywhere, in the right places the shopping is excellent, the majority of passages are close to shore, there are plenty of safe harbors, and it’s safe from pirates — except those representing the governments. Although I now have a large power yacht, I thoroughly enjoy your ‘blow boat’ magazine.

By the way, if the fellow concerned about this trip north around Cape Mendocino has too many concerns, he should drop into Eureka and buy the local fishermen a beer or two. Soon enough they’ll share the information he’ll need to have the most comfortable rounding of the Cape.

Dennis McMurtry
In The Deep Waters Of Vancouver, British Columbia

Dennis — We live in a self-absorbed age, so we suppose people can be forgiven for believing that any variation in the current condition of the earth is necessarily wrong or unnatural — as if the many cycles of global warming and cooling that occurred prior to the existence of man and the internal combustion engine never happened. The terrible truth that we’re all going to have to make peace with is that the world really doesn’t evolve around each one of us, and, unlike what we’ve always assumed, we’re not the masters of our universe. Please pass the rum.

Having said that, the concept that “nothing can be created or destroyed” is no reason to dismiss concerns about climate change — no matter if they are the result of man’s actions or of a natural cycle of nature. We humans need a stable mix of relatively moderate temperatures in order to survive. For example, if the temperature at the poles dropped to 200° below and the temperature at the equator rose to 200° above, it would soon be curtains for our species. The main mechanism that keeps the poles from getting ultra cold and the equator ultra hot are the winds and underwater rivers that mix and ‘average out’ the temperature extremes. If, for some reason — natural or man-made — the moderating influences of the winds and underwater rivers were thwarted, we’d ultimately all end up being roasted or frozen.
LETTERS

It’s kind of a fun topic to toss around while cruising — by power or sail — in the delightful waters of the Pacific Northwest.

†|REASONS TO REDUCE, REUSE AND RECYCLE

I read Latitude cover-to-cover each month. In the December ’04 issue — I know that was a long time ago — some questions were raised about garbage. Since I haven’t seen any responses, I thought I’d reply.

Generally, resource use and pollution from production and distribution outweigh disposal issues. For every ton of product waste we dispose of, about 70 tons of upstream waste are created. Glass bottles or metal cans at the bottom of the ocean or in a landfill don’t cause huge environmental problems. But what’s worse is the loss of valuable invested resources. That’s really why we want to reduce, reuse and recycle. As we hit global peak oil production and approach the end of petroleum — with corresponding skyrocketing prices — conservation is increasingly critical.

With toxic materials, we need to also be very concerned about the disposal. Used motor oil, antifreeze, leftover paint, batteries, electronics and so forth should be recycled, not put in the trash. Plastics should not be burned, as some types — especially PVC — can also release toxic chemicals such as dioxin.

We should encourage marinas and marine suppliers, at home and in the countries we visit, to offer more recycling services. Then we should use them properly. Let’s all take better care of the resources we enjoy and depend on.

Robert Haley, Recycling Manager
San Francisco Peregrine Sausalito

Robert — Thanks for the information. We’re glad to see that mariners and marinas, both in the United States and Mexico, seem to be far more environmentally conscious and compliant than just a few years ago. In many foreign countries it seems to be the yachtsies who are leading the way.

†|WE’RE GOING TO JOIN THE HA-HA FUN THIS YEAR

After years of reading about all the great times everybody has had sailing down to Cabo in the Ha-Ha, we decided that we’re going to join the fun this year. Where do I have to write to get the information package?

Roswitha Hutson
Big Bear Lake

Roswitha — Where did you get a name like that? We love it!

Right after the end of each Ha-Ha, the Ha-Ha folks go into hibernation until the following May 1. So information on this fall’s event won’t be available until then. But before crashing for the winter, Ha-Ha Honcho Lauren Spindler reported that this year’s Lucky Ha-Ha 13, featuring a full moon during the stop at Bahia Santa
Being the industry leader for more than twenty years is what prompts more yacht owners to come to PACIFIC COAST CANVAS.

- **Offshore Dodger™**
  - Welded aft handrail
  - Bolt-on side handrails
  - Lexan windshields

- **Baja Awning™**
  - Lightweight and waterproof
  - Durable and easy to launch
  - Multiple side screen configurations

- **Coastal Dodger™**
  - Affordable designs
  - Same high quality materials
  - Same superior workmanship

- **Cruiser's Awning™**
  - Easy setup off your dodger
  - Flies with no bulky frame
  - Comes with shade screens

Our dodgers are built with strength and grace... we know you'll appreciate our quality and attention to detail.

Why not schedule a design appointment with the company you can trust for the best in Design, Service and Quality.

Open Monday-Friday 8:00-4:00
Saturday by appointment
(510) 521-1829

Why not schedule a design appointment with the company you can trust for the best in Design, Service and Quality.

**PACIFIC COAST CANVAS**
2021 Alaska Packer Place
Alameda, CA 94501
Grand Marina

---

**BETA MARINE**

Our engines idle smoother and quieter because of our high inertia flywheel. This is one of the many Beta Marine exclusive features that make our diesel engines easier to live with.

What a Concept! It is engineered to be easily serviced

Beta Marine superb propulsion engines, using Kubota diesel from 10-90HP including our famous Atomic 4 replacements.

Also available: Marine Generators up to 30Kw.

FIND THE DEALER NEAREST YOU BY CONTACTING...

**BETA MARINE US, LTD.**
P.O. Box 5, Arapahoe, NC 28510
800-682-8003 • 252-249-2473
sales@betamarinenc.com • www.betamarinenc.com

---

**Strictly Sail Pacific**
April 19-23, 2006
Jack London Square, Oakland

For information call
(619) 295-9669

www.californiayachtsales.com

---

**Please Join**
Presenting

**CALIFORNIA YACHT SALES**

---

February, 2006 • Latitude 30 • Page 87
LETTERS

Maria, will start from San Diego on October 30.

By the way, the Wanderer, who wouldn’t miss serving as the volunteer Grand Poobah for his life, is getting a feeling that this might be the biggest Ha-Ha ever. “Ever since the last Ha-Ha ended, all kinds of people have been telling me they’re going to do this year’s Ha-Ha. For example, after we hired a guy to sheetrock our flood-damaged editorial offices, he said, ‘By the way, I’m doing the Ha-Ha this fall on my girlfriend’s Freedom 44.” We’ve heard stuff like that over and over.”

(++A TOPLESS CHRISTMAS CARD++

I thought you and your readers would enjoy seeing these 20 Christmas baubles. The photo was sent to me by one of my old sailing pals who used to be a Northern California yacht dealer. I have no idea where the photo was taken.

Jim Hill
Northern California

Jim — For some reason we get the feeling the photo wasn’t taken in the Virgin Islands.

Did you see the report that the New England Journal of Medicine published by a female German doctor? It said studies showed that it was very healthy for males to look at photos of women’s bare breasts for about 15 minutes each day. According to the study, it increased heart rate, was as good as 20 minutes of exercising in the gym, and, on the average, added five to seven years to a man’s life. Unfortunately, the report on the report was a fraud. No such article appeared in the NEJM.

Of course, that theory hasn’t been disproven either.

+++DRIVING AT NIGHT IN MEXICO+++ 

Driving at night might be dangerous . . . if you wore a white hood while carrying a flaming cross down Martin Luther King Blvd. The world could be, might be, and oh my . . . lions, and tigers, and bears — oh my! Yes, at any time, at any place, the world may come to an end, so let us all hide behind our doors and live in fear of all things of mice and men.

But as I said in my October letter, if you follow close enough behind a truck or bus, but far enough behind not to take a rock in your windshield, you shouldn’t have any problems with livestock or tequila-ridden car-jackers waiting for you around every corner.

I happen to know it is far more dangerous to drive in the United States, having done so for 16 years, than it is in Mexico.

Having once again returned to the States via the free road,
KISSINGER CANVAS
Marine Canvas & Interiors
STEVEN KISSINGER
(925) 825-6734
Covering the Entire Bay Area
• Biminis
• Boat Covers
• Cushions
• Sail Covers
• Headliners
• Awnings

DODGERS
Side handrails and window covers included
OPTIONS
Aft handrail, dodger cover, sailing bimini.
Free Estimates and Delivery

JACK D SCULLION
RIGGING • ELECTRICAL
since 1986
Battery Systems
Electrical Panels
Equipment Installation
Troubleshooting
Hardware
Rigging
Deck
Layouts

Call for package pricing for main or jib furlers with a NEILPRYDE sail.
(510) 919-0001
Fax (510) 769-7659
jdsyachts@att.net

20 Year Anniversary SPECIAL
Wholesale pricing on standing rigging materials! Call for details.
I will say that I forgot to mention that the free road from Navaja to Obregon needs some serious repair and should be avoided. However, that portion is not Highway 15.

Regarding the Mexican government giving warnings about car-jackings, I have heard nothing about Highway 15 that runs from Nogales south. Regarding the degree of risk referred to by ‘Name withheld’, I would point out that there is a degree of risk in all adventures, including walking out one’s own front door. For as Gandalf said, “No one knows where it will lead you.”

If risk is what sends you into a tizzy, then forget hoisting that anchor. Grab an armchair instead and snuggle into the current issue of Latitude. We risk-takers will keep you up on which way the wind blows, the world turns, and in which direction. For those who have been given a little nudge out the door, I welcome you to the world of those who have gotten busy living.

P.S. Those no-tell motels can be dangerous, too.

I’m not withholding my name because I don’t give a damn.

Jerry Metheany
Rosita, Hunter 46
Now in Puerto Vallarta

† † † DRIVING IN MEXICO

The letters about the dangers of driving at night in Mexico have been of interest to us. While we had our boat in Mexico, we also had a pickup. And we had a blast driving all over Mexico during the hot summer months. We left our boat on a mooring in San Carlos, then drove all over in the highland until the Mexico City News reported the temperatures had gone down again in Guaymas.

We didn’t drive much at night, but we did try the ‘no tell motels’. We found them to be as Mr. Metheany reported, cheap, clean and fun!

David Wilson & Sandra Snyder
Panama

† † † HIT HEAD-ON WHILE DRIVING IN MEXICO AT NIGHT

We don’t know anybody who knows anything about “gangs of murderous car-jackers” in Mexico, as mentioned by the author of a recent letter to Latitude. However, we agree with his saying that driving at night in Mexico is a no-no. Drunk drivers, animals and large trucks on sharp curves are among the hazards. But perhaps our firsthand near-death experience will make the biggest impression.

A couple of years ago, Martin and I broke the first rule of driving at night — which is don’t do it! — by leaving the Paradise Village Marina in our Dodge Ram van at 4:30 a.m. while it was still dark, and heading to Guadalajara. We had approximately 600 pounds of iron and steel in our van that we were taking to be galvanized, and the owner of the shop told us we had to be there by 8 a.m. or we’d be out of luck.

Well, about 90 minutes into the drive we were hit head-on while driving on the two-lane road from Puerto Vallarta to Tepic. There was nowhere for us to go to avoid being hit, as there were culverts on both sides of the road. All Martin could do was stomp on the brakes as we watched this small truck come right at us in our lane!

When we both realized that we were still alive after the impact, we crawled out of our totalled van. The entire road was blocked. The driver of the other vehicle, who was badly injured, was removed from his truck and laid on the road. He’d never even stepped on the brakes before hitting us. Eventually an ambulance arrived from the small town just up the road.
Hogin Sails
A Local Full Service Loft

Call us for prompt personal service
(510) 523-4388

Monday-Friday 8:30am to 5 pm • Saturday by appointment only

email: sales@hoginsails.com
www.hoginsails.com

In the Alameda Marina at 1801-D Clement Avenue, Alameda, California 94501

---

Blue Water Insurance

Blue Water Insurance covers more active cruising boats than any other marine agency in the Western Hemisphere and is the leading innovator of insurance products for the offshore sailor.

Our Insurance Programs Provide
Crew of two Anywhere World Wide Navigation
Hawaii World Wide Navigation
South Pacific Europe
Caribbean

Low Local Coastal Rates
Local Coastal USA • Hawaii

Blue Water World Wide Health Insurance
International and USA health insurance plans at affordable prices.

West Coast Office
2730 Shelter Island Dr. 1016 Clemons St., Ste 404
San Diego, CA 92106  Jupiter, FL 33477

Call Toll Free:
(800) 655-9224

Visit our web site:
www.BlueWaterIns.com

---

Hogin Sails
A Local Full Service Loft

Call us for prompt personal service
(510) 523-4388

Monday-Friday 8:30am to 5 pm • Saturday by appointment only

email: sales@hoginsails.com
www.hoginsails.com

In the Alameda Marina at 1801-D Clement Avenue, Alameda, California 94501
I was loaded into that ambulance along with the driver and the passenger of the truck that had almost killed us. We were taken to the local hospital, and we all shared the 'emergency room' together.

When the ambulance left the scene of the accident, my poor Martin was left there alone, unable to speak Spanish, and having to face the police. To say that I was petrified is an understatement. For six hours I was in the hospital being very well taken care of, but I had no idea what had happened to my husband, our van, or our belongings. However, a policeman came to interview me about the accident.

Meanwhile, the driver of the small truck was transferred to Guadalajara under police escort. I was assured that my husband was probably with the Ministerio Publico, which is like a local District Attorney. After being X-rayed, given a shot for pain, being watched for possible internal injuries, and having a neck-brace made for me, the emergency room doctor gave me a prescription for pain meds and told me that someone would take me to the Ministerio’s office. I was not charged one peso, asked to sign any forms or papers, or questioned about insurance coverage!

I found Martin at the Ministerio’s office, along with the insurance agent for the Mexican auto insurance that we had on the van. This is very important! Since we had the insurance and because it was evident from the skid marks of our van in our lane of the road, no one even questioned who was culpable. The insurance agent had arrived on the scene to assist Martin, and stayed with us and helped us locate a mini-van-taxi to load all of our belongings. These belongings included the metal parts — all of which had lodged themselves in various parts of the van rather than beheading either of us. We then drove back to the marina.

It was a horrible experience, and we lost our van. But there were also many positive things — such as our experience with the police, the hospital and the insurance agent. But never drive at night in Mexico, and always carry Mexican insurance on your vehicle.

As long as I’m on a roll, I’d also like to let all sailors know that some of us powerboaters are cruisers, too. We don’t cause big wakes around anchorages or marinas, we don’t run our generator all day or night, we aren’t any more loaded down with money than many people with average sailboats and, generally speaking, we are no different than most cruisers on sailboats. The only differences are that we can provide the muscle if and when needed to pull sailboats off the shore, we can provide faster response time to many emergencies, we have stronger antennas for relaying radio messages, and we have ice for warm beer.

There are plenty of big fishing boats and large yachts that are a nuisance, but they are a nuisance to us, too! And they are not cruisers. It really pisses me off when I see a negative reference — for example, Dan Fitzpatrick made a slur in his recent piece — to those of us who prefer power to sail. We have many close cruising friends who happen to be sailors, and we all get along very well, and do not hold on to the use-less ’sailor versus powerboater’ standoff. So it would be nice if the sailors in the cruising fleet would refrain from referring to all powerboaters as scum or otherwise being less than desirable.

Lastly, the Sea of Cortez island cleanup that Latitude intends to organize sounds like a great idea, and we are sure many boaters will be ready to lend a helping hand. However, it’s been our experience that the majority of the trash in the Sea of Cortez comes from the pangero fish camps or from the Baja peninsula pueblos and cities, not from cruisers. Most
New Hunter Trailerables

Visit our Hunter showroom to see the Hunter line-up of trailerable family fun!

HUNTER 25
HUNTER 216
HUNTER 170

JY15
XCITE
LIBERTY

Justin Scott • Ruth Scott • Chad Freitas • Steve Coghlan • Chris Corlett

www.yachtworld.com/nelsonyachts
www.nelsonyachts.net

1500 Ferry Point, Alameda, CA 94501 • email: sales@nelsonyachts.net • 510 337-2870

CUSTOM SPARS

Lighter, Faster, offered by Hansen Rigging

Professional rigging work by rigging professionals.

At Hansen rigging, we don’t paint bottoms, or install through hulls. We specialize in the best, most efficient rigging work you can get. Guaranteed.

HANSEN RIGGING
(510) 521-7027
451 WEST ATLANTIC AVE., SUITE 101 • ALAMEDA
email: hansenrig@sbcglobal.net

OceanGrafix
CHARTS ON DEMAND

100% up-to-date NOAA approved charts

15% OFF!

Digitally printed with up-to-date NOAA and USCG data at the time of your order.
Enter promo code: L206 on our website for discount!

www.oceangrafix.com
toll free: (877)562-4278
cruisers we have observed have taken good precautions to dispose of their trash and pick up trash in the anchorages as well. Putting garbage in proper containers, and then having it removed and disposed of, is a fairly new concept in the Mexican culture. Therefore all manner of stuff gets out into the Sea and floats around until it hits land.

Robin Hardy  
The Cat’s Meow, Custom 52-ft Trawler  
San Pedro / La Paz

Robin — Thanks for your sobering report on driving in Mexico at night. We have a theory that the relative leading causes of vehicle accidents in the United States are high speeds and drinking, while in Mexico they are drinking and reckless passing on two-lane roads.

Some readers may remember that you, Martin, and The Cat’s Meow were responsible for pulling something like 10 sailboats off the rocks and beaches in the Puerto Escondido area following the devastation of Hurricane Marty in September of ’03. Your report on the lack of cruiser garbage on the islands in the Sea of Cortez confirms what we’ve heard from Mary Shroyer of Marina de La Paz and others. So now we’re not sure whether we’ll do an amped-up island cleanup or just a private low-key effort.

WE WERE SATISFIED WITH THEIR PERFORMANCE

Like the reader of the January issue letter complaining about Dockwise Yacht Transport’s delays in shipping his boat, we also experienced extreme delays and problems with a recent Dockwise shipping of our boat from Central America to Mexico to the Pacific Northwest. Their lack of good communication via their agents was one of the problems that made the whole situation worse. And yes, they do have all the ‘disclaimers’ to protect themselves from legal action.

However, we also want to report that the actual shipping was great, and the folks in the corporate office of Dockwise were exceptional in the manner in which they responded to customers and their complaints. In the end, we feel satisfied with Dockwise’s performance.

We also want to put in a good word for Bruce and Tim at Banana Bay Marina and Land/Sea Marina in Golfito. They were in constant communication with the boats and the company.

Jerry & Sandi Zaslaw  
Romanc’n the Zea  
West Coast

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

Find everything you need for boating at BoatU.S.—from our catalog packed with 40,000 products, to low-cost insurance and towing service, representation, even discounts at marinas. BoatU.S. saves you time (and money), giving you more free time on the water. Just ask our 625,000 members . . . or give us a call!

800-395-2628
Priority Code MY962T
BoatUS.com

Hi-MOD
Made in UK

Rigging Insulators
the only failsafe insulator for wire

Hi-MOD Compression Fittings
unique crown ring keeps wire strands in position.
for detailed information visit www.hayn.com

Hayn Marine [800.346.4296] fax [800.441.4296]
email [marine@hayn.com] web [www.hayn.com]

fx
Instant Online Sail Quotes for 1000s of Boats

The quality shows in the FX tri-radial sails on this J/100. Discover the outstanding value of our sails with an online quote.

Excellence doesn't always come at a steep price.

www.fxsails.com
800-748-5258
JIM LEECH

Neil Pryde North Bay and Peninsula representative offers you a lifetime of sailmaking experience combined with Neil Pryde’s worldwide technological leadership. Jim started his apprenticeship in sailmaking at 15 under the guidance of Bay Area legend Peter Sutter. Now, miles of sailing and miles of stitching later Jim continues to offer superior sails backed by unbeatable sailmaking experience.

Sailing experience includes a circumnavigation, the Sydney-Hobart race, Transpac and thousands of additional ocean miles cruising and racing, adding up to a wealth of knowledge available for your sailing needs.

As Jim stated, “For the past 23 of my sailmaking years, I’ve teamed up with Neil Pryde’s commitment to offering the best cruising and racing sails money can buy. Customers really appreciated the range of products available and unique offerings such as the ‘Tradewinds Spec’ for extra durable cruising sails. These specs were developed for the Maui charter boats which use sails in tough conditions almost 365 days a year. It’s a level of finishing the most ambitious cruiser will appreciate for years to come.”

www.neilprydesails.com

The global resources of Neil Pryde Sails with local sales and service from the most experienced hands in the business.

San Francisco Bay Area • Jim Leech • 415-827-1177
Jack D. Scullion Yacht Services • 510-919-0001
Monterey Bay Area • Bob White • 800-347-6817
Santa Barbara • Marty Spargur • 805-451-3543
1041-A 17th Ave., Santa Cruz, CA 95062 Fax 831-479-4275
www.neilprydesails.com

LOOSE LIPS

Rolex winners.

Nick Scandone of Fountain Valley, California, and Sally Barkow of Nashotah, Wisconsin, were named US Sailing’s Yachtsman and Yachtswoman of the year last month.

Scandone could be thought of as a ‘double’ winner — he was chosen primarily for winning the 2.4 Meter World Championships in Italy over 87 other competitors. But his Rolex win carries beyond sailing. Scandone, 39, was diagnosed almost four years ago with Amyotrophic Lateral Sclerosis (ALS), better known as Lou Gehrig’s Disease. So he sailed that series 40 pounds lighter than his old ‘fighting weight,’ and off the boat, he walks with a cane and braces on both legs. “While he has become physically weaker, his tenacious determination and competitive drive have not diminished one bit,” notes a release from US Sailing.

As in the 2.4 Meter Worlds, Scandone competes regularly against able-bodied sailors. But he also participates in disabled-only regattas with equal success — in 2005, he defended his U.S. Independence Cup title, and won the America’s Disabled Open Regatta.

A California native, Scandone grew up in Huntington Beach and Fountain Valley. He learned to sail through the junior program at Balboa Yacht Club in Newport. In the 1980s and ’90s, he won several collegiate events, a 470 North Americans and two Lido 14 National Championships. Off the water, he makes his career in advertising.

Sally Barkow was recognized for her versatility both at home and abroad after winning a string of international events in different classes. These included the USAF Women’s Match Racing World Championship (sailed in J/24s) in Bermuda — despite losing a crew overboard and having to go back and pick her up — and US Sailing’s Rolex International Women’s Keelboat Championship (J/22s), which she also won in 2003. Based on more wins in France, Italy and Austria, Barkow and her crew, Debbie Caposi and Carrie Howe, are also currently the top women’s Yngling team in the world — and are top contender for an Olympic berth in this class.

Barkow, 25, grew up on a small lake in Wisconsin in a family that has been producing sailors for five generations. (And it’s still running in the family. The 2005 Vanguard 15 Season Champion here in the Bay Area is Jim Barkow, Sally’s brother.)

Congratulations to both Nick and Sally.

Established in 1961 by US Sailing and sponsored by Rolex Watch USA since 1980, the Yachtsman and Yachtswoman of the Year awards recognize outstanding on-the-water achievement in the calendar year just concluded. The winners are chosen by a panel of noted sailing journalists.

Sectors, groups, offices, districts...

The Coast Guard is reorganizing and renaming its command structure. All field units — meaning traditional Groups, Marine Safety Offices (MSO) and Vessel Traffic Service (VTS) operations, now fall under one Sector. The Sector Commander serves as the Captain of the Port (COTP), Federal Maritime Security Coordinator (FMSC), and unless otherwise delegated, the Officer in Charge of Marine Inspections (OCMI), SAR Mission Coordinator (SMC) and Federal On-Scene Coordinator...
San Francisco Boat Works

Call about our WINTER HAULOUT SPECIAL!

Convenient San Francisco Waterfront Location
Next to the Last of the Great Barbary Coast Establishments

The Ramp Restaurant on Site

Email: sfboatworks@yahoo.com  •  Visit our Website: www.sfboatworks.com

Craig Page, Yard Manager
(415) 626-3275

NOW HIRING
Mechanic, System Specialist,
Equipment Operator –
Call for details.

835 Terry A. François St.
San Francisco, CA 94158
Convenient location 5 minutes to downtown S.F
and easy walk to PacBell Park
Fax (415) 626-9172

The Choice is Clear

THE SAILBOAT PROPELLER FROM

FLEX-O-FOLD

Unmatched powering performance
Superior performance in reverse
Lowest drag under sail
Robust construction
Virtually no maintenance
No fouling of lines under sail
2 and 3-blade, saildrive and standard shaft
Patented twin-helical gear design for reliability
Patented locking screws
Reasonable cost

Contact us for more information.

FLEX-O-FOLD
91 Front Street  Marblehead, MA 01945
Tel: 781-631-3190  Fax: 781-639-2503
e-mail: amsales@flexofold.com

"Intelligently designed..."

STARBUCK CANVAS WORKS

"...and highly evolved"

67 Libertyship Way
Sausalito, CA 94965
415•332•2509
LOOSE LIPS

(FOSC). That is one big mouthful of responsibility. Of course, Sectors will be further supported by vertical alignment of Headquarters, Areas and Districts. There are a total of 35 Sectors encompassing the continental United States, Alaska, Hawaii, Puerto Rico and Guam. Sector San Francisco — which oversees all of Northern California as well as Nevada and Utah — is one of three Sectors in District 11. The other two are Sectors Long Beach and San Diego.

BJ on the go.

"I need the support of Latitude 38 readers to make it to the Mini Transat, 2007," writes Brian "BJ" Caldwell, the Hawaii-based sailor who readers may recall became the youngest solo circumnavigator in 1996 (and who wrote regular Sightings updates during the voyage). "I have the fastest boat now, the 2005 Transat winning E.Leclerc, as well as a sponsor for the boat and several technology product sponsors. But I need to find the budget for racing this year in the qualifying Select 650 and Mini Fastnet Races.

"For the first time I’m offering my book Clockwork, which documents my 1996 ‘youngest around the world’ on Mai Miti Vavau, in online text for $10 to finance next year’s mini campaign. If only 1,000 Latitude readers purchase it, I will be able to do the season."

FYI, BJ, who is now 29, has been involved in Minis for several years now and took fifth in the 2005 Mini Transat — the highest finish of any American.

To purchase the online book, or for more on BJ’s mini project, log onto www.liquidflight.net. We’ll be running more about BJ and his Mini campaign in a future issue.

Great cause, great idea.

One of the sadder statistics out there is that drowning is the second leading cause of unintentional death in children in the U.S. In one of the most ambitious responses to that problem we’ve ever heard of, 5,000 lifejackets will be given away to kids 12 and under who attend the Evergreen Sportsmen’s show in Monroe, Washington, next month. And these aren’t those cheapo orange things. These are quality lifejackets ($50 retail value) made by Mustang Survival, one of the leading manufacturers of quality survival gear. And if they run out of the proper sizes, families will get ‘rain checks’ for new jackets to be sent later.

Several agencies and organizations helped orchestrate the giveaway, including the local Children’s Hospital and Regional Medical Center, and the Washington State Parks Department. But the big nod goes to the show’s producer, O’Loughlin Trade, which actually bought the jackets from Mustang. They’ve even arranged to have popular Survivor: Pearl Islands star Rupert Boneham on hand to greet showgoers at the show’s “Lifejackets for Kids Education Center” on opening day (February 22).

"You can’t put a dollar figure on a child’s life, and we believe this offers a great combination of safety and value for the entire family," said show manager Bill O’Loughlin. “Boating and fishing are two of our region’s most popular family pastimes, and enjoying them safely is our paramount goal."

While the kids get fitted for jackets, parents will be encouraged to participate in a brief boating safety presentation conducted by representatives from Children’s Hospital and State Parks. Reps from Mustang Survival will also be on hand to answer questions and offer adult-size products for sale.

The show takes place at the Monroe County Fairgrounds, February 22-26. Note that this is not a sailboat show. But it sure would be great if sailboat shows closer to home followed the precedent. Hint, hint.
HAULOUT ANY TIME
AT NAPA VALLEY MARINA
AND SAVE MONEY

Our Marine Ways are the Best Way to Haul Any Boat

Plenty of dry storage

View Our Brokerage Listings at www.napavalleymarina.com

NAPA VALLEY MARINA
1200 Milton Road, Napa 707・252・8011 One Hour North of San Francisco

Distributors for Brownell Boat Stands

WINTER HAULOUT SPECIAL

Marine way haulouts

LIKE HAWAII – THE PACIFIC CUP IS JUST OVER THE HORIZON

Call to plan your race winning upgrades today!
We're just back from Key West with the latest go fast technology.

Does your rigger sail Key West?

EASOM Rigging
1150 Brickyard Cove Rd. Suite B1
Point Richmond, CA 95801
(510) 232-SAIL (7245)

Web Site Coming Soon: www.easomrigging.com

SEA FROST®

COOL IT YOURSELF!
Refrigeration has never been easier. Sea Frost’s compact and powerful, 12-volt BD refrigeration conversion kit comes pre-charged and ready for owner installation.

Sea Frost...Quality at an affordable price!

Local Dealers:
Anderson Refrigeration Co. • Alameda, CA (510) 521-3111

Poole Refrigeration Service • Alameda, CA (510) 523-3495

www.seafrost.com
seven good reasons not to miss the pacific cup

The following list was put together by Jonathan 'Bird' Livingston of Pt. Richmond and Maui, who has done a number of Pac Cups.

1. Any size boat can enter with no rating limit. I like that. The Trans-

PACIFIC CUP ENTRIES
(as of January 20)

<table>
<thead>
<tr>
<th>BOAT NAME</th>
<th>BOAT TYPE</th>
<th>OWNER/SKIPPER</th>
<th>HAILING PORT</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Guys On the Edge</td>
<td>1D35</td>
<td>Dan Doyle</td>
<td>Honolulu</td>
</tr>
<tr>
<td>Alcyone</td>
<td>Hinckley 42</td>
<td>John 'Jack' McGuire</td>
<td>Apts</td>
</tr>
<tr>
<td>Alatante</td>
<td>Custom 53</td>
<td>Ray Lotto</td>
<td>San Francisco</td>
</tr>
<tr>
<td>Basic Instinct</td>
<td>Elliott 10.50</td>
<td>Jan Borjeson</td>
<td>Tiburon</td>
</tr>
<tr>
<td>Bequia</td>
<td>Beneteau 411</td>
<td>Dennis Ronk</td>
<td>Vallejo</td>
</tr>
<tr>
<td>Bounty</td>
<td>S&amp;S 52</td>
<td>Daniel Spradling</td>
<td>San Francisco</td>
</tr>
<tr>
<td>Cayenne</td>
<td>Passport 40</td>
<td>Michael Moradzadeh</td>
<td>Belvedere</td>
</tr>
<tr>
<td>Celebrity</td>
<td>Cal 40</td>
<td>Jerry Finnegan</td>
<td>Redondo Beach</td>
</tr>
<tr>
<td>Cirrus</td>
<td>Standfast 40</td>
<td>Bill Myers</td>
<td>Kaneohe</td>
</tr>
<tr>
<td>Compromise</td>
<td>Elite 37</td>
<td>David/Sandy Englehart</td>
<td>San Francisco</td>
</tr>
<tr>
<td>El Tiburon</td>
<td>Passport 42</td>
<td>Michael/Dowling</td>
<td>Pt. Richmond</td>
</tr>
<tr>
<td>Elyxir</td>
<td>Santa Cruz 52</td>
<td>Skip Ely</td>
<td>Santa Cruz</td>
</tr>
<tr>
<td>Free Range</td>
<td>Perry 59</td>
<td>Bruce/Sharon Anderson</td>
<td>Yakutat, AK</td>
</tr>
<tr>
<td>Chicken</td>
<td>Santa Cruz 27</td>
<td>David Garman</td>
<td>Seattle</td>
</tr>
<tr>
<td>Giant Slayer</td>
<td>Cal 40</td>
<td>Jim Quan/Mary Lovely</td>
<td>San Francisco</td>
</tr>
<tr>
<td>Green Buffalo</td>
<td>Westsail 11.8</td>
<td>Alice Martin</td>
<td>Sausalito</td>
</tr>
<tr>
<td>Humdinger</td>
<td>Acapella 35 tri</td>
<td>Larry Olsen</td>
<td>San Francisco</td>
</tr>
<tr>
<td>Ikaika</td>
<td>Tartan 3700</td>
<td>Tony Miller</td>
<td>Honolulu</td>
</tr>
<tr>
<td>Irish Lady</td>
<td>Catalina 42</td>
<td>Denis Mahoney</td>
<td>Alameda</td>
</tr>
<tr>
<td>Jam</td>
<td>J/160</td>
<td>John McPhail</td>
<td>Fox Island, WA</td>
</tr>
<tr>
<td>Kyros</td>
<td>Custom 56‘</td>
<td>Frederic Laffitte</td>
<td>Woodway, WA</td>
</tr>
<tr>
<td>Locomotion</td>
<td>Express 34</td>
<td>Edward Morgan</td>
<td>Seattle</td>
</tr>
<tr>
<td>Mary Frances</td>
<td>Passport 40</td>
<td>Matt Sponer</td>
<td>San Diego</td>
</tr>
<tr>
<td>Medicine Man</td>
<td>Andrews 61</td>
<td>Bob Lane</td>
<td>Long Beach</td>
</tr>
<tr>
<td>Moore Havoc</td>
<td>Moore 24</td>
<td>Mark Moore</td>
<td>Pt. Richmond</td>
</tr>
<tr>
<td>Morpheus</td>
<td>Schumacher 50</td>
<td>Jim Gregory</td>
<td>San Francisco</td>
</tr>
<tr>
<td>Oregon Native</td>
<td>Oyster 53</td>
<td>Frank Delfer</td>
<td>Portland</td>
</tr>
<tr>
<td>Orizaba</td>
<td>J/130</td>
<td>John Hanna</td>
<td>Portland</td>
</tr>
<tr>
<td>Pegasus S2</td>
<td>Transpac 52</td>
<td>Philippe Kahn</td>
<td>Honolulu</td>
</tr>
<tr>
<td>Plus Sixteen</td>
<td>Olson 911S</td>
<td>Paul Disario</td>
<td>Richmond</td>
</tr>
<tr>
<td>Promotion</td>
<td>Santa Cruz 40</td>
<td>West Marine</td>
<td>Santa Cruz</td>
</tr>
<tr>
<td>Recidivist</td>
<td>Schumacher 39</td>
<td>Ken Oicott</td>
<td>Palo Alto</td>
</tr>
<tr>
<td>Relentless</td>
<td>Sydney 32</td>
<td>Arnold Zippel</td>
<td>San Francisco</td>
</tr>
<tr>
<td>Riva</td>
<td>J/46</td>
<td>Scott Campbell</td>
<td>Portland</td>
</tr>
<tr>
<td>Sapphire</td>
<td>Synergy 1000</td>
<td>David Rasmussen</td>
<td>Pt. Richmond</td>
</tr>
<tr>
<td>Scorpio</td>
<td>Wylie 42</td>
<td>John Siegel</td>
<td>San Francisco</td>
</tr>
<tr>
<td>Sidero</td>
<td>Beneteau 473</td>
<td>Fred Vitale</td>
<td>San Francisco</td>
</tr>
<tr>
<td>Sonata</td>
<td>Morgan 38</td>
<td>Neal Berger</td>
<td>Sausalito</td>
</tr>
<tr>
<td>Spirit</td>
<td>S&amp;S 33</td>
<td>Lewis Family</td>
<td>San Francisco</td>
</tr>
<tr>
<td>Stray Cat Blues</td>
<td>J/35</td>
<td>Bill Parks</td>
<td>San Francisco</td>
</tr>
<tr>
<td>Synge</td>
<td>Synergy 1000</td>
<td>Mike Amirault</td>
<td>Shilshole, WA</td>
</tr>
<tr>
<td>The Contessa</td>
<td>Swede 55</td>
<td>Shawn Thowe</td>
<td>Alameda</td>
</tr>
<tr>
<td>Tutto Bene</td>
<td>Beneteau 38s5</td>
<td>Jack Vetter</td>
<td>Vallejo</td>
</tr>
<tr>
<td>Twice Daily</td>
<td>Moore 24</td>
<td>Jeff Duvall</td>
<td>Portland</td>
</tr>
<tr>
<td>Valis</td>
<td>PSC 44</td>
<td>Paul Elliott</td>
<td>Sausalito</td>
</tr>
<tr>
<td>Victoria</td>
<td>Jeanneau 54</td>
<td>David McFarland</td>
<td>San Diego</td>
</tr>
</tbody>
</table>

Pac, on the other hand, has imposed top-end speed limits to protect the interests of local racers who want to win the Barn Door (first to finish) Trophy. This clipped the wings off many of the international thoroughbreds in order to have a local winner.

2. The Kaneohe Bay finish of the Pacific Cup is as classic as it gets. When you make landfall, you see pretty much the same thing that Captain Cook did when he first arrived at the Islands — towering, sheer, lush green cliffs surrounded by rain clouds, and in the foreground

getting off

Over the years, for reasons unknown, issues of Latitude have acquired ‘themes’, for lack of a better word. These happen when, out of the blue, we’ll get three stories in one month about boat fires. Or four stories of boats hitting stuff in the water. Or going aground.

This month is definitely our “getting off the boat” issue. At last count just before we went to press, we were aware of five stories where people either had to be rescued off their boats, or were rescued from the water after they fell off their boats.

One of these stories — the rescue of Craig McCabe who fell off his boat in Southern California and spent six hours...
in the water before being rescued — was so incredible that we’re tempted to call it a miracle. We talked with McCabe one-on-one and got the whole story in his words. (Almost everything reported in about six different Southern California newspapers was wrong.) Find it in the Latitude interview in this issue.

You’ll find the other ‘getting off’ stories elsewhere in Sightings.

Now’s as good a time as any to remind the rest of you to be careful out there. Especially outside the Golden Gate, where many boats have been lost in winter, and conditions can go from beautiful to treacherous in literally minutes.

3. The Pacific Cup also has a beautiful place to start from. It doesn’t get more picturesque than the Cityfront, Golden Gate Bridge and Point Bonita.

4. Chuck Hawley of West Marine is the master of ceremonies.

5. From a tactical point of view, the Pacific Cup is a bit more fair in the water before being rescued — was so incredible that we’re tempted to call it a miracle. We talked with McCabe one-on-one and got the whole story in his words. (Almost everything reported in about six different Southern California newspapers was wrong.) Find it in the Latitude interview in this issue.

You’ll find the other ‘getting off’ stories elsewhere in Sightings.

Now’s as good a time as any to remind the rest of you to be careful out there. Especially outside the Golden Gate, where many boats have been lost in winter, and conditions can go from beautiful to treacherous in literally minutes.
SIGHTINGS

pac cup — cont’d

than the TransPac to heavier displacement boats. Because the winds are so often fickle in the L.A. Basin, it can be hard for the heavier boats to get a good start. In fact, these fickle winds can mean — competitively speaking — the race is over before the start of the second day.

condo slips

A ‘notice of public hearing’ went out last month that had berthers in Alameda’s Marina Village quaking in fear — or anger. Who can blame them? For many, it was the first they’d heard of the possibility

Spread, ‘Blaze of Glory’ blazes across the Bay on her maiden voyage. Right, the boat half complete — on day two. Above, James Dilworth.
SIGHTINGS

at marina village? that the privately owned marina — at 750 slips one of the largest of its kind in the Bay Area — might switch from rental slips to condominium ownership. In the days

continued middle of next sightings page

pac cup — cont’d

The Pacific Cup has had its light air problems before, but not as bad as the TransPac. I remember starting the TransPac a day after the Cal 40s with my Wylie 38 Punk Dolphin, and it was very light that night. But the Punk is a better light air boat and we were moving. So at about 0100, we passed the whole Cal 40 fleet and left them in our dust. It was game over for them, and they were just one day out! If you’re a racer and your boat needs moderate wind to be competitive, that’s demoralizing. On the other side of the coin, the TransPac is a great course for high-performance boats that don’t have any trouble getting away from L.A. at 12 knots in just 8 knots of true wind speed!

By comparison, look at some of the great sailors of our time and how well they have done in the Pacific Cup aboard something less than the hottest racing machine. Stan Honey won everything on his Cal 40 Illusion. Skip Allan and his Wylie 28 Wild Flower won everything, too. I remember a Pacific Cup in which I was going to be starting a day behind Honey. I watched him sail out the Gate with a reef in his main and reaching at 9 knots — and I knew it was going to be his race. This wouldn’t have been the case if he’d had to poke along looking for a wind line off Pt. Fermin.

That simple weather dynamic is what makes the Pacific Cup the best race venue to Hawaii for average as opposed to high-tech racing boats. It just has better weather for a fairer race for all classes.

6. Sort of like reason one, in that it’s cool that a boat like the 140-ft ketch Mari Cha IV can compete. It makes it exciting.

7. West Marine is a good sponsor and helps many participants with their great seminars.

Sound interesting? Here are some details. The Pacific Cup starts are July 3 for smaller boats, and July 7 for big boats. Entries close at 70, which means there are only 20 spots left. So if you want to enter, don’t delay. Through February 28, entries are $800. After that, they go up to $950. Entries close on April 1. For more information — or even to enter online — go to www.pacificcup.org.

“see you at the farallones”

Reality shows are all the rage these days. Mr. and Mrs. America just can’t get enough of cars getting pimped, houses getting made over or people getting voted off islands. But not all reality shows make it, and not all challenges are met. This story falls in the latter category.

Back around Christmas of 2003, James Dilworth was cruising the internet and came across a proposed reality show called No Opportunity Wasted. The premise was the answer to the question, “What would you do if you had $3,000 and 72 hours to live your dream?” No episodes had yet been aired — filming was scheduled for the next spring. But it sounded like fun. James thought about it a bit and sent in his answer: Build a boat and sail it to the Farallones.

“I pretty much forgot about it after that,” admits the now 31-year-old British expat. James arrived in the Bay Area six years ago aboard the dot com train, eventually carving out a living designing websites. He had never set foot on a sailboat before. Oddly, he discovered the sport not here, but during a bicycle trek through the Philippines. There, he fell in with a group of fishermen who taught him the basics of sailing their speedy outriggers, and he continued to embrace the sport upon his return to the Bay Area. Attracted to the more ‘organic’ aspects of sailing, James went through boatbuilding courses with Bob Darr at the Arques School of Traditional Boat Building in Sausalito, worked as a regular volunteer for the Park Service during the building of the junk replica Grace Kwan at the San Francisco Maritime Museum, and had even built himself a 17-ft Wharram catamaran.

In May of 2004, James was working with some website clients who started acting strangely. But hey, this is San Francisco. It wasn’t until they coerced him into taking a cable car ride that he realized what

continued on outside column of next sightings page
was happening. About noon on a Friday, the cameras appeared and the 'clients' — the producers of the show — handed him a check for $3,000. “See you at the Farallones in three days,” they said.

“For about the first hour, all I could think was, ‘Oh shit. I didn’t really think this would happen!’” laughs James, who now runs an ‘experience gifting’ company (www.experienceTHIS.us). As soon as he could sufficiently gather his thoughts, he started hitting the phones. There was no time to explain the situation to each boatbuilding friend he found. For most, it was just, “Meet at my house tonight!”

It’s a good thing Dilworth had made so many friends in the boatbuilding field. About 20 people eventually showed. James explained what was happening. Then it was time to pick a design. It obviously had to

---

Always felt a bit confused and/or intimidated by racing? Don’t feel lonely. We did too once. In fact, an interest in finding out who all those fleets were on any given weekend is what led to the creation of ‘Latitude 38.’ For more on how you can ease into the fun of racing without too much embarrassment or blood loss, see ‘Testing the Waters’ on page 132.

---

following. Harbormaster Alan Weaver’s office was flooded with irate calls.

What is condominium ownership? It means you buy the slip rather than rent it. So instead of paying X dollars per foot per month, a berther would pay X thousand dollars per foot, once. The concept is nothing new — Emery Cove Marina has offered ‘dockuminium’ slips for years.

But it’s not something you want to learn about in a mailing.

“The City kind of blindsided us with that announcement,” said Weaver. “This
farallones — cont’d

be something that could be done reeeeally quickly. Several ideas were bandied about, but the most sensible seemed to be the stitch-and-glue construction method he’d used to build his Wharram cat Far Out. (In this method, plywood hull sides are ‘sewn’ together at the bottom with copper wire, then the bulkheads are pushed in to give it shape and strength. Think of stuffing a pita loaf with meat and you get the general idea.) “I dug out the plans, made a few tweaks to get it to 24 feet and we were ready to go,” said James.

The next morning, Dilworth started delegating. One group headed to the lumber yard, one to the hardware store, one to West Marine, and a fourth to start lofting the lines in a space donated by the Boat Shop at the Maritime Museum’s Hyde Street Pier. By noon, the sawdust was flying and the epoxy was flowing. When they finally knocked off about 9 p.m. Saturday night, the main hull was stitched and the bulkheads were in. The amas — two pieces of solid styrofoam — were shaped, the mast was formed and the crossbeams had been laminated.

But not everyone went home. “An amazing woman named Sue Schmidt showed up on Saturday afternoon. She’d heard about the project and volunteered to make sails. When we arrived back on Sunday morning, she had completed the main and was almost done with the jib. She’d worked straight through the night!” said James.

Sunday was spent fastening the bulkheads, getting a deck on, fitting the mast and crossbeams and doing the hundred other tasks that take most boatbuilders months or years to accomplish. They even had time to paint the boat a retina-searing shade of red called Blaze of Glory — which became her name.

Blaze of Glory went in the water on Monday morning and James and his crew, Christian Buhl and Oliver Hickman, climbed aboard. As they raised the sails, cast off the docklines and headed west, a crew from NOW filmed everything from a chartered sportfisherman.

We’d like to say that Blaze made it out to the Farallones and returned in a blazing spray of glory. The reality of this reality show was that it was blowing about 25-30 and it took all morning for the little boat just to claw her way out the Golden Gate channel. When they got about even with Point Bonita, James looked out at the breakers combing across the Potato Patch and thought, “This is getting crazy.” He looked over at the film crew, most of whom were pale and seasick. Then he heard the furtive call: “Are you going to turn back soon?”

Discretion. Valor. Hypothermia. Drowning. There’s such a thing as too real. They turned back.

So Blaze of Glory did not make it to the Farallones, and No Opportunity Wasted did not make it past one season. However, the Blaze of Glory segment not only made it onto the show, it was featured on the season premier. Other shows in the short-lived series dealt with singing nuns, a ‘soccer Mom’ who drove a race car, and something about a Jewish rapper proving himself.

There is an epilogue to this story. Blaze of Glory lives on, and is slowly but surely becoming a ‘real’ boat.

As you might imagine, the show caused a real speed bump in the lives of the people who built her, especially James. In addition to putting his career on ‘pause’ for several days, at the time, James was in the midst of a breakup with a girlfriend who was headed to Argentina for the rest of her life.

Plus, when it was over as fast as it started, he now had an almost-boat and nowhere to put it. For Out, the Wharram cat, was already in the backyard and he had no room for a bigger craft. So he gave Blaze of Glory to one of the people who had helped build her, Ted Wade. In the 18 months or so that Ted has had her, he’s glassed the hull, made better amas, installed hatches, and so on. “She’s been ‘two days away’ from sailing for about the last year,” says James, “but we’re hoping to get her out on the water again — for sure — by this spring.”

So if you see a glaring red trimaran flash by out there this season, give them a wave of appreciation. It’s not often you’ll see a boat built — from scratch — in less time than it takes most of us to complete a haulout for new bottom paint.

— cont’d

has been under discussion for a long time and the plan was to send out a letter explaining all about it in our next billing statement. That way, anyone wanting to attend the public hearing could do so fully informed of the situation.”

The good news, at this writing in late January, is that it appears the whole thing has become a non-issue. Marina Village has been sold and, notes Weaver, "The new owner says he has no intention of selling slips in the near future."
So far, the 2005-2006 Volvo Ocean Race seems more like a demolition derby than a sailing event. Only the 'vehicles' here aren’t old beater Fords and Chevies piloted by good ol' boys, they’re multimillion-dollar, cutting-edge, 70-foot sailboats being crewed by some of the best sailors in the world. Yet ever since the start of this latest edition of the round-the-world epic in Vigo, Spain, on November 12, the seven-boat fleet has experienced more snaps, crackles and pops than a truckload of Rice Krispies. Two boats retired from Leg 1 with serious structural failures — after only one day! One boat retired from Leg 2 after only two days of racing. Several others had to make pit stops along the way.

First, the good news: ABN Amro One, skippered by Mike Sanderson and navigated by the Bay Area’s Stan Honey, won Leg 2, completing the 6,100-mile leg from Cape Town to Melbourne on January 21 in a time of 18 days, 22 hours, 8 minutes. They were followed by ABN’s younger crew on its older sistership, ABN Amro Two, which not only hung on to finish only 4 hours and change after One, but set a new Volvo and world monohull speed record in the process: In one 24-hour period between January 12 and 13, they reeled off 563 miles, an average of 23.4 knots. Next in, a day later, was the Spanish boat movistar. Paul Cayard’s Pirates of the Caribbean arrived just after noon on January 23 and, right before midnight, the Australian entry ING Real Estate Brunel crossed the finish line. The Swedish entry Ericsson and Torben Grael’s Brasil 1 both retired from the leg with, you guessed it, major structural failures — Ericsson’s keel canting mechanism broke and Brasil 1 lost her mast.

You may recall that keel issues led to the retirement of Pirates of the Caribbean and movistar from Leg 1 within a couple days of the start. Both boats had failures of the support structures which held the canting mechanism, not the mechanism itself. (movistar’s was precipitated by a collision with an underwater object.) These structures were beefed up on both of those boats, as well as most if not all of the other boats, and all seven yachts were 100% at the January 2 start off Cape Town.

Ericsson was the next victim, reporting a mechanical failure of their keel canting system two days out of Cape Town. They returned there, and officially retired the next day. Like movistar in Leg 1, Ericsson was loaded on a freighter and shipped to Melbourne for the next start. Shortly after Ericsson, Brasil 1 also returned to Cape Town for keel-related issues, but was able to make quick repairs and restart.

On January 14, not quite two weeks into the Leg, movistar’s port keel ram sheered off six big bolts holding it together and leaked out all its continued on outside column of next sightings page
volvo — cont’d

hydraulic oil. Skipper Bouwe Bekking’s inventive crew scabbed some bolts from other places in the boat and made a makeshift repair, refilling the ram with olive oil. But they also engaged a safety mechanism which limited the keel to only 20 degrees of movement off centerline, rather than the 40 of which it’s capable. And once through the scoring gate at Eclipse Island (off northwestern Australia), they headed for more permanent repairs in Albany, on Australia’s west coast.

No sooner had they achieved a five-hour repair (also like auto racing, these teams are getting pretty good at quick “pit stops”) and departed, than Pirates of the Caribbean came sailing in. They had suffered a more serious mechanical failure — one of the titanium rams that ran their keel broke in half. Cayard’s team was also able to make a quick repair and get back out on the race course.

Neither ABN Amro One or Two reported any problems with their keels. Brasil 1 didn’t report any further keel problems, either. But they did have one topside: on January 18, their 100-ft carbon mast came crashing down. The accident occurred in mild 18-knot conditions and was traced to a failed lower fitting on their port V1 shroud. Fortunately, no one was injured. (If they had been, the nearest ship to them was the one carrying Ericsson; how’s that for irony?) They made the best of it for a while with a jury rig, but on the 21st reported that they could not make the finish in time for the next in-port races on February 4 (which count in the overall standings). So they were accepting a tow into Fremantle and the boat will be trucked 1,700 miles across Australia to Melbourne.

On January 24, the day after the last finisher arrived, Glenn Bourke, CEO of the event, put together a panel of team reps, designers and measurers to discuss the damage of the first two legs of the race — primarily the damage to the keel canting mechanisms. Much has been made in the sailing press and on various sailing internet forums about the dangers these new boats pose to crews. Some breakage is to be expected on a long ocean race, but the endless problems with the keels seemed out of proportion to anything anyone expected. (The Volvo 70s are the first round-the-world class to employ canting keel technology.)

During the discussion phase, it was pointed out that the boats had experienced four different types of keel failures. These had nothing in common except the tremendous loads these appendages are under. Also, the early failures involved the structure supporting the canting mechanism; the later ones involved the mechanism itself. And, as required by the rule, all the boats which had trouble were able to lock their keels in the center-down position and continue on like ‘normal’ keelboats. They just weren’t competitive that way.

The panel then put this question to the crews: “Should there be a change to the new design rule which created these boats?” The resounding answer: “Leave them alone.”

“We’ve just been given a new train set, and we’re happy with the new train set,” said movistar naval architect Fred Barrett. “We just have to figure out how best to operate it.”

In-port racing in Melbourne takes place on February 4. Leg 3, a ‘short’ 1,450-miler to Wellington, New Zealand, starts on February 12. After that, the race has five more legs and about 18,000 more miles to go before it ends in Gothenburg, Sweden, in mid-June.

For more on all aspects of the Volvo Ocean Race, from boats to teams to routes to crews, log onto www.volvooceanrace.org.

Cumulative scores through the end of Leg 2 — 1) ABN Amro One (Netherlands, skipper: Mike Sanderson), 29 points; 2) ABN Amro Two (Netherlands, skipper: Sebastian Josse), 24; 3) movistar (Spain, skipper: Bouwe Bekking), 15.5; 4) Brasil 1 (Brazil, skipper: Torben Grael), 14.5; 5) Pirates of the Caribbean (USA, skipper: Paul Cayard), 13.5; 6) Ericsson Racing Team (Sweden, skipper: Neal McDonald), 12.5; 7) ING Real Estate Brunel (Australia, skipper: Grant Wharrington), 11. SCORING — A boat that wins a leg of the race gets 7 points. Each subsequent finisher gets fewer points. In-port races count half (a winner earns 3.5 points). Boats also get bonus points for going through ‘scoring gates’ (Eclipse Island was one of two gates in Leg 2). The highest-scoring boat at the end of the race wins.

marina village

Asked how it would be handled if the marina ever did decide to sell slips — hypothetically, you understand — Alan says all present berthers would get a first right of refusal (and that there would be a long grace period for that), liveaboards would have first priority, and long term payment options would be made available.

But again, it now appears that will not happen, and the rental status quo will remain in place indefinitely at Marina Village.

However, because the possibility of
January was a strange month, as a shocking number of our sailing friends experienced a sinking feeling, from the coast of California to Mexico’s Gulf of Tehuantepec to the Atlantic Ocean. It was so bizarre that we almost felt like telling all our other sailing friends to keep off boats until the moon changed phases.

There was longtime friend Craig McCabe. His motorboat _Heather_ didn’t sink — he fell off of it near L.A. Harbor on January 12 and he started to sink several times during the almost six hours he was in the cold water. The story of his miraculous survival is recounted in this month’s _Latitude_ Interview that starts on page 138.

Then there are old friends Jill and Andy Rothman of Tiburon, who were about to finish up a nine-year circumnavigation by crossing the Atlantic on their _J/44 First Light_. Their sole crew was Bruce Ladd of the South Bay, a longtime and frequent crewmember and _or_ captain on _Profligate_. On January 10, about 1,000 miles northeast of Barbados, they noticed a leak around the rudder bearing area. Later, “the rudder departed.” Despite valiant attempts by the crew and help from several other vessels — including tows using line and then chain — _First Light_ had to be abandoned on Friday the 13th. We’re sure to get a more detailed report on this incident in the next issue.

Speaking of Friday the 13th, that was the day that English catamaran designer and sometime _Profligate_ crew Richard Woods and his girlfriend Jetti Matzke of Oakland left Nicaragua for Mexico aboard Woods’ much-travelled 32-ft catamaran _Eclipse_. They rushed northwest to beat the approach of a nasty Tehuantepecer, but didn’t make it. In 45 years and 70,000 miles of sailing, Woods has never had to stop sailing because of the weather. This time would be different. As the winds grew to what’s believed to be in excess of 70 knots, and the seas built to 30 feet, the couple tried all the tactics from a parachute anchor, running with it, running with it with drogues, and even towing two anchors from one stern. Ultimately, they had to call for help. At 11 p.m. the next night, it was answered by an unexpected source — a female helicopter pilot from the Navy frigate _USS Ford_ on her first rescue mission. The _Ford_’s rescue swimmer who jumped into the maelstrom was also on his first offshore rescue swim! The U.S. truly came to the rescue.

Woods notes that his catamaran was structurally undamaged and upright, and that the weather had been so bad that the skipper of the 450-ft _Ford_ had hove to. As soon as Woods reached Guatemala, the _Ford_’s next port, he was going to organize rescue efforts for his beloved yellow cat. If you or anybody sees her, please notify him immediately at eclipse@mailasail.com. We will have more on the _Eclipse_ incident in the next issue, as Woods will share his experiences using different tactics to help his small cat survive the storm. He will also be able to clarify reports that his initial calls for help were via cellphone to a friend — in England! Early reports had that friend contacting the Falmouth Coast Guard, who called our Coast Guard, who called the Mexican Navy.

Although we don’t know Bob Mandel of El Cerrito, he reports that he and two others had to abandon the PDQ 36 LRC cat _Bob_ in the Gulf of Mexico after she suffered severe structural damage in calm waters. Although we can’t go into details at this time, it was a strange situation where they were motoring in reverse for hours to stay afloat. One of the crew works for the Coast Guard in the New Orleans office just down the hall from Rescue Coordination, so they set off the EPIRB and called the Coast Guard in New Orleans. The Coasties sent out a jet, which came by to check on them. Running low on fuel, they reported that the Mexican Navy would rescue them in about six hours. They also said the Coast Guard jet would return.

The Mexican Navy didn’t show up, nor — surprisingly — did the Coast Guard jet return. Fortunately, their request for help was answered by the 800-ft tanker _Opol Queen_. In the early hours of January 13, Mandel was awakened by the sound of driving rain on the window of his cabin on the tanker. It was blowing 40 knots. Had they been aboard the damaged cat, they might not have made it.

Any ideas on why so many Northern California sailors faced such dangers around the world on those few days in January?
**SIGHTINGS**

**hard aground off ensenada**

Friday the 13th proved unlucky for the container ship *APL Panama*, but not nearly as unlucky as Christmas Day. That's when she went onto the beach near the entrance to Ensenada. The cause of the grounding is said to have been big swells and strong currents, which we take to mean the captain has a lot of explaining to do. At this writing, the 885-ft ship — still loaded with containers from Oakland — was still there, despite heroic measures to extricate her.

The first best chance to get her off occurred during the high tide of January 13-14. This gave the crew time to go through the expensive and laborious process of offloading more than 2,000 tons of fuel, which apparently has to be heated in order to accomplish this task.

By the morning of the 13th, all was in place for the salvage attempt. Four giant cables were attached to the *Panama* at regular intervals from bow to stern. These were attached at the other end to — count ‘em — seven tugboats about a quarter to a half mile offshore. There were two tugs each on the aft cables (the inner one pointed toward the sea, the outer one bow-in, pulling backwards) and one on the bow. As the high tide of 6.2 feet approached, a combined 40,000 horsepower bit into the water, and the tug-of-war began. Black smoke poured out smokestacks. White froth billowed from under counters. The crowd ashore held their breath. Police bullhorns blared. The ship’s crew watched over the side or at radar repeaters, waiting for any indication of movement.

And nothing happened. Eventually, Mother Nature was declared the winner of Round I and everyone agreed to reconvene at the next high tide.

continued on outside column of next sightings page
Sometime during the night, the ship shifted position. As day broke, she was at an angle, and her stern was 50 feet farther up the beach than the bow. By 7 a.m., the bridles were reset. At 7:45, the pull began anew. But even with the combined horsepower of seven tugboats—which could probably pull the TransAmerica building into the Bay if they tried—not only was *APL Panama* not moving back toward the ocean, she was actually moving farther ashore!

“It’s very difficult to prevent the ship from ‘skipping’ up the beach,” said Captain Lonnie Ryan of Ensenada, who supplied us with these photos and regular reports. “All cables must be kept tight at all times. If they go slack at any time, waves take up that slack and move the ship that much farther up on the beach.”

By 9:15, it became apparent that Mother Nature had also won Round 2. The tugs headed back to port, the crowd dispersed, and the ship’s officers and owners doubtlessly laid in a fresh supply of Pepto Bismol. The next chance to attempt another pull was January 29. The wait, and the process, would be further complicated by cracks which have appeared midships in the *Panama*’s hull. Check Lectronic *Latitude* (www.latitude38.com) for updates.
the hits just keep on coming

Last December’s storms wreaked havoc up and down the state, both ashore and in waterways. Locally, we’ve never seen the Bay so choked with rafts of runoff junk as it was last month. And, as always, a number of boats broke loose from moorings in Richardson Bay and washed across to Tiburon. Most ‘drifters’ end up ashore near Blackie’s Pasture, such as the four sailboats and one powerboat that landed there in December. Two of the sailboats were recovered by owners. The other three vessels were removed by authorities and destroyed. (When owners of beached boats can be traced, they are given the option of paying to have their boats removed. Many will relinquish ownership, especially if the boat is heavily damaged or holed. In almost all cases, these boats are then pulled off and destroyed.)

In the big storm of January 1, two boats blew directly across Richardson Bay and hit the west side of Belvedere. One, a Columbia 29 (which broke loose from a slip rather than mooring), wedged itself under the deck of a private home and did quite a bit of damage before being pulled free the next day. The other boat, an old 40-ft Piver trimaran, was pulled off and destroyed.

Also recently, a 30-ft motorsailer came off a mooring and somehow made her way up Strawberry Channel where she remains aground and partially sunk at this writing.

Five moored boats in Richardson Bay also sank last month — two motorboats, a small houseboat and two sailboats, an old H-28 and a 24-ft Bear lookalike. All the ‘sinkers’ were recovered and destroyed.

crew

More rain in the forecast as this was written. Another big one, they’re saying. That’s worrisome enough, since our offices flooded on New Years’ for the first time since 1982. But what really bothers us is the old dude we can see over the back fence. The guy with all the animals, who’s building that big fat boat. Wonder what he knows about global warming that we don’t... Anyway, while we’re pondering that one, we thought you might enjoy a second shot at getting on a boat yourself.

Welcome to the 2006 Crew List.

By using the forms on the following pages, you can set yourself up for terrific sailing this coming year, even if you’ve never owned a boat and never intend to. (Uh-huh, we’ve never heard that before.) If you do own a boat, you can find crew here, or arrange to ‘sublet’ your boat to an out-of-towner while you enjoy his like-size boat in, say, Desolation Sound. Maybe you just want to find a nice group to go sailing with, or an adventurous group to arrange a co-charter. Whatever you want,
list

short of skippering an America’s Cup boat, you can find it here.

This Crew List, which also ran last month, is easy to use. First, find the form that most closely matches your wishes and desires. For example, if you’ve recently started sailing and want to get as much quality experience as you can in the shortest possible time, send in a “Want to Crew on a Racing Boat” form. If you’re a boat owner taking off for far horizons but need crew, send in a “Looking for Cruising Crew” form. You get the picture.

Once we receive the Crew List forms (and the $7 advertising fee; don’t forget those), we’ll compile them into two Crew List articles. The first one, in March, will deal only with those interested in racing, as boats will need to firm up crew by then for the upcoming season. In April, we’ll run the Cruising, Co-Chartering, Daysailing and Boat-Swapping Crew Lists.

By ‘running’, we mean we’ll publish, and post on our website, each of the

SIGHTINGS

hits — cont’d

Although the numbers differ from year to year, sinkers and drifters in Richardson Bay are so common during winter, it’s almost a holiday tradition to cruise Blackie’s and check out the latest derelict. But the unusually high number of wayward boats so far this year got us to wondering how common this problem is at other harbors up and down the coast. So we made a few calls.

In Santa Barbara, Harbor Operations Manager Mick Kronman reported five boats ashore in one storm, bringing the total to 80 in the past five years.

In Newport Beach, a 40-ft sailboat anchored inside the breakwater adjacent to the Wedge. Despite repeated warnings from the Harbor Patrol that this was dangerous, the owner didn’t move the boat. The storm smashed it against the jetty and sank it.

In Channel Islands Harbor (Ventura), no boats washed up. Interestingly, Channel Islands has no mooring fields or anchorages — just slips.

Winds to 60 mph in Morro Bay sank at least 12 skiffs and drove three sailboats (one a catamaran) and one motorboat onto the beach. All had broken off moorings and all were refloated.

In almost every one of the above cases, taxpayer dollars were used to raise, remove and dispose of the boat. Abandoned or derelict vessels are a growing problem in the state’s waterways. We’ll explore this problem — and possible solutions — in depth in an upcoming issue.

mystery man overboard

Seems like people were falling off boats all over the place last month. And they weren’t all far out at sea. Larkspur Ferry skipper Colin McDermott was on his way to the City on the morning of Sunday, January 8, when one of his regular passengers reported seeing a man in the water. McDermott turned around and, sure enough, in among the debris of spring runoff, about a half mile off Angel Island’s Point Blunt, was a man waving his arms. “He was dressed in black clothes and a blue vest, so he was very hard to see,” says McDermott. Fortunately, the ‘blue’ part was a flotation vest. The ferry pulled alongside, threw the man a lifering, and the crew pulled him in to the boarding ladder. He was able to climb the lr under his own power.

McDermott called the Coast Guard to report the incident, and continued his run into the City. John Doe — nobody ever thought to ask his name — was wrapped in blankets, given some hot coffee and brought up the wheelhouse. He said he’d been sailing singlehanded when the boom hit him in the head and knocked him off the boat around 8 a.m. He had been in the water for about two hours, and had seen several boats go by, but when he waved at them, they just waved back and continued on. (His boat was later recovered in Richardson Bay.)

On approach to the Ferry Building, the Coast Guard at first denied McDermott’s request to land. When he told them he had recovered a person in the water, they allowed him into the dock, and the Coasties came aboard. Then confusion reigned for a few moments when John Doe said, no, he hadn’t fallen off a pier, he had fallen off a boat. Turns out there was another person in the water who had fallen off a pier, and the Coasties thought that’s who McDermott had picked up! They resumed their search for that fellow, but unfortunately did not find him. Sadly, his body was spotted several days later — by a ferry boat.

Odder still, a person aboard the Larkspur ferry at the time that John Doe was rescued represented themselves to McDermott as “a reporter with Latitude 38.” This person apparently interviewed both him and the Coast Guard about the incident. All fine and good (we could use the help), except the phantom reporter never ‘filed’ his story. Gezz, good help is so hard to find these days. We wouldn’t have known about the incident at all except another ferry captain friend called to make sure we had all the information we needed. And for a moment, more confusion reigned: “What? Huh? Somebody got picked up . . . ?”
names, along with a contact number and a little bit about the desires and skills of each Crew List participant. Both the March and April lists will contain hundreds of names of people of both sexes, all ages and a wide range of experience.

### SIGHTINGS

#### HAVE SAILBOAT, WILLING TO TAKE OTHERS OUT FOR CASUAL DAYSAILING

**NAME(S):** ___________________________  
**AGE(S):** ___________________________  
**SEX:** ___________________________  
**PHONE OR OTHER CONTACT:** ___________________________  

**BOAT TYPE / SIZE** ___________________________.

---

**I AM / WE ARE LOOKING FOR CREW TO RACE ON MY/OUR RACING BOAT**

**NAME(S):** ___________________________.  
**AGE(S):** ___________________________.  
**SEX:** ___________________________.  
**PHONE:** (_____) _______  
**CONTACT IF DIFFERENT THAN PHONE:** ___________________________.

---

**I / WE PLAN TO RACE:**

(check as many as apply)

1) [ ] San Francisco Bay  
   a) [ ] Handicap  
   b) [ ] One Design  
   c) [ ] YRA Season  
   d) [ ] Specialty Events and/or occasional YRA

2) [ ] Monterey/Santa Cruz  
   e) [ ] Beer Cans  
   f) [ ] Anything & everything

3) [ ] Ocean Series  
4) [ ] 2006 Pacific Cup

5) [ ] Coastal Race(s)  
6) [ ] Mexico Race(s)  
7) [ ] Baja Ha-Ha Cruiser's Rally (late Oct.)

8) [ ] Other ___________________________.

---

**I / WE WANT CREW:**

1) [ ] Who will consistently put out 100% for the chance to get experience, and won’t complain when wet, bruised or scared silly  
2) [ ] With at least one full season of racing experience  
3) [ ] With more than three years experience  
4) [ ] Willing to do occasional maintenance/repairs  
5) [ ] Willing to do occasional lunches/galley duty

---

**I / WE RACE:**

1) [ ] Casually. Winning is nice, but let’s keep it fun.  
2) [ ] Pretty seriously. Why else make the effort?  
3) [ ] Very seriously. I/we don’t like to lose.

---

Mail completed form and $7 to:  
**Latitude 38, Attn: Racing Crew List, 15 Locust Ave., Mill Valley, CA 94941**  
by **MARCH 15, 2006**

---

**I AM / WE ARE:**

1) [ ] Single to take singles out  
2) [ ] Couple to take couples out  
3) [ ] Singles, couples or small groups okay, but leave any kids home  
4) [ ] Kids okay as long as you can control them

---

Mail completed form and $7 to:  
**Latitude 38, Attn: Daysailing Crew List, 15 Locust Ave., Mill Valley, CA 94941**  
by **MARCH 15, 2006**

---

All you do to use the Crew Lists is look over the people in the category that most interests you and start making phone calls. Of course, you’ll be getting calls, too.

Also, on Wednesday, April 5 at the Golden Gate YC, we’ll have a big Crew List Party where you can come and meet your new crew or skipper, keep looking for a boat or crew if you haven’t found one — or just hang out and enjoy the company of other sailors there to scraft up the free munchies. Any way you look at it, the Crew List experience is pretty much of a win-win deal.

But you can’t ‘win’ if you don’t play. And you can’t play unless you read and acknowledge the following: the **Latitude 38** Crew List Advertising Supplement is for informational purposes only. **Latitude 38** neither makes nor implies any guarantee, warranty or recommendation as to the character of individuals who participate.
— cont’d

in the Crew List, or the conditions of their boats and equipment. You must judge those things for yourself.

Now for some final tips and suggestions to get you going in the right direction:
• Be honest — This is probably the most important ‘rule’ of all.
  • Little or no experience is not a disadvantage. In some cases, inexperienced people may actually have a better chance of getting aboard a boat than someone with lots of experience because novice crew are happy to do things the way the skipper likes them done.
  • Be realistic about the commitment — Sailing takes time. Even a simple day-sail can end well after dark by the time the boat gets put away. And crews of cruising and racing boats are often expected to put in time off the water for maintenance. Be realistic about these commitments, and if something comes up, call well ahead to let your mates know about any changes in plans.

## I / WE WANT TO CREW ON A RACING BOAT

**NAME(S):** ________________________________________

**SEX:** ___________

**PHONE:** (_____)____________

**CONTACT IF DIFFERENT THAN PHONE:** ________________

**I / WE WANT TO RACE:**

(check as many as apply)

1) _______ San Francisco Bay
2) _______ Monterey/Santa Cruz
3) _______ Ocean Races
4) _______ 2006 Pacific Cup
5) _______ Coastal Race(s)
6) _______ to Mexico

**I / WE PREFER:**

1) _______ Boats under 30 feet
2) _______ Boats over 30 feet
3) _______ Specific class or design ________________________

**MY/OUR EXPERIENCE IS:**

(Check/underline where appropriate)

1) _______ None
2) _______ A Little:  
   a) Little or no racing, little other sailing experience;  
   b) 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 I’m 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 sailing.

Other pertinent experience ____________________________

**I/WE WILL:**

(check as many as apply)

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 muscle
6) _______ Do grinding, I’ve got muscle
7) _______ Do lunches/provisioning

Mail completed form and $7 to:  
Latitude 38, Attn: Crew List,  
15 Locust Ave., Mill Valley, CA 94941  
by MARCH 15, 2006

On a related subject, if you realize halfway through the season that racing is not your cup of tea, our suggestion is to put on your biggest smile and tough it out...
### SIGHTINGS

#### crew list

**I AM / WE ARE LOOKING FOR CRUISING CREW**

| NAME(S): | ___________________________ |
| AGE(S): | ___________________________ |
| SEX: | ___________________________ |
| PHONE OR OTHER CONTACT: | _______________ |

**WHERE AND WHEN:**

| MY/OUR BOAT IS A: | ___________________________ |
| I/WE PLAN TO SAIL TO: | ___________________________ |
| ON OR ABOUT (DATE): | ___________________________ |

**MY / OUR IDEAL CREW WILL:**

1. Be willing to share basic expenses such as food and fuel
2. Be willing to bust butt preparing the boat
3. Have more desire than experience
4. Have lots of ocean experience
5. Know more about offshore navigation than pushing buttons on the GPS
6. Have mechanical skills for the engine, refrigeration, etc.
7. Have language skills — I'm reasonably conversant in a) Spanish; b) Other(s):
8. Other skills (woodworking, scuba, etc.):
9. Be unattached and unopposed to the possibility of a friendship blossoming
10. Look good in a bikini/speedo
11. Understand and appreciate Jim Carrey's humor.

Mail completed form and $7 to:

**Latitude 38, Attn: Cruising Crew List,**

15 Locust Ave., Mill Valley, CA 94941

by MARCH 15, 2006

---

out to the end of the season. The sailing community is small, and once you establish yourself as a dependable player, other opportunities will develop.

* Be realistic about deadlines — To put March's Crew List together, we must receive forms from racers no later than
— cont’d

February 15. Everyone else has until March 15. If we don’t have the forms in our worked-to-the-bone little hands by then, your name won’t go in. Also note that your name won’t go in if the advertising fee isn’t included with the form.

* Women Crew Listettes — We encourage women taking part in the Crew List to use first names only, and to use something other than a home phone number as a contact. Why? Because women get a lot more calls than men — and a lot of the callers are interested in more than sailing if you catch our drift. So some way of screening contacts — email is perfect for this — is a good idea.

* One person per form, please — unless you are offering your skills or services as a team or couple, and don’t wish to be considered individually. It’s probably going to hurt your chances of scoring a ride somewhat, but we know how great it can be to share an adventure like cruising to some far-off place with your significant other.

If you need more forms for friends or whatever, just make copies of the ones here — or log onto our website at www.latitude38.com for forms you can print out.
short sightings

ANnapolis — Cooperstown has one for baseball. Cleveland has one for rock and roll. Now Annapolis has inked a deal to open a Hall of Fame for sailors. Just before Christmas, Governor Robert L. Ehrlich, Jr., announced a formal agreement to establish the National Sailing Hall of Fame and Museum, Inc. in the city he calls “America’s Sailing Capitol.” He was joined in the announcement by NSHOF President Buck Buchanan, US Sailing President Janet Baxter, and America’s Cup champion and television broadcaster Gary Jobson, among others. The goal of the Hall of Fame is “to promote U.S. sailing achievements and educate the public about the sport.”

Negotiations are now underway to secure space in an historic building near the waterfront. Although there is much to do before the new facility is up and running, Buchanan said the first exhibits and displays for the museum will be in place by the time the Volvo Race boats make their stopover in Annapolis in April.

big multis

Two of the best-known maxi-multihulls are currently in San Diego.

Following her record run to Hawaii in December, Geronimo, Olivier de Kersauson’s 110-ft trimaran, was supposed to arrive in the Bay last month for a go at the S.F.-Tokyo mark. Rob Stirling of the Superyachting Challenge, which is arranging the record runs, informs us that her arrival and record attempt will now likely take place later this month.

Cheyenne (ex-PlayStation), Steve Fossett’s 125-ft cat, also recently arrived in San Diego. You might recall that she was dismasted during the Oryx Cup last year (Fossett was not aboard) and put into
on the move

Argentina. Still mastless, she reportedly powered the whole way to San Diego. What’s up with the boat? Most don’t know and the rest won’t tell. Fossett did not return our call.

Back on the other coast, Cam Lewis dropped us an email to say he had finally won the legal battle with the European insurance company which for five years has refused his claim on the 110-ft cat Team Adventure, which hit a submerged object in mid-Atlantic in 2001 and ripped off 35 feet of her bow. They finally paid up — but only enough to cover litigation costs and most past debts; not enough to even begin repairs.

shorts — cont’d

MID-ATLANTIC — In addition to all the rescued sailors last month, two high-seas rescues of rowers took place in the Atlantic, too. Both involved participants in the Woodvale Atlantic Rowing Race, an every-four-year event for single-, double- and four-place rowing craft. The Woodvale starts in the Canaries in late November and ends in Antigua — a distance of 2,900 miles — between 40 and 60 days later, depending on how fast you can row.

The first rescue on January 8 involved the Irish duo of Gearoid Towey and Ciaran Lewis. They set off an EPIRB and were picked up next to their capsized Digicel Atlantic Challenge about five hours later.

The second EPIRB, activated a week later, belonged to the American team of Sarah Kessans and Emily Kohl aboard American Fire. They were rescued after clinging 16 hours to their overturned boat by the 195-ft British tallship Stavros S. Niarchos. And by the way, if you think sailors are nuts, there were 26 starters in the Woodvale this year: 20 doublehanders, 2 singlehanders and 4 four-person teams.
When Christmas rolls around, we don't want any presents under the tree or any of that chestnuts roasting on an open fire crap. We want to be in the Caribbean, where the water is warm and blue, and the consistent trades make sailing great.

Of all the terrific sailing destinations in the Caribbean, our favorite is tiny St. Barth in the French West Indies. It’s safe, clean, has great beaches — and the locals don’t give you the West Indian shock ‘n jive that’s a little too prevalent down island. The best thing about St. Barth is that everything about it puts us in a state of perpetual bemusement. After a long year of hard work, that’s the best state to be in.

We go to the Caribbean for work as much as pleasure, another reason why St. Barth is our ideal destination. The island is not a major boat center like St. Martin or Antigua, where mobs of crews and technicians slave over boats at cluttered docks getting them ready to go out, nor is it a crowded bareboat charter hub like the British Virgins. St. Barth is the place where the great — and not-so-great — yachts go after they’ve been all fixed up and the owners/charterers want to enjoy themselves.

We realize that some of you readers despise megayachts and the people on them. We don’t have that kind of envy, and like the fact that the owners — many of whom are entrepreneurs who have created great wealth and countless jobs — pour mountains of money into the marine industry and onto small islands that so desperately need it. Nonetheless, one good dose of megayachts a year is enough for us, thank you.

The best time of the year for sailboats — be they 247-ft sloops like Mirabella V, or a Sunsail 40 sloop with eight bareboat charterers crammed aboard — to visit St. Barth is from late December to at least the end of the first week in January. This way you arrive early enough to tap into the buzz building up to the New Year’s Eve crescendo, but are still around after the billionaires, investment bankers, and Hollywood folks have hopped back aboard their private jets to the money mines of the world. Being at St. Barth before and after New Year’s is like visiting two different islands.

By getting to the island just after Christmas, you’ll also be in time for St. Barth’s premiere sailing event, the Around the Island Parade on New Year’s Eve. The event regularly attracts some of the fastest and most spectacular sailing yachts in the world. This year 31 boats participated, ranging in size from the Melges 24 Carib Melges, to the spectacular 150-ft gaff schooner Elenora. This year’s fleet wasn’t the greatest ever, but the seven boats in Class A that averaged 122 feet in length were nothing to sneeze at. In addition to Elenora, they included the 136-ft Anna Christina, 135-ft Victoria of Strathern, the 124-ft Freedom of Flight, and the 122-ft Midnight. The 247-ft Mirabella V was going to sail the course, but passed when the morning winds came up gusty.

The Around the Island Parade is a pursuit race, meaning the slower boats take their handicap by starting earlier than the faster boats. The classic 22-mile course features all aspects of sailing — upwind in flatwater, upwind and reaching in the unfettered winds and seas of the Caribbean, downwind through a series of small islands, and back upwind in flat water.

Since these big yachts are in private use or on charter, they’re always a few hands short of even a minimal racing crew. This gives regular folks such as ourselves a chance to sail on them. This year we were lucky enough to be invited to crew on the 97-ft R/P Leopard of London, one of the fastest fixed keel boats in the world. We didn’t get on because we’re handsome, but because Dona de Mallora kept an eye on the boat for the skipper when we had Profligate at the island two years ago. Like they say, just being there is 90% of what it takes to get into the loop.

Leopard is skippered by Aussie Chris Sherlock, who has to be about the hardest working skipper in yachtng. The guy does everything, and if an Energizer bunny seem like a slacker. The day of the Around The Island race was his 41st consecutive day on charter — and one of the charters had been taking eight Russians racing across the Atlantic. When it came time to flake the main at the end of the day — a physically demanding task that requires six strong bodies — Sherlock was right there.

Our primary talent on big boats is putting our foot in our mouth. On the same race about six years ago, when we were crewing aboard the great 135-ft J Class yacht Endeavour, we asked a guy wearing a wife-beater T-shirt if he was the cook. He was actually Dennis Kozlowski, the owner, who was good-natured about our faux pas. Although he would have loved to have done the race again this year, Kozlowski couldn’t make it to the island this year — something about having to stay behind bars for eight years after being convicted of defrauding Tyco out of $600 million.

You think we’d have learned our lesson, but when we saw a guy aboard Leopard who looked as though he might be the engineer, we asked him what he did. Instead of rightfully telling us to piss off, he cheerfully explained that he owned or franchised or in some way made money from 450 pizza parlors and delivery services in England and Ireland.
He was the charterer! Apparently, he hadn’t been all that well off just a few years ago, so maybe jolly old England has become a land of opportunity, too.

Mr. Charterer brushed off our blunder, and his wife and three kids were regular folks as well. The family is fairly new to sailing, so mom — a great sport — had a few questions: Would we be starting with the sails up or down? Would we stop if it started raining? The questions naturally sound silly to veteran sailors, but how was she supposed to know? For you powerboaters, we did start with the sails up and continued sailing through the squalls.

We’ve sailed on some very large modern boats before, but none with winches that seemed as powerful as Leopard’s. Doña and we were the staysail sheet trimmers. When we pushed the button on the huge sheet winches, the pull was instantaneous and authoritative. If somebody could find a cable strong enough, they could use the winch to pull St. Barth all the way to New York — not that we’d be in favor of the idea.

The water-ballasted Leopard was powerful and very fast. Under full main and just the staysail, she regularly close-reached in sloppy seas at 12.5 knots in just 17 knots of true wind. The good news for those of you looking to move up from Catalina 30s is that Leopard has just come on the market at £3 million, and there is some wiggle room. Not only is she complete with a very nice interior and a $335,000 suit of unused sails, but she comes with £1 million in guaranteed charters to be skippered, if desired, by Sherlock.

It’s not that Mike Slade, the London-based owner who once did the Big Boat Series with the maxi Longobarda, is about to give up sailing. On the contrary, he’s commissioned Bruce Farr to design an all-out 98-ft racing machine to do battle in the great races around the world.
People ask us what we do with all our time on St. Barth. We used to spend most of our days swimming in pools filled with champagne and shoveling caviar down the slender throats of famous actresses. At night we'd go to wild orgies on the beach with lingerie models. But frankly, it got to be a bore, so now we’re hanging around with a better class of people. Let us introduce you to a few:

There’s Little Yves, who claims that he’s “the most important man on the island”. He is, too, because he’s the guy who unclogs the septic tanks. We’ve been friends with Yves for about 15 years, and have never had a disagreement with him — not even when discussing politics. It might have something to do with the fact that he doesn’t speak English and we don’t speak French.

There’s nobody we love seeing more than Yoyo and Edith, a wonderful European couple who have been living on the hook in Gustavia Harbor for 17 years. They met after Yoyo had ridden 100,000 miles around the world on a motorcycle with a sidecar. When somebody in Santa Barbara insisted on buying their engineless Britsol 26 sloop. They taught themselves to sail on the gineless Britsol 26 sloop. They taught themselves to sail on the way to Catalina. Edith later got pregnant as they crossed the Pacific, and their son Gail was the first white baby born in the Marquesas in 150 years.

Having cheerfully gotten along on the modest incomes of an artist and day boat deckhand for nearly 20 years, Yoyo and Edith are enjoying a stroke of good fortune — they’re now managing one of the premiere villas in the Caribbean for a gentleman who also owns Nirvana, the great yawl that had been built for Commodore Vanderbilt. The villa just so happens to look like a very different concept from the R/Ps, but we can tell you she is slated to be launched next January. After several years of racing, she'll be detuned and converted for the charter trade.

The New Year’s Eve race was a classic, with much of the fleet converging near the finish off Les Gros Islets. One of the last boats Leopard passed was Warren Stryker’s new-to-him Hunter 54. Stryker had lived aboard his Bounty II Dulcinea in Sausalito Yacht Harbor in the early ‘70s, sailed her to St. Thomas in the early ‘80s, and has lived there ever since. After owning her for 35 years — including the one month she spent on the bottom following hurricane Marilyn — he sold her to the skipper of a maxi boat in Antigua who plans to race her. “I can’t believe it,” Stryker laughed, “I sold my 1958 Sausalito-built boat for more money than I paid for the much newer Hunter 54”!

Anyway, Stryker, his brother John, and ex-wife Pat, all of whom used to live in Marin, looked good beating toward the finish with a reefed main and battened jib. Although Leopard passed Stryker’s boat, she still finished behind about six others. But there was no reason for despair, for during the champagne awards ceremony on the quay that afternoon, Leopard was pronounced the winner of the most prestigious prize for having the best elapsed time. “Is that all there is to winning a race then?” laughed the jovial Mr. Charterer, holding up the trophy while surrounded by his surprised family.

No visit of ours to St. Barth would be complete without seeing Antonio des Mortes, the ‘Caribbean terrorist’ who tormented us by being the captain of our Big O in the Caribbean for the better part of a decade. Last spring we sent him a used mainsail for his Tartan 41, and asked him if it fit. He said he hadn’t had time to put it on because there was lots of work on the island, and as a father he needed to make money. What is he doing this year?

“I’m refinishing furniture for two fag—
gots who have a big villa,” he said in a loud voice at a crowded bar. “I sand and varnish, sand and varnish — the stuff I do is so bright I have to wear sunglasses! But the guys keep asking me if I can’t put on another coat and make it even brighter. I’m going crazy!”

People on St. Barth say all kinds of politically incorrect things about sexual orientation, race, age, and every other taboo. But it doesn’t seem to be indicative of any underlying prejudice. For example, we once heard this same Antonio rise in a spirited defense of gays in the Spanish military. “Of course! Why the hell not?” he shouted.

Indeed, one of the charms of being on St. Barth is that the people seem so much less judgemental than in the States. People on the island say what they want, pursue a wider variety of interests, dress more individualistically — and by our observation mix a lot more. For example, everyone sits around big tables at Le Select at night, and despite the different languages, colors, and ages, everybody is saying ça va, kissing each

Spread: The Swan 68 ‘Chippewa’ beats toward the finish in ideal conditions. Inset; Young Yan works at a beach concession — but has sailed around the world 2.5 times already.

other, and introducing new people to everyone else in the group. When it comes to our riffraff friends, St. Barth is about the least insular place we know.

One of the big problems we had on the little island was finding a place to watch Texas play USC in the Rose Bowl, because the island bars couldn’t care less about sports. We eventually asked Julian, a typically atypical kind of guy you’re likely to find on the island, to see if he could help. Julian lives in Orinda, and up until recently owned Acme Amusement — jukeboxes and pinball machines — in San Francisco. For the next three years, however, he’s also rented a little place on the island where he stays when he’s not working. His current gig is providing and setting up the snooker table for the Rolling Stones while they’re on tour. Seriously. He gets the South America part of the tour off because the Stones don’t see the necessity of flying a snooker table to another continent.

Julian, who has been kicking around St. Barth since the early ’70s, told us not to worry, he’d find a villa where our group of eight could watch the game — which wasn’t going to start until 9 p.m. St. Barth time. True to his word, Julian’s friends Brian and Melanie Honestyett, who sailed to St. Barth from South Africa 30 years ago aboard a Piver trimaran, were inexplicably delighted to welcome our group of strangers to their villa with a spectacular view of the Caribbean. St. Barth is such a small island, that big friends become friends. The next night we saw Brian at the little Bête à Z’ailes bar, where his friend Jimmy Buffett asked him to hold back the crowd so he could keep playing. And when we saw Brian at the airport the next day, he confessed to an itch to do a little more sailing.

While walking past Med-tied boats in front of the classy Hotel de Ville in Gustavia, we heard our name called from one of the motoryachts. It was San Diego’s Donnie Anderson, who we’d known from the late ’70s when he was taking care of Bill Clute’s San Francisco-based Peterson 41 High Noon. In the interim, Anderson has run chaseboats and such for Raul Gardini’s Italian America’s Cup campaign, Paul Cayard’s America’s Cup campaign, Larry Ellison’s America’s Cup campaign, and generally

done it all on the water. He told us he was now running a 90-ft Cheoy Lee expedition type motoryacht “for a great owner” who bases the boat out of Sag Harbor in the summer and the Caribbean in the winter. What friends later told us Anderson had neglected to mention is that the “great owner” is Jimmy Buffett.

Right next to Buffett’s boat was the Privilege 62 cat Best Revenge V, owned

Jimmy Buffett seemed a little embarrassed about his ancient lyric “… going for younger women…”

If you like beef the way the Wanderer does — raw — nobody makes it better than Jean-Louis at L’Entracte.
In recent years, two of our favorite St. Barth friends have been Andy Key and Melissa Van Assen. They're both from South Africa. You wouldn't know it by looking at Andy though, because he's of Asian decent and looks like His Holiness the Dalai Lama — which is why he's known as Capt. Lama when he wears his saffron sailing robes. The couple did a circumnavigation a few years back aboard their Beneteau 50, then got a job running the 115-ft sloop Snow Goose. Their trip down from the Northeast a year ago was to be their last on the boat, and in 15 knots of wind the mast inexplicably fell over. When we saw Snow Goose this year, she'd arrived with a broken boom. But this time Andy had an alibi — he'd been on another boat.

You see, before they got a chance to take off cruising again last summer, Melissa returned to South Africa for a vacation. While she was gone, Andy had gotten an unsolicited offer on their boat that he couldn't refuse. So he sold her. Having been on Profligate two years ago, the couple had started thinking catamarans. Well, it so just happened that when Capt. Lama flew to South Africa to rejoin Melissa, he bumped into Peter Johnstone, who is sort of the black sheep of the J/Boat clan. The guy behind Gunboat cats, Johnstone got Andy a job helping deliver a new Gunboat 48 catamaran from South Africa to the Caribbean.

"Peter is a bit of wild man," laughs Capt. Lama. "He sea trials every new Gunboat cat, and no matter if she's a 48 or 62, he's flies a hull. While he might be a wild man, he really knows his sailing stuff."

The next thing Capt. Lama and Melissa knew was that they were snowing snow off the Gunboat 62 Safari in Newport, Rhode Island. Johnstone had got them jobs as captain and crew aboard the all-carbon Morrelli & Melvin-designed cat for her new owners, "some brothers who own pubs in Ireland."

Leaving the Northeast for the Caribbean so late in the year is dangerous, and more than a few sailors have lost their lives. It's particularly dangerous if the captain and crew have never sailed the boat before — as was the case with Andy and Melissa. Naturally, they got caught in 45-knot winds and 20-ft seas. "We were going along in the mid-20s under reduced sail, and I was so scared I kept having to change my saffron underwear," admits Capt. Lama. But now they were safe in sunny St. Barth, so it was just another sea story.

Both Capt. Lama and Melissa made a confession to us. "We've both gone over to the dark side. When we get on a monohull in the anchorage now, we get seasick."

Late one night about a week later, we met Tom, one of the Irish owners of Safari, at the Bête à Z'ailes harborside bar. Despite the fact that Jimmy Buffett and some guy from Bon Jovi that only de Mallorca would know were playing 20 feet away, we and Tom talked nothing but boats. It turns out he's been a beach cat sailor all his life on the icy waters of Galway on the west coast of Ireland, but also passionately races his J/109. He said he can't wait for the summer, when he'll be cruising his new-to-him cat on the waters off Cephalonia, Greece. "That place is so special that I go every Sep-

Since the Wanderer’s resolution for the new year is to become more superficial, and since there's nothing more superficial than wanting to have an impressively large ‘package’, he decided to put Tania’s theory to test. He excused himself from the table at dinner that night, slipped into the men's room with a champagne bucket full of ice water, and immersed his external organs. Geez it was cold! We hope Tania knows more about finance than medicine, because in a matter of minutes the Wanderer's package looked like a toothpick and two capers. We think middle-aged Aussies get big beer bellies because they drink so much beer.
tember,” he said. Tom encouraged Capt. Lama and Melissa to take us sailing on Safari, even when he’s not around, and to be sure to visit him in Galway.

For those of you who think owning a pub is the way to get rich, Tom wanted to clarify something. He explained that while owning a pub is another passion of his, he and his family make all their money in the toy business. “The Chinese have been very good for our business.”

Lest anyone get the idea that the life of a charter yacht skipper is all sweetness and light, here’s a cautionary tale. A great guy who used to race with us in Antigua had become captain of a nice boat, and his New Year’s charter group was a European family with two kids. Things started to go south right away when the charterers assumed that the captain would also be the babysitter for their undisciplined kids. And on the first night, papa slipped into the galley and appeared to sniff something up his nose. He then told his wife that he needed a little space, and somehow fell into the water while on the way to a nightclub.

There was a brouhaha with the bouncers, who said that while the ‘wet look’ was just fine for women, it wasn’t going to fly for a middle-aged man like him. Then at 4 a.m., the poor captain was awoken by Mrs. Charterer, who asked that the gendarmes be called to find her husband. It goes without saying that the captain was given no tip at the conclusion of the charter.

Geez, we’re just getting started on our list of fun people on St. Barth and we’re already out of space. There’s no room for Filou and Mimi of La Gamelle, Steve the car thief, Marius and Michel of Le Select, the not-yet-dead-like-he-promised-us-he-would-be Maxi, Isabelle and little Pablo, Luc and Rachel, the great French sailor Luc Poupon, the shrewd businessman Ernest from the House of Beranger, wild man Jim who sailed around the world three times on a wood boat with a 9-ft beam and his wife Anna and daughter Tiki, Jeff and Kitty of Chicago, whose new Moorings 47 cat just went into service, Anek at La Plage, Manu at La Pliment — and it goes on and on. Oh yeah, D. Randy West, too, who’d give us crap if we left him out, Bruno, Jacques, Ernest and the others at the port captain’s office...

A lot of people — and the New York Times — want you to prove that you can’t have a fabulous time at St. Barth unless you spend a fortune. We’re now going to prove them wrong by suggesting things that you can do.

1) While anchored at Columbie — where there are free mooring buoys — make the hike to beautiful Flamands Beach and back. It’s a remarkably varied trail, affords great views, and is good for your heart and joints. Do it every day, and you’ll be more lean and lovable — as long as you don’t overdo it with the French wines and cheeses.

2) When the wind is north of east, anchor off Grand Saline Beach, our favorite on the island. This is a fun place to boogie-board and offers endless opportunities to inadvertently see young ladies frolic topless or naked in the surf — not that you’re into that kind of thing.

3) When the wind is south of east, anchor beneath the Eden Rock Hotel in Baie St. Jean, a particularly gorgeous beach. While you’re there, take the opportunity to dine at the Eden Rock tapas bar, as the view is sensational. It is expensive and the portions are tiny, but if you’re going to drop a bundle on a meal, this is where we recommend you do it. At the very least, savor the view while having a drink at the bar. They run about $15, but at least they are very generous drinks.

4) On afternoons when the horizon is clear and there’s not too much south in the swell, anchor off Shell Beach and swim to shore for a sundowner at Brazil while you wait for the green flash.

5) One of the great pastimes at St. Barth is watching the little planes try...
to land at the do-or-die airport. About 160,000 people made it safely last year, but it was close. On days when the trades are up, you want to stand at the top of the hill that the planes have to shave in order not to overshoot the runway and end up in Baie St. Jean. It’s very entertaining. It’s even more exciting when the trades go light, as the planes have to come in over the water and beach and try to stop before they hit the hill at the end of the runway. On those days, the pilots literally have people on the beach hitting the deck so as not to get tangled up in their landing gear.

6) Light tradewinds days are good for visiting La Plage, a rough hewn chi-chi spot on one of the more beautiful beaches in the world. If you’re all right with spending $50 to $100 a person for lunch, enjoy the afternoon at one of the tables. If you’re like us, you’d prefer the adjacent La Plage snack bar, where you can get a generous curried chicken panini for about $9. Given the lovely view — the landing planes, the many shades of the Caribbean, the Eden Rock on the hill, the half-naked women — it’s a bar-gain. You’ll be served by our friend Anek, who lived in Ventura at one point in her tumultuous life.

7) Rent a car. You’ll only need it for one day — which is a good thing because they’re expensive — because you can drive all the pavement on the island in about two hours. Once you’ve done the circuit — don’t forget windy Pt. Milou and Maison Nurreyev — you won’t ever need a car again. When anchored in the main harbor, you can easily walk everywhere you might need to go.

8) Have a beer and burger at Le Select, the original ‘Cheeseburger in Paradise’. It really gets rolling about 6 p.m., but closes pretty early.

9) Walk the quay every day and every night. There’s always something interesting going on and great new yachts to see.

10) Snorkel at Les Gros Islets. It’s terrific, and conveniently located in the main anchorage.

11) The biggest bang for the food buck are the baguettes stuffed with either crab, tuna, ham and cheese, or salami. The biggest bang for the prepared food buck are the burgers and salads at Le Select.

12) Our favorite places to eat are L’Entra’cte, where Spanish Jean-Louis will prepare you a fabulous beef tartar or a meal of tender Argentinian beef. Eddy’s is a little more expensive, but he brought entire elegant restaurant structure over from Bali, and you haven’t been to St. Barth until you’ve met Eddy. But don’t miss La Gamelle, which is often double-handed by the tireless Philou and Mimi, and is a favorite with French female sailing heroines Karen Falconnier and Frances Arthaud. And if you find yourself at St. Barth on New Year’s Eve about 2 a.m., forget all the glitzy boat parties, for the tiny La Gamelle bar is likely playing host to toute la Caribbeante.

St. Barth is our favorite island. If another island is your favorite, we’d love to hear about it. But above all, we hope that Santa was at least good enough to send you on a sailing trip to the tropics for the holidays.

— latitude 38
Prepare to Be Surprised…
- Stunning City Views
- Modern Facilities & Concrete Docks
- Easy Access to Bay Landmarks & Delta
- 24-Hour Courtesy Patrol
- Deep Draft Harbor
- Nearby Shipyards, Boating Stores & Services
- Excellent Restaurant, Deli & General Store
- Discount Programs Available

MARINA BAY
Yacht Harbor
(510) 236-1013
1340 Marina Way South
Richmond, CA 94804

www.marinabayyachtharbor.com

Winter Clearance Sale
ALL INVENTORY PRICED TO MOVE!

VENTURA HARBOR BOATYARD
Open 6 Days a Week!
Competitive Rates ~ Professional Staff
For quality and attention to detail you can count on our commitment to your satisfaction.
(805) 654-1433
1415 Spinnaker Drive, Ventura, CA 93001
www.vhby.com

WINDTOYS
Wind and Water Sports Center
Your Small Boat Specialist!
3019 Santa Rosa Ave, Santa Rosa
New & Used Boats!

CONSIGNMENT
BOATS WANTED
- Catalina
- Capri
- Hobie
- Windrider
- Blokart
More than 40 sailboat models available!

OVER 30 NEW BOATS IN STOCK
800.499.SAIL

COME SEE OUR FULL-LINE KAYAK SHOP!
HELLUVA HOMECOMING

The authorities at the Honolulu Airport handcuffed me, put shackles around my ankles, and transported me to the jail in downtown Honolulu. I was put into a concrete cell with one small fluorescent fixture. Meanwhile, my wife, Judy Meeks, was asked to leave the airport terminal. What an unbelievable turn of events, as just days before we’d been living a life of freedom aboard our Alajuela 38 Desire in French Polynesia.

It all started on April 12 of last year, when Judy and I set sail from Cabo San Lucas for the Marquesas and points beyond. Right from the beginning our adventures surpassed all our expectations, for at nearly every stop our faith in humanity was renewed by the genuine kindness and goodness of the locals — and by fellow cruisers from all over the planet. To say that we were having a fabulous time would be a tremendous understatement. We reveled in the freedom unknown to most people, a freedom that, not too long in the future, would be taken from me.

Judy and I happily cruised through the Marquesas to the Tuamotus, then on to the Society Islands, where we decided to call it a season. We put Desire on the hard in Raitea for cyclone season and made plans to return to the States to renew our cruising kitty, see family and friends, and plan for our next season of cruising. As the wheels of our plane lifted off the runway in Tahiti, Judy and I looked at each other with an unspoken sadness. Our cruising season was over, but at least we were already making plans for our return.

Our schedule was to fly through Honolulu, where my wife would remain for a time to visit family and friends, while I would continue on to Los Angeles and then to Georgia to visit my daughter and grandson. But it was in Honolulu that our trip through the ‘magic kingdom’ — and my personal freedom — came to an abrupt halt.

Since Honolulu was our port of entry back into the United States, we were required to clear Customs and Immigration. We assumed this would be routine, but it turned into a shocking nightmare. I gave my passport to the Immigration agent and, after an unusually long time, was asked some odd questions about whether I had ever been to Florida. “Yes,” I responded politely. “Why?”

“I can’t tell you that,” said the agent. I was then instructed to report to a secondary Immigration station for further questioning. I was caught completely off guard and couldn’t understand what it was all about. But the bad dream would only get worse.

After a number of questions about my social security number and date of birth, I was asked if I could produce identification in addition to my passport. After 20 minutes of stuff like this, it became apparent to me that something really bad was brewing. I was questioned about my history in Arkansas, a state that I had only passed through in years gone by.

When two Honolulu police officers showed up, I knew things had taken a turn for the worse. Naturally, Judy was beginning to become very concerned. But she was asked to step aside while I was taken to a confined area. The police then informed me that I was going to be arrested on a felony extradition warrant issued by the state of Arkansas. “What!!” I was to be charged with writing a string of bad checks in Arkansas, Kansas and Texas. I was then shown the warrant, which had been issued in June of last year.

At this point I was very optimistic that things could be quickly cleared up, as the stamps in my passport clearly indicated that I had been in Mexico in January, arrived in French Polynesia in May, and didn’t leave Polynesia until September. Surely this would prove that I was nowhere near Arkansas, Kansas or Texas when the bad checks had been written. I further suggested that the checks be faxed so the could compare my signature with the fake, at which time I assumed all would be forgotten and I would be released.

The Honolulu Police were having none of it. They informed me that they were obligated to detain me, as my name, social security number, and date of birth all matched the description on the warrant. I was to be held for extradition back to Arkansas. Then I was told it would likely take two to three weeks before someone from Arkansas showed up to get me! If that wasn’t bad enough, I was to be held without bail. All this was happening on a Sunday, so the Honolulu detectives
weren’t able to reach anyone in Arkansas to verify that they would indeed follow through with the extradition.

Within the next 20 minutes, I was placed under arrest on false charges. As I stood there in disbelief, my brain felt like it was wrapped in a wet blanket, as there was just no sense to it! My wife was asked to leave the airport terminal, and I was taken to the Honolulu jail, handcuffed and with shackles around my ankles. All my possessions were removed from me and I was taken to a concrete cell. It was about as far from the freedom of cruising the Pacific as one could imagine.

For some reason there was no mention of my having the right to speak to legal counsel. And as bail was not an option, the reality of the situation became as hard as the concrete walls of the cell. I tried to sleep as much as possible to avoid thinking about my situation, but I awoke frequently, as the cell was cold, and I’d lost all concept of time. After what seemed like an eternity, I heard a Public Defender tell some inmates what to expect in court later that day. I overheard him say that it was 4 a.m. A short
nine hours. For some reason I was the only one still required to wear leg irons — which was a source of curiosity among the ‘regulars’ in the cell. After many hours of sitting on cold concrete with the steel of the leg irons biting into my ankles, I was beginning to wish I had worn something more than shorts and slippers on the plane.

Suddenly the cell door opened — as it had many times before that day — but this time it opened for me. For even quicker than my nightmare had started, it was over. The Honolulu detective had finally contacted the proper authorities in Arkansas and discovered the truth of the situation. A man using my social security number along with my name and date of birth had indeed gone on a check-cashing spree — but it hadn’t been me. The unbelievable part is that the guilty man had already been arrested in San Mateo, California, and extradited to Texas, where he was in custody. I had been held in jail overnight for a crime committed by a man who had already been in jail in Texas for two months!

When I asked how there could still be an active warrant with my name on it when the guilty party had been incarcerated for months, I couldn’t get a straight answer. Having been falsely held, I had obviously missed my flight to California, and needed to pay several hundred dollars to change my ticket. Surely some government agency would pay for this. And surely there would be some serious compensation for my ordeal. But no. I have since contacted several attorneys about the matter, and for the most part they have shown no interest. I was informed that I would most likely spend a large sum of money to pursue such a case, and because it would somehow fall under the Homeland Security Act, I would get nowhere. I found this more disturbing than my jail time. How could somebody not be held accountable for the mistake that left me in jail? I can’t begin to tell you how helpless it makes you feel.

Would I forfeit our cruise knowing what was going to happen at the end? Not on your life! No amount of bureaucratic nonsense can take away the fond memories of that special voyage from me. However, I suggest that you dress warmly when flying home from a cruise in the tropics, because you never know what Uncle Sam might have in store for you!

— jim welch
OWL HARBOR MARINA
THE FRIENDLY MARINA

- Prepay one year, get the 12th month free!
- 30’-50’ deep draft berths @$4.75 per foot
- Showers • Laundry
- Dry and open storage
- Extra wide berths for multihulls
- Home of Martin’s Sailing School
- Sail and Canvas Shop
- Robert A. Viel, Certified Marine Surveyor

Yacht Club Cruises Welcome!
LOADED ON SEVEN MILE SLOUGH OFF THE SAN JOAQUIN RIVER
HARBORMASTER: SHAWN PASSERI
(800) 483-9992 OR (916) 777-6055
email: owlharbor@citlink.net
www.owlharbormarina.com
1550 W. TWITCHELL ISLAND RD.
ISLETON, CA 95641

How Do We Know You’ll Have A Good Trip?
TWO WORDS:
Time Changers
Professional Marine Diesel Services

Wouldn’t You Like to Know...
How Your Engine Looks On the Inside?

Oil, Fuel & Coolant Analysis
Onboard Results and Recommendations

“Provide the Best Protection for Your Engine”

Other Tests Available for Potential Problems
Custom Battery / Instrument Installations

(619) 540-6926
(619) 222-1407

2810 Carleton St., San Diego, CA 92106
E-mail: timechanger81@verizon.net
www.timechangersmarine.com

BAY PROPELLER

Full Service Propeller and Shaft Repair

Bay Propeller is the largest and most experienced propeller shop in Northern California

Full service repairs on all makes and sizes. Our services include pitching, balancing, custom modifications, re-hubbing and computer analysis. Also shaft repair/replacement, rudder and lower unit skeg repair.

Featuring Electronic 3-D Propeller Analysis

✔ Improves speed and fuel economy
✔ Increases performance
✔ Minimizes vibration and noise
✔ Synchronizes propeller loading

BAY PROPELLER • 2900 MAIN STREET #2100 • ALAMEDA, CA 94501
510-337-9122
Fax: 510-263-9827
www.bay-ship.com
Literally every weekend of the year you can find clusters of sailboats racing in formation somewhere on San Francisco Bay. Like the Golden Gate Bridge, Coit Tower and the TransAm building, billowing spinnakers dancing across the water are a venerated element of the Bay’s visual identity. Oddly enough, though, among the thousands of boats based in the greater Bay Area, only a very small percentage actually race with any regularity.

Perhaps that’s because, to the uninitiated, the realm of racing often appears to be an elite fraternity that’s difficult to break into. Not so. Truth is, the Bay’s active year-round racing scene offers myriad possibilities at all levels of competition, and every contest is eager to attract more competitors. Be it low-pressure ‘beer can’ races, point to point races, coastal races or singlehanded races, there’s always room for one more.

If you’ve always been tempted to test your sailing skills on a race course, but haven’t known how to break in, this article is for you. Let’s assume you’re a decent sailor who owns a typical fiberglass racer-cruiser, but you have little or no racing experience. Although there are plenty of excellent learning resources available such as books, videos and computer simulators, to our way of thinking there’s no better way to get started than to simply jump right into the frying pan. After all, as with all other aspects of sailing, there’s no substitute for firsthand experience. And right now is the perfect time of year to get started by signing up for one of the final midwinter regattas or a beer can series, beginning in early April.

While midwinter regattas are staged on winter weekends, most beer can races are scheduled after banker’s hours on weekdays, thus demanding a minimal time commitment. Sponsored by local yacht clubs, there are two dozen series to choose from in the Greater Bay Area.

In order to sign up, you’ll need to know the Performance Handicap Rating (PHRF) of your boat type. Unless you have a rare or unique hull, you can easily look up your boat’s ‘sistership’ number on the Internet at www.yra.org. (Look for the PHRF ‘Baserate’ List.)

Next, shanghai two or three able crew — ideally, at least one of them will have done a few laps around a race course before.

Your ‘homework assignment’ will be to bone up on the fundamental racing rules, which include, but greatly amend, the basic Rules of the Road. The U.S. Sailing Rulebook is for sale at marine retailers or free when you join U.S. Sailing, and is also available at various sites online as a PDF download. Its contents may seem a bit daunting at first. But, as our own Max Ebb points out, “There are only about four pages of the so-called ‘difficult ones’.” Max, by the way, suggests keeping a copy in the bathroom for occasional study — assuming you like to read while on the throne, as he apparently does.

On race day, our advice is to show up on the scene early so you can calmly become familiar with the sailing conditions and the lay of the starting line. Then, just hang back and run the course — being careful to avoid tight situations that might cause your blood pressure to skyrocket and your crew to panic.

To our way of thinking there’s no better way to get started than to simply jump right into the frying pan.
At this point you’re probably thinking, “Ahhh... but what about those spinnaker thingies?” If you don’t have experience flying a chute, the middle of a race course is probably not the best place to conduct your first experiments. The easy answer here is simply to race in the non-spinnaker divisions, if offered. Alternately, tell the race committee that you’re a beginner and will be using your white sails only. You’ll get creamed, of course, but many committees will give you a substantial handicap adjustment. When you’re ready, you can take a spinnaker course at a local sailing school, learn by crewing for friends or perhaps hire an instructor to show you the ropes during some practice sessions, then ride along during a low-pressure race or two.

“The delightful thing about all beer can racing,” explains longtime racer Kame Richards of Pineapple Sails, “is that even the high-powered competitors are ‘de-amped’ a bit.” He strongly urges newcomers to start out on the flat waters of the Oakland Estuary, where Wednesday and Friday evening beer can races rarely see more than 12 knots — thereby greatly diminishing the ‘pucker factor’. Naturally, you won’t get anywhere near the winner’s circle the first few times out, but we guarantee you’ll learn a thing or two. After all, some of the much-heralded byproducts of racing — other than making new friends at the post-race barbecues while washing down that salty spray with a few beers — are fine tuning your sailing skills, sharpening your senses and learning to keep a cool head under pressure. Cruisers who’ve previously done some racing will tell you that learning the subtleties of sail trim and understanding how to tweak your rig for maximum efficiency will pay off bigtime.
CAN ANYBODY PLAY?

You don’t have to own a brand new boat to enjoy Bay racing. Here, a bevy of 30-year old sloops compete at the Berkeley Midwinters.

during ocean crossings.

If jumping headlong into the fray sounds a bit too scary, spend some time crewing first. If you don’t know any experienced racers personally, sign up this month with Latitude’s Crew List (see forms in Sightings). Then in March, when the List of skippers-in-need is published, start networking.

Or, you might simply try showing up for a beer can race early and walking the docks of the sponsoring YC, cheerfully letting skippers know that you’re looking for a ride. If you’ve got an upbeat attitude and look the part, you probably won’t be left behind. (Naturally, bringing along a six-pack of quality beer often increases the odds in your favor.)

With any luck, you’ll get a ride with a calm, confident skipper who’ll illustrate the importance of anticipating each maneuver, giving clear directions to crew and keeping the overall stress level to a minimum. Conversely, if you’re extremely unlucky you might end up with some neanderthal who thinks he is General George Patton, commanding his troops in a life or death struggle for dominance. If so, at least you’ll understand afterwards why screaming at your crew is one of the least effective methods of getting top performances from them, and why it rarely leads to racing success.

"Of course, racing is competitive," says Pat Nolan of Sail California, who’s owned and raced everything from 5.5 Meters to Farr 40s, "but the primary goal should always be to have fun. You should always go out with the attitude that, ‘hey, this is really just recreation.’"

Another excellent way to suss out the action on the water is by volunteering to help out on a race committee — they’re almost always short-staffed and eager to have the help of newcomers. By working aboard the committee boat or a mark boat, you’ll get an up-close-and-personal view of the action, an understanding of the starting line choreography, and may learn valuable lessons by observing the mistakes of others. As Berkeley YC Race Committee Co-chair Paul Kamen points out, "This is the cautious sailor’s approach. You’ll learn a lot, stay dry, and you might even get a free sandwich out of the deal!"

Once you have a few beer can romps under your belt, you may want to set your sights a bit higher by racing longer courses with more serious competition. Believe it or not, over 800

Even during winter the Bay sees plenty of sunny sailing days. Inset: Although flying a chute is challenging, with practice you’ll get it nailed.

SHORTHANDED RACING

One of the best ways we know of to achieve what we’ll call ‘sailing self-sufficiency’ is by sailing solo. In rowdy Bay conditions, it’s a substantial challenge, but the rewards — in terms of self-confidence and pride of accomplishment — far outweigh the hours of careful planning, systems upgrades, and the inevitable nervous moments out on the water.

When you’ve got your solo sailing routine down pat, consider accepting the greater challenge of singlehanded or doublehanded racing.

Here in the Bay Area the Singlehanded Sailing Society (SSS) administers its own lineup of on-the-Bay and ocean races, as well as the Singlehanded TransPac to Kauai in even-numbered years — i.e. ’06.

Other than the TransPac, all SSS events cater to both doubleheaders and singleheaders. Plus, the club holds an excellent monthly lecture series (at the Oakland YC) on a diverse set of topics related to short-handed sailing.

You’d think singleheaders would be a tight-lipped, reclusive group, but not these folks. ‘Society’ members are generally eager to share their knowledge and experience, and they’re always happy to welcome new recruits. Joining SSS satisfies YRA’s YC membership requirement. See www.sfabaysss.org for complete details.
racing events will be run in the greater Bay Area this year. Our favorites have courses that send you on a mini-voyage from point to point, rather than simply around a buoy course. For example, we’d highly recommend:

• **The Vallejo Race** (May 6 & 7), a two-day jaunt from the East Bay to the Vallejo YC and back the next day, which draws a disparate fleet of more than 250 entries annually (the largest of any inland race in the U.S.).

• **The Delta Ditch Run** (June 10), from Richmond all the way up to Stockton — it often serves as a feeder for Delta cruising.

• **The Midnight Moonlight Madness Marathon** (July 8), which begins in Raccoon Strait in the late afternoon, turns around at Carquinez Strait and finishes off of the Corinthian YC under the light of a (nearly) full moon.

• **The Silver Eagle Long**

Here in the Bay Area, the racers’ bible is the just-released 2006 Northern California Sailing Calendar and YRA Master Schedule. Published annually by Latitude, in conjunction with the Yacht Racing Association of San Francisco (YRA), this indispensable free booklet will not only give you a month-by-month lineup of racing events throughout the Bay Area, but it will also give you an overview of the entire local racing scene, including courses, buoy locations, tide charts, comprehensive contact info — even code flag illustrations. And it will help you decipher the area’s ‘alphabet soup’ of sailing association acronyms — such as ODCA, WBRA and BAMA — so you can find the groups and/or events that best suit your purposes. (The above, for example, cater specifically to: one design fleets, woodies and multihulls, respectively.) The Master Schedule is available at yacht clubs and selected marine retailers (as well as at the Latitude 38 and YRA offices).

While beer can races are come-one-come-all events that do not require club membership, most other Bay races do require that each entered boat’s owner be a member of a YC — somewhere. Don’t let that be a deal-breaker, though. If you are reluctant to pony up the substantial membership fees that many clubs charge, there are several low-cost alternatives such as the Cal Sailing Club ($60 for three months, or $200/year).

There are also fees associated with all YRA-sponsored races (such as ‘our

**LATITUDE 38’S BEER CAN CHALLENGE**

The fact that beer can races are staged every night of the week somewhere in the Bay Area led us to establish the long-standing Latitude 38 Beer Can Challenge: Anyone who can stagger through five beer can races in a single week will receive a Latitude T-shirt, plus we’ll acknowledge your feat in the magazine with a write-up and a photo. Plus, you get to choose your own snappy moniker, such as ‘Sultan of Suds’, ‘King of the Kegs’ or ‘Baron of the Brewskis’. Pretty cool deal, no?

Please check in with us before you begin your assault, though, and be sure to take notes and pictures.
Each competing boat owner must join YRA ($40 annually), plus pay a race entry fee: either a lump sum for the entire season, or individually per race. For instance, some folks just do the Vallejo Race. (You’ll find the entry form on page 31 and 32 of this issue, also in the Master Schedule, or you can download it via www.yra.org.) You will also need to have a valid PHRF certificate on file at the YRA office — again, see www.yra.org for a downloadable application. You will not, however, need to have your boat officially measured, as PHRF handicapping relies on the ‘honor system’. Yeah, we know. At first it can all be a bit confusing, especially since there are a number of different racing ‘Associations’ under the umbrella of YRA, plus a few more that are autonomous. Fear not, though, if your questions aren’t answered by the Master Schedule and you become completely befuddled, simply give a call to the YRA’s executive director, Lynda Myers at (415) 771-9500. She’s a woman of seemingly inexhaustible patience. And don’t worry, no matter how dumb you think your question is, she’ll be happy to answer it, as she’s undoubtedly heard dumber ones before.

So what are the most important things to consider as you dip your toes into the realm of racing? We polled a number of longtime racers, and, oddly enough, not one of them started out by mentioning seemingly obvious things like good sails and a clean, fair bottom. Instead, most were of the opinion that having the right attitude is the most essential ingredient in enjoying the sport long-term. “Racing should be a lifetime sport if you let it be,” says Kame Richards. “Hopefully, the first thing you’ll find out once you try it, is that racing is an awful lot of fun, where you’ll learn a lot at the same time.”

He likes to tell a story about some clients who bought a bottle of champagne and put it in the fridge at the beginning of their racing career, vowing not to drink it until they’d won a race. “It stayed there for three long years,” he recalls, “but when they finally earned the right to drink it, it sure tasted fine!”

— latitude/aet

As far as we know, the Plastic Classic is the only regatta that features a special ‘T’ mark — where every passing boat gets flashed!

Lynda Myers at (415) 771-9500. She’s a woman of seemingly inexhaustible patience. And don’t worry, no matter how dumb you think your question is, she’ll be happy to answer it, as she’s undoubtedly heard dumber ones before.

When you call Emeryville Marina Home...

NEW SLIPS!
40-65’ Available Now
Call Today...

Showers and Laundry Facilities • Fuel Dock • Pumpout Station
Free Members’ Parking • Security • Park and Picnic Area • Restaurants
Controlled Access to Docks • Electronic Gate for Controlled Access to Park After Hours

(510) 654-3716
3310 Powell Street, Emeryville, CA 94608
(Exit off I-80 at Powell Street)
Visit Our Website @ emerywillmarina.com

...call this your backyard!
WINTER RIGGING EVENT

Think Spring, Think Racing, Think Winner, Think...

The winning line of high performance racers:

WarpSpeed
PRODUCT CODE: 444
• 24-Strand Polyester Cover with Samthane Coated Core of Vectran
• High Strength
• Low Stretch
• Excellent Abrasion Resistance

Validator II
PRODUCT CODE: 447
• 24-Strand Polyester Cover with Samthane Coated Core of Vectran
• High Strength
• Very Low Stretch
• Excellent Abrasion Resistance
• No creep

530 West Cutting Blvd.
Pt. Richmond, CA 94804
Ph. (510) 235-5564
www.kkmi.com

www.samsonrope.com

DFF FUEL FILTERING

Superior equipment and years of experience guarantee results - Don’t settle for less.

Purify Diesel Fuel & Flush Tanks.
Process scrubs; polishes; removes algae, dirt, rust and water from diesel fuel.
Includes internal tank washdown.
Save your injectors, costly engine repair and down time.
We are in compliance with State and Federal Specifications & pollution control.

• "All Pleasure Yachts & Commercial Craft."
• Your berth or boat yard.
• Fully Insured

(510) 521-6797
Fax: (510) 521-3309

*Owned and operated by Bob Sherman since 1989

Buy Quality Sails Direct at 25-40% Savings!

It’s the easy way to measure and order your own sails and SAVE! www.cruisingdirect.com
MANUFACTURED AND SERVICED BY NORTH SAILS
Over the years, we’ve heard a lot of amazing stories about people surviving at sea. ‘Joliga John’ fell overboard 50 miles from the Panama Canal, and nine hours later was heard crying for help by a woman taking a 1 a.m. stroll on a mini cruise ship. Sixty-eight year-old Bill Forrest swam 12 miles to shore with a fish hook in his hand after his boat sank off Costa Rica — and then spent 10 days stumbling through the jungle and swimming around headlands until he found civilization.

The survival of 58-year-old Craig McCabe is similar to those, but has a cold water aspect to it. McCabe grew up in Newport Beach and has been sailing his entire life. After being captain of the Stanford Sailing team, he began a career that included being an advocate for neglected children for the city of San Francisco, being an admiralty lawyer, being the number two man at Hornblower Yachts, and so forth. After lots of racing on the Bay, he moved to Southern California, where he continued his legal career.

We know Craig because his then 12-year-old daughter Katie was the star first basewoman on our girls’ softball team years ago, and from last summer at Two Harbors where we both spent quite a bit of time on our boats.

38: Congratulations on still being alive. Yours is one of the more miraculous nautical survivals that we can remember.

McCabe: Do you believe in ‘divine intervention’? There were about 20 unusual things that had to have happened for me to be alive today. Let me tell you something, when God wants your attention, he’s not subtle. I’ve been wrestling with believing in God since I was 15 years old, but now there is no question in my mind — God exists!

38: There has been lots of conflicting information, so why don’t you tell us exactly what happened.

McCabe: I woke up at 5 a.m. on January 12, planning to take Heather, my classic 65-ft Stephens motor yacht, from her berth at Tahiti Way in Marina del Rey to Newport Beach, where she was to be hauled for a bottom job at Balboa Boatyard. I didn’t mean to get up so early, but after some blueberry pancakes and coffee, I figured I might as well get started.

38: You’ve been on boats all your life, so you were used to operating Heather alone?

McCabe: No. I’d owned the boat for eight years, and for the first 7.5 years I never thought of going anywhere without crew. I figured I might have a heart attack, fall down and knock myself out, or find myself in some other situation where I would at least need somebody to call for help. So one of my cardinal rules was to always have another person on the boat. In fact, the very first time I operated Heather alone is when I saw you at Two Harbors, Catalina. I’d gone over for two months to figure out what to do with the rest of my life, and the very same day you’d singlehanded over with Profligate to do the same thing.

38: You might have been a little more serious about your figuring than we were. We’ve always enjoyed singlehanding and spending time by ourselves, so we were mostly on a lark.

McCabe: In any event, the day we both went from the mainland to Two Harbors was the first time I broke my cardinal rule. But subsequent to that, I did it more and more. But it’s frigging stupid for just one person to operate a big boat. It’s too dangerous.

38: We can appreciate your new perspective.

McCabe: Everything was going along fine, with my little Whaler trailing about 50 feet behind. By the time I was abeam of Angel’s Gate, which is the entrance to L.A. and Long Beach Harbors, the sun was up and visibility was about three miles. I remember being happy as a clam, as I was aboard my big, beautiful yacht, and I was headed for my hometown.

Since the stabilizers often catch the lines to lobster pots, which causes the floats to bang the hell out of the hull, I went to look over both sides to make sure the stabilizers were clear. The deck was still wet from the fog, and I was wearing these bedroom slippers that don’t afford much traction. There wasn’t any wind or chop, but there was a 10-foot gentle swell running. Normally, I’d have the autopilot on, but it was broken. I’d had a tech guy aboard for four hours the previous day trying to sort it, but it was still broken. Because there was no autopilot, the boat suddenly turned in the swell. Since I had no traction with my slippers on the wet deck, and since I was already leaning over just a little to see the stabilizers, I did a perfect somersault over the rail! Once over the rail, I banged my head on an aluminum rubrail on the hull, and then found myself in the water. Instantly realizing that I was between the stabilizer and the rudder, I was worried that I’d get chopped up by the prop. I didn’t even kick with my legs for fear my extended feet would get chopped off. But I wasn’t hit.

Heather was doing about 11.6 knots at the time, and as soon as I came up behind her, I grabbed the tow line to the Whaler. When you’re fully clothed, it’s hard to hang onto to a line that’s dragging you through the water at nearly 12 knots. Normally, I’d have the tow line to the Whaler. When you’re fully clothed, it’s hard to hang onto to a line that’s dragging you through the water at nearly 12 knots. My hands slid down the line until they hit the spot where it attached to the Whaler. When my hand hit, I broke a finger and lost my grip.

38: Where were you when you went over?

McCabe: I was about 1.5 miles off Angel’s Gate. 3/4s of a mile from one buoy, and half a mile from buoy #2. But I wasn’t worried. Heather has a fine entry, and without an autopilot on in a sea like that she — like most boats — would circle back. Certainly somebody would notice a big boat like mine going around in circles and figure out what happened. I assumed that I would be rescued in half an hour, and that it wasn’t a big deal.

38: Were you shocked by hitting the 59° water?

McCabe: No, I had too much adrenaline pumping through me to be cold. My feet did get a little chilly, however, so I took care not to lose my wool-lined slippers. But I was wearing my
McCabe: Yeah, and have been for 25 years. And now I’ll be speaking at an upcoming Yachtsmen’s Luncheon. (Laughter.)

38: You did a lot of Knarr sailing out of the club, didn’t you?

McCabe: When I lived in Tiburon, I used to race my Knarr Red Witch all the time. In fact, I’m one of only three Americans in 40 years to have won the Knarr Internationals. I did it in ’95 with Bill Longhorn and Hank Easom as crew. The other two American winners have been Chris and Tom Perkins. But I sold my Knarr six months ago.

38: Back to the story.

McCabe: The first thing I did was pull out my cell phone, but it was soaking wet.

The next thing I knew, there was a big frigging container ship headed right at me! I thought about taking my clothes off to swim out of the way more quickly, but now I was getting cold and didn’t want to lose the warmth they provided. As it turned out, the container ship missed me by about 300 feet. I used to be an admiralty lawyer, so I knew they should have a man on the bow — so I began screaming for help. I could hear my voice echo off the containers. I saw a guy walk to the transom and look down to the left and right, but he didn’t see me.

After the ship continued on for about half a mile, I saw it slow down, and figured that maybe they’d seen me after all. Then I saw the pilot boat, and knew they had only slowed for it.

38: How long had you been in the water at this point?

McCabe: Only about 15 minutes. I’d temporarily forgotten about Heather because of the ship, but when I looked for her again, she hadn’t circled back at all. I was amazed, because a boat like her just doesn’t go straight unless she’s under
autopilot. But she made a slow 90-degree turn, and of all the unbelievable things, kept a straight course for Catalina! We know because the chartplotter recorded her course.

38: So your boat was kinda like an old horse heading back to a familiar barn by herself?

"They circled four times, getting closer to me each time, but they never got close enough to hear."

McCabe: Absolutely. I'd taken her to Catalina hundreds of times.

For the previous several months I'd been debating career paths. I was either going to do legal work protecting neglected children — which I'd done early in my career in San Francisco with satisfaction — or go back into corporate law to make the kind of money necessary to support a 65-ft motoryacht. I'd already started to fix Heather up, but as I paddled to stay afloat in the chilly waters and watched her disappear in the distance, I thought, 'I could give a shit about the boat.' It was obvious that the boat wasn't that important to me anymore. Actually, I thought, 'I could give a shit about the boat.' It was obvious in the chilly waters and watched her disappear in the distance, I thought, 'I could give a shit about the boat.'

I'd gotten that the boat wasn't that important to me anymore. Actually, I thought, 'I could give a shit about the boat.' It was obvious in the chilly waters and watched her disappear in the distance, I thought, 'I could give a shit about the boat.'

I was either going to do legal work protecting neglected children and own a boat like that?

McCabe: Sure it is. A slip for Heather in Newport Beach would run $4,000 a month, and maintenance is expensive, too.

So Heather was gone, I hadn't been run down or rescued by the ship, but now a fishing boat was coming my way. She was close enough that I could hear the crew talking. Then she started to circle, the crew not hearing my cries over the sound of their diesel. They circled four times — they were setting nets or something — getting closer to me each time, but they never got close enough to hear.

38: You must have been starting to get cold?

McCabe: I was. I'd been in about an hour, and it was clear that I wasn't going to be rescued quickly. It was like one of those movies where the guy has fallen into the crevice and soon realizes that he's really got to focus on how he's going to save himself. I was clearly in deep shit, as the breakwater was so far away to swim to, and so was the more offshore buoy. I decided that I would try to make it to the #2 Sea Buoy. Initially, it would turn out to be a bad choice for two reasons.

But first I had to swim there. I started by laying on my back, but when I kicked my slippers would come off. I had to stop and collect them because I needed the warmth they provided. Then I tried to swim breaststroke, but I immediately started swallowing seawater. I must have swallowed two gallons. It was then I came to the conclusion that I was going to die. For some reason I started saying the Lord's Prayer. And after a couple of recitations — and this is miraculous, this frigging blue and silver mylar balloon came out of nowhere.

38: Pollution, eh?

McCabe: It was pollution, but I was damn glad to see it! The wind had come up a little and was blowing the balloon along, so I only managed to grab it by swimming as hard as I could. It took all I had, but I couldn't let it get away. I stuck the balloon under my fleece-lined windbreaker, and it helped keep me afloat and prop up my chin. Thanks to the balloon, I could breaststroke without swallowing water. I also noticed the sun had come out, and since I was wearing dark clothes, I should be pretty easy to spot from another boat. I was only about half a mile from the buoy, and with things starting to look good again, I stopped praying.

It's not clear what happened next. In fact, my recollections from then on aren't going to be that accurate, because when I was finally picked up, I thought I'd been in the water for two hours. In reality, I'd been in for almost six. So obviously wasn't conscious for a significant amount of the time.

Having lost track of time and consciousness, the next thing I knew I was underwater and gasping for breath. That gave me a shot of adrenaline, and I came to again. I touched my chest, and that deflated the balloon — which put me into a full-blown panic. You see movies of guys who are about to drown, and they flail their arms wildly. That's exactly what I started to do. My situation seemed hopeless. The closest thing around was the buoy a half mile away, and I wasn't making any progress toward it. Plus I was exhausted. Over and over again, I found myself slipping beneath the surface and having to struggle to come back up to get a breath.

Then for some reason I started repeating the first two lines of the Lord's Prayer: 'Yea though I walk through the valley of the shadow of death, I will fear no evil, because thy [God's] rod and staff will comfort me.' After repeating this for about the tenth time, a two-foot section of 2’x2’ floated right in front of me. It wasn't very big, but I reached out and grabbed it, and found it was enough to keep me afloat.

38: How does one have to wonder about McCabe's mental state at this point, because he's a big guy, and a little piece of wood couldn't provide much flotation.

I kept saying this psalm over and over again. Then I started screaming out for my daughters Katie, 24, and Kelle, 21, telling them that I'd be a better father. And I started praying that I would somehow make it to the buoy.

I was delirious, but somehow did make it to the buoy. But as soon as I got there, it seemed as though I'd made a terrible choice. For one thing, the platform of the buoy is about three feet out of the water, so even in the best of conditions, I don't think I could have scrambled up on it. The buoy did have a handle-like thing that perhaps they use to tow it, so I figured that maybe I could use it to climb on the platform. But there was a second problem — four sea lions and two seals on the platform! One was a male, and let me tell you, there's a reason they call sea lions 'lions'. He was barking and lurching at me, protecting his harem. If I'd put a hand on that handle, he would have bit it off. In fact, I was worried that he was going to jump in the water and attack me.

Then I heard a sound behind me — it was my brother Lance!!!

He was aboard a Tiara 36 motorboat with a bunch of people I knew. I was dumbfounded. I thought I might be rescued, but not by my brother! He started to take off his shoes to jump in and get me, but Jeff Marshall, a 280-pound football player, beat him to it. When he got his arms around me, I remember thinking, 'I'm saved!'

I'm a bossy kind of guy, so even in the state I was in, I'm told I was telling them how to get me out. They ignored me and just pulled me out of the water. I was sort of conscious again at that point. I remember being taken inside the boat and my brother not saying anything, but just hugging me to try to warm me up. I'd been in about six hours, and it was clear I was suffering badly from hypothermia.

In about 10 minutes, Long Beach Harbor Rescue #1 showed up with this guy named Durre, who is the senior medic in Long Beach. He would later tell me it was nice for him to see me because I was still alive. Usually he only gets to pull dead people out. But it wasn't such a pleasure for me, as he kept
trying to stick me with a needle to get an IV going. The body reacts to cold by shutting down the veins in order to keep blood warm in the heart, and he was having trouble getting one. But at this point he told my brother that I would be fine.

Not long after that, a helicopter was overhead waiting to rush me to a hospital. But Duree then told my brother that I was in worse shape than he'd thought, and it was real dicey if I was going to make it. The guys on the helicopter wanted to lift me up in a basket-like thing, but Duree overruled them. He said that I was already so cold that lifting me might cause me to cool down enough to suffer severe brain damage. So he waved the helicopter off.

They guys rushed me to shore as fast as the powerboat could go, but it was still about an hour before I made it to St. Mary's Hospital. About all I remember during this time is being hugged — and arguing with Duree. He kept wanting to stick me with the IV, and I kept telling him that I was fine. But I wasn't. It's estimated that my core body temperature was 86 or 87 degrees, and major brain damage occurs at 85 degrees.

38: Let's go back a bit, because it's also a miraculous story how they found you. Who learned that you'd gone overboard and when?

McCabe: Heather had hit the beach at Toyon Bay, which is about halfway between Avalon and White's Landing, at 10:45 a.m. And here's just another of about 20 weird things that contributed to my still being alive. When I bought Heather eight years ago, I took her to Ensenada. While there, I met my brother Lance, who had raced down on his Dana Point-based J/130 Breatheheart. Two of his crew were the sisters Wendy and Missy. I took them all for a ride on Heather around Todos Santos Island.

So get this — it just so happens that the day I fell overboard, Wendy was taking a 26-ft sailboat from Newport to Long Beach. In fact, at about 11 a.m. she wasn't very far from where I was in the water. For some reason she flicked on the VHF at the end of her trip — and immediately heard that a motoryacht named Heather had gone up on Catalina without anybody aboard. She remembered that I owned a boat named Heather, so she called her sister Missy, who just happened to be in her office. She called my brother Lance, who runs a pretty big skylight company in Santa Ana and doesn't always answer his phone, but this time he did.

My brother, who is two years younger than me, called the Coast Guard to tell them that I had probably been on my way from Marina del Rey to Catalina on autopilot, which can be done in a straight shot. The Coast Guard assumed the same thing, and was using five boats, three helicopters, and a C-130 from Sacramento to conduct a search of 300 square miles of ocean between Catalina and Marina del Rey. The Coasties decided to put most of their resources at work at the Catalina end and work back toward Marina del Rey, so Lance decided he'd do the opposite. He was going to start his search at Pt. Fermin.

38: So everybody was planning to search in the wrong place?

McCabe: Yes. But it's amazing what an effort they all made to save my life.

[At this point, our connection with McCabe's cell phone goes funky.]

38: Where are you right now?

McCabe: I'm at the #2 buoy aboard Heather, near the place I was found. I'm retracing the trip. [A few seconds later his cell phone cuts out. We're thinking it would sure be ironic if he fell overboard in the same spot twice.]

But he didn't, and we reached him again about half an hour later]

38: So where did Lance get a boat to come look for you?

McCabe: This is all part of how amazing it is. There are these five Marshall brothers that we know, most of whom are about our age. Frank Marshall is my best friend, John Marshall is my brother's best friend, and their younger brother Paul, who has been a big success in business, has a 35-ft powerboat. So while everybody is racing to the boat in Newport, they call Jackson, a relative, who has a Tiara that does 26 knots. So they decide to take the Tiara. My brother arrived at the boat at Newport Harbor YC at noon from Santa Ana, but it's not until about 1 p.m. that they depart the Newport Breakwater.

38: By then you'd been in the water over four hours?

McCabe: Yes. Lance directed them to head straight for the 20-mile distant Pt. Fermin buoy. Get this — if you make a straight shot from Newport to Pt. Fermin, you pass right past the Buoy #2 off the entrance to L.A. Harbor! And that's where I was in the water, barely alive. So get this — Paul Marshall is looking out through the windshield at the Buoy #2, and says, "Look at the sea lions on the buoy. Look at that one in the water 50 yards away. Wait, that's not a sea lion, it's a human head!"

So they hadn't even really started looking for me yet, and they found me!

38: How did they treat your hypothermia in the hospital?

McCabe: They were unsuccessful in getting a needle into a vein until they tried my neck, and then they started pumping fluids in. In addition, they covered me with blankets, this big plastic sheet, and blew hot air in. Every hour for the seven or eight hours it took to get my core temperature up to 98.6, they had to take my core temperature. You know how they do that? Recital? So I kept telling them that I was fine, but they wouldn't listen. My core temperature slowly rose to 92, 93, 94, and all along they kept insisting they take my temperature every hour. (Laughter.)

38: Did your daughters rush down to be with you?

McCabe: Listen to this. The Coast Guard called my daughter Katie, who sells real estate in Malibu, and told her my body had been found. She completely freaked out, assuming that I was dead. They called her back 10 minutes later to say that my live body had been found. But yes, she and Kellie, who was already staying with Katie, rushed to the hospital, as did my mom and a number of other people.

38: What was it like coming out of your mental state?

McCabe: Sort of like coming out from under a general anesthetic. I couldn't talk very well because I'd swallowed so much saltwater and still had so much salt in my throat and lungs. At midnight, after everyone had gone home, I was starving to death. After all, it's like I'd run a marathon and hadn't had anything to eat since the blueberry pancakes early that morning. The nurse brought me a couple of soggy tuna fish sandwiches, which I wolfed down — and immediately threw up. That was actually good, because it got a lot of the saltwater out of me.

Then at about 2 a.m. I couldn't sleep. The night before I'd watched James Frey on Larry King, and listened to the scandal about much of his autobiography being fictitious. I wanted to remember everything that happened to me exactly as it occurred, so as not to be a James Frey. Then I did something
days my survival was a big deal in the L.A. news.

38: What did you tell them?

McCabe: My story is that I thought I was dead three times, and that I believe I was saved by divine intervention. The first time is when I thought I was dead was an hour into it, but then I started saying the Lord's Prayer and the balloon came by. The second time is when I had lost consciousness and kept slipping under water. I recited the 23rd Psalm, and soon a piece of wood came by to keep me afloat. The third time is when I had lost consciousness and kept slipping under.

38: Not to be completely materialistic, but what happened to Heather?

McCabe: It’s just more evidence to me there was divine intervention. After 22 miles, she wedged herself between a rock outcropping and a bunch of rocks at Willow Grove — and at high tide. The Vessel Assist guy said it looked as though she’d gingerly been set down there with a crane. There was a jagged gash about six inches by two inches in the bow, a 10-inch narrow tear on the starboard side. a few dimples, and one prop got nicked. That’s it. It was all fixed with two-part epoxy, and at midnight that night she was easily floated off on high tide.

My brother took her to Balboa Boatyard, her bottom was done out, and prop fixed, and right this minute I’m motoring her north. My brother and the others showed up.

Actually, the second time I thought I was going to die was worse than the third.

38: So you’re against singlehanding now?

McCabe: I say don’t do it. But for those who insist, there are four things I recommend having on your person at all times — a cell phone, VHF, and flare in a waterproof container, and one of those butt-pack lifejackets as required by the St. Francis YC. Those four things would significantly reduce one’s risk. In fact, if I’d had the phone or radio, I would have been saved right away. Incidentally, had I been wearing a harness, I would have been killed.

---

**THE SECOND TIME I THOUGHT I WAS GOING TO DIE WAS WORSE THAN THE THIRD.**
During our interview with McCabe, he told us to contact friend Kimmie Zuelsdorf for photos. We’d met Kimmie with McCabe in Catalina the previous two years, so we asked her about the incident — and got a little comic relief at the end.

**38:** What was it like in the hospital?

**Kimmie:** Craig was very, very tearful. He couldn’t believe he was alive. It was very spiritual, too. He was terribly hoarse from the saltwater when I first got there, and it was almost impossible to hear or understand him. But in the course of a few hours he recovered quite a bit. Katie and Kellie were there, and none of us could believe that anybody could survive in such cold water for so long. We all asked each other how long we would have made it. I figure that I would have lasted one hour. When Craig is at Catalina, he spends hours and hours floating around in his inner tube, so maybe he was a little acclimated to the cold.

**38:** He says he’s finally going to sell Heather.

**Kimmie:** Is he still saying that? (Laughs.) I think he loves that boat too much to sell her.

**38:** So what’s in your future?

**McCabe:** I’ve already applied for a job to work for children in dependency situations. It’s civil rather than criminal law, to help kids whose parents are drug addicts and such who won’t take care of them. When I worked for the City of San Francisco at the beginning of my career, I had eight lawyers under me, and we handled 2,000 neglected kid cases a year. It was the most satisfying thing I’ve ever done, because it can make a difference.

I’m also doing a lot of speaking. I’ve got a talk at a big evangelical church in San Juan Capistrano tonight, and requests to talk at about 30 more churches. I’ll just state the facts and let people decide for themselves whether there was divine intervention. I’m also writing a book.

**38:** How have you changed personally?

**McCabe:** I’m also a lot less cynical than I was. Last night there was a big party at the Balboa Bay Club to celebrate the winners of the Lighted Boat Parade, and we won for having the best music. I saw hundreds of people there, including many I hadn’t seen in 20 years. [Very emotional over the phone.] I’m kind of a hot-headed guy, and I was overwhelmed by everybody’s response. I got a lot of wonderful hugs. They played that Louis Armstrong song It’s A Wonderful World. That expresses how I feel about things now. I’d gotten cynical, but now I know Louie was right.

**38:** Thank you.

---

*SVENDSEN’S FEBRUARY FURLER SPECIAL*

10% OFF LIST PRICE ON
SCHAEFER MARINE FURLERS (750-3100)

**FREE** Installation
**FREE** Lead Block Kit
**FREE** 10” Schaefer Winch Handle

Special ends 2/28/2006, Can not be combined with other offers.

THE BAY AREA’S ONE-STOP LOCATION FOR MARINE PRODUCTS AND BOAT REPAIR!

Located in the Alameda Marina • 1851 Clement Avenue • Alameda, CA 94501

RIG SHOP: 510.522.7860 • BOAT YARD: 510.522.2886

www.svendsens.com
We didn’t notice any red skies at night. But they must have been out there beyond the drizzle, because the January 21-22 Midwinter racing at Corinthian YC was certainly a sailors’ delight. Although rain threatened Saturday morning, gray skies grudgingly gave way to sunny ones and the fleet of 137 boats in 17 divisions started light-air races on three different courses of 4.7 to 10.5 miles. Despite a number of parking lots (particularly at Harding Rock) with so little wind that many boats played ‘fend your neighbor,’ only a handful of boats could not finish by the 5 p.m. deadline.

If the Bay courses were familiar, the venue ashore was slightly less so than in years past. CYC’s famous Saturday night dinner/dance was held downstairs this year — the upstairs ballroom had been reserved for another event. Kegs were provided courtesy of ABC Yachts and Peg Third’s a charm — ‘Eclipse’ and ‘Jazzy’ head for Southampton on Sunday. Both boats finished third in their respective divisions.
— SAILORS’ DELIGHT
CORINTHIAN MIDWINTERS

Copple Realtors, and dancin’ music was provided by Girls Night Out.

On Sunday, a 15-knot nor’easter filled in for the noon starts and all fleets were given a 10.6-mile Bay tour. This started off the club, went around Harding Rock to Blossom, then to Southampton and back to the finish. The wind slackened a bit as the day went on, and a strong flood maxed about 2 p.m. With Southampton actually trailing a wake of its own by then, it also made for some pretty exciting mark roundings.

The standout performance of Saturday went to Don Weineke’s J/105 Lulu, which somehow sneaked through the parking lot at Blossom Rock while the rest of the J/105 fleet sat becalmed. Lulu kept moving, finishing more than half an hour in front of the second-place boat. “Between skill and luck, I’ll take luck any day,” noted Don. He also reminded us that his luck ran out on Sunday when he got in a duel with Tim Russell’s Out of Options (ex-Aquavit) near Southampton and went from second to second-to-last.

When the racing was done on Sunday and totals for the two days combined, many of the usual suspects occupied the top places in each division. There were also a few newcomers to the ranks, and special nods go to John Dodge’s Pearson 10 Meter Windhover, which took a 2.1 on the weekend to lead Cruisers Non-Spinnaker Division 2, and La Calou, Bruce Powell’s Ericson 38, which took a third in Non-Spinnny 1 on Sunday and cumulatively lies in fourth place out of...
Perhaps the happiest return to the podium was Peter English's lovely Kettenburg 38 Chorus, which began her 2006 'comeback tour' with a second on the weekend in PHRF 4. Regular readers may recall that the 48-year-old boat lost her original spruce mast out in the Gulf of the Farallones last April. She now sports a sexy new Ballenger aluminum spar and will rejoin the fray in a select group of races this summer.

"We were a little cobwebby on Saturday, but Sunday it came together," says English, who sailed with four of his old core crew, Bill Riley, Bob Rogers, Steve Sarsfield, and son Mark English. "We felt good about the boat and good to be back out there."

There are lots of awards given out at the Corinthian Midwinters, from glasses for each race, to overall awards, to the Aotea trophy, which is given to a team of three boats from different divisions with the best combined numerical performance over the course of the regatta. It's too bad there's no 'weekend warrior' recognition in there somewhere because, well, they'd have a hands-down winner already. On Sunday, Paul Chabot, a crew on Aaron DeZafra's Catalina 30 Tenacious, got a cut on his forehead that...
required 22 stitches. DeZafra wisely retired from the race to get Paul sewn up, and he’s doing fine.

The second and final Corinthian Midwinters weekend is February 18-19. It features the same format — race on Saturday, party, race on Sunday, party and adds in the final awards ceremony Sunday afternoon for the cumulative four races sailed over the two weekends.

If you want to join the fun, you’re definitely invited. It costs only $30 to enter and the forms can be found online. Here are the combined standings for Saturday and Sunday:

PHRF 0 — 1) Flash, TP 52, Dick Watts, 3 points; 2) Astra, Farr 40, Mary Coleman, 3; 3) Emily Carr, SC 50, Ray Minehan, 6. (3 boats)

PHRF 1 — 1) Quiver, McCord 36, Jeff McCord, 5 points; 2) Elan, Express 37, Bill Riess, 6; 3) Golden Moon, Express 37, Kame Richards, 8; 4) Mr. Magoo, J/120, Steve Madeira, 9. (15 boats)

PHRF 2 — 1) Yuca, 8 Meter, Hank Eason, 3 points; 2) Faster Horses, J/100, Doug Holm, 6; 3) Flexi Flyer, Soverel 33, Mitch Wells, 8; 4) Mintaka, Farr 38, Gery Brown, 9. (11 boats)

PHRF 3 — 1) Silkye, Wylie Cat 30, Skinner/Seal, 3 points; 2) Desperado, Express 27, Mike Buzzoni, 3; 3) Lynx, Wylie Cat 30, Steve Overton, 7; 4) Carlene, Wylie Cat 30, Fred Soltero. (11 boats)

PHRF 4 — 1) Bolero,IOD, Richard Pearce, 4 points; 2) Chorus, Kettenburg 38, Peter English, 5; 3) Thanks Mom, Cal 9.2, Mike Wommack, 6. (9 boats)


IOR — 1) True North, Baltic 42DP, Jeff Dunavant, 2 points; 2) Tiger Beetle, N/M45, Rob Maclaren, 3; 3) Infinity, Holland 47, Gary Gephart, 4; 7 (boats)

NON-SPINNAKER 1 — 1) Mil Besos, Chris Vaughn, 3 points; 2) Eagle, Chuck Eaton, 4; 3) Dream, Kirk Smith, 6. (5 boats)

NON-SPINNAKER 2 — 1) Shaddy Daddy, Joel Davis, 3; 2) Phantom Mist, Gary Massari, 4; 3) White Fang, Mark Howe, 7; (5 boats)

SF BAY 30 — 1) Shameless, Schumacher 30, George Ellison, 3 points; 2) Jane Doe, Olson 911S, Bob Ismirian, 4; 3) Fire Drill, Tartan Ten, Bisson/Jones, 8. (8 boats)

SYDNEY 38 — 1) Double Trouble, And Costello, 2; 2) Copernicus, Michael Kennedy, 5; 3) Absolute 02, Langer/Stimson, 6. (4 boats)

WINTER SPECIALS

Complete 3-Class Package For Just $995 (Reg: $1785)

Basic Keelboat $295**

Only 6 Spots Left

** Classes must be taken between February 1-28, 2006

LEARN TO SAIL

Sailing doesn't have to be expensive

Check this out...

No Higher Quality Instruction Anywhere!

Tradewinds has graduated thousands of qualified sailors with its high caliber instruction program. Certified by ASA, the Tradewinds instruction program provides the best instruction available anywhere. Our students and teachers can be found sailing the Bay everyday and cruising exotic ports around the world.

No Lower Price!

Guaranteed. For more than 40 years, Tradewinds has focused on value! We love sailing and want to share it with as many people as possible. It’s this dedication and passion that gives us the commitment to do more for you for less. We’re not trying to sell you the most expensive program on the Bay or fancy clubhouse, just a simple, easy, inexpensive way to get out and enjoy sailing’s magic. Nobody else offers a three-class package of Basic Keelboat, Coastal Cruising and Bareboat Chartering – all for as little as $995!*

Plenty of Classes to Choose From

We teach classes all year long, seven days a week in sunny Pt. Richmond, where there’s no fog, no waves and no foul weather gear required. As most classes have only four students, you get plenty of time at every position and for learning every skill, along with great personal instruction and feedback. Give us a call and tell us what works best for you!

Family Style Operation

Tradewinds offers a congenial atmosphere where you’ll make friends and enjoy yourself. We have sailing events on the Bay and worldwide sailing vacations.
FOR SAILORS WHO LOVE SAVING A BUNDLE!

50% OFF

Haul Out

SEE WWW.KKMI.COM FOR ADDITIONAL SAVINGS AND DETAILS

-ballenger spar systems, inc.-

Custom Racing and Cruising Spars
Expert Design and Consultation

• Carbon and Aluminum spars
• Rod and wire rigging
• Hi-tech and conventional halyards
• Spar kits, extrusion
• Repair and modification
• Custom fabrication, waterjet and CNC
• Hardware, sheaves, spreaders
• Bay Area pick-up and delivery
• Discounts on halyards, standing rigging, deck hardware, furlers, Navtec integral cylinders
• 30 years experience!

ballengerspars.com
831/763-1196
831/763-1198 (fax)

-CLIPPER YACHT HARBOR-

Sausalito's Only Full Service Marina

www.clipperyacht.com
310 Harbor Dr., Sausalito, CA 94965
(415) 332-3500

800 Slips 20-60 ft • Dry Storage Available

• Fuel Dock
• Bait & Tackle Shop
• Sport Fishing
• Restaurants
• West Marine
• Launch Ramp
• Pump Out
• Laundry Facility
• Private Restrooms/Shower
• Anderson's Boat Yard
• Guest Slips Available

"Your Destination for a Full Service Marina"
If you race it, it's easy to lose track of just how old this yacht club dinner meeting crowd has become. Until, that is, there's a bunch of college students hanging around for contrast. Someone had mistakenly scheduled the monthly dinner, lecture and business meeting for a race day, so the late-departing race crews were mixing it up with the early arrivals for dinner. One group was in post-race salt-stained sweats and foulies; the older demographic was in club blazers and perfume.

"I wish more of these young members would participate in our dinner meetings," fumed a former commodore as she bumped into me at the hors d'oeuvres table. "Where's the club spirit? Where's the unity?"

"Um, we're actually not, like, club members," said a young woman as she and a small mob of sailors maneuvered into position to better scarf up the tiny hot dogs wrapped in pastry. "But this is an awesome spread you put out for us racers."

The young woman was Lee Helm, still dripping sea water from the Bay. She's in grad school, but most of the people dressed for dinner were old enough to be her grandparents.

"You are staying for dinner, Lee?"

"Not at these prices, Max. I mean, like, even at the Society of Naval Architects dinner meetings, where the regulars are every bit as rectangular as the crowd here, they have the foresight to give us starving students a half-price deal."

"I'll make a note of that and bring it up at the next board meeting," said the former commodore.

"Lee, would you really dress up and have dinner here if it was half price?"

"Oh, like, that's a hard one," she replied with maximum sarcasm turned on. "Is it the outstanding food? The famous speakers? The glamorous guests?"

"You forgot to mention the exciting business meeting," I reminded her.

The bar was crowded because of the double booking, so I invited myself, along with Lee and her friends, to the only table that still had a few vacant chairs. There was an older gentleman already sitting there when we arrived.

"Max, haven't seen you for a while," said my old friend and competitor as we sat down with our drinks and plates of appetizers.

I hadn't recognized him until he spoke. He was the owner of a boat a little larger than mine but with a similar handicap rating. We had raced against each other regularly some years ago, but he hadn't been out for a couple of years.

"Haven't seen you out on the Bay much," I said.

"Haven't seen you at the dinner meetings," he answered.

"Well, we miss you out on the course," I said. "Did you swallow the anchor for good?"

"No, I still do a club cruise once in a while. But it's the same old story, Max. Can't keep enough good crew on the boat. And when I do find some promising people, as soon as they're trained, they jump ship. Even the beer can races were getting to be too much aggravation to be fun, what with having to give sailing lessons during the race, and always coming in near the bottom of the fleet."

"Maybe what we need for boats like yours is a handicap system based on actual race performance," I suggested. "Isn't that called PHRF?"

"Added one of Lee's friends.

"I think he wants a golf handicap," said Lee.

"Yes, that's exactly what we need," he said. "You know, I play a lot of golf, and the handicapping system is what makes the sport work. It's not based on the kind of clubs you have, but on the golfer's ability. We should do the same for sailboat racers. Then I might get back into it."

"We tried that one season, and it was a mess," said a very tall and skinny racer whom I recognized as regular foredeck crew on one of the larger boats in the club fleet. "The time allowances were based on weighted averages of winning or losing margins from previous races. But it never stabilized, and it seemed like the winners were hardly ever the skippers who sailed the best race that day."

"Like, there's way too much randomness in using time differences," explained Lee. "And not nearly enough races in the database to get stable data. Plus you don't race against the same boats each week. Golf is different, because the score has nothing to do with who you're playing against, and because the golf course doesn't change from day to day."

"You can tell she doesn't play golf," said the retired skipper.

"But the golf score doesn't vary wildly with the wind speed, like times around the race course do," said the foredeck crew.

"Even still," continued Lee, "some skippers clearly need a little rating adjustment. Maybe do it more like PHRF — arbitrary and subjective, and in secret. It works, like, amazingly well for PHRF.
and might work for skipper handicaps too."

“The other way to make golf handicaps work for sailing,” said another crew through a mouthful of cheese crackers, “is to avoid time adjustments and use finish position adjustments instead. There was a nice rant about this by Phillipe Kahn, of all people, on Scuttlebutt a few weeks back.”

“I read that too,” said the retired skipper. “That’s why I’m thinking maybe there’s hope for getting a golf-style handicap system going again. I agree with Phillipe: The adjustment should be to the score, not to the finish times.”

“I think there’s still too much randomness in the game and too much inconsistency in the competition,” insisted the foredeck crew. “Especially for our beer can races, where there might be a completely different set of competitors out every week.”

“Maybe golf handicaps should be for the crew, not the skippers,” said Lee. “How would you do that?” I asked.

“The crew don’t even get scored.”

“Oh,” she said, “under my fiendish plan, they would be. Here’s how it would work. . . .”

We all leaned in a little closer to hear Lee’s plan.

“First, you need a record of which crew sail on which boats for each race. Doesn’t need to be a complete record, but crew that want to participate would key in their names and a boat identifier — which could be, like, sail number or boat name or owner’s name — on a terminal right before each race.”

“Okay, so the computer knows which
boats have which crew for each race."
"Then, for each boat that finishes, you look at whether the finish is better or worse than its average finish for the season to date. . ."

"Oh, I get it!" interrupted the foredeck crew. "With multivariate regression you can calculate the statistical effect of each individual crew person on how well the boat finishes!"

"But you wouldn't know the result 'til the end of the season," said another crew.

They went on to discuss normality of residuals, homogeneous variances and normal distributions, finally concluding that yes, it could work, and also that it could be easily incorporated into the race results program already in use by the club for its summer evening beer can series.

"So let me see if I understand this," I said. "At the end of the season, the crew of the boat that wins the most gets some kind of award?"

"Not exactly," said Lee. "It's the crew that has the biggest positive influence on a boat's finish position that gets the award. A boat that wins all the time would have nothing to offer a crew who wants to compete for this prize."

"Right," said the foredeck. "It's a lot easier to gain places at the bottom of the fleet than at the top. So any crew who wants to compete for this would look for a boat that's doing poorly, but has potential to do much better. If they can hop on and help bring the boat in higher up in the fleet, they score positive 'crew-factor' points. If the boat has a bad finish when they are on board, then they score negative.

"So all the good crew would want to get on the slowest boats in the fleet?" I asked.

"For sure," confirmed Lee. "And like, that's exactly what your friend needs."
"I could live with that system," he smiled. "Of course, after I start doing well with all these hot crew, then they'd jump ship to the next turkey with a fast boat that they could bring up to speed.

"Sounds like a good way to run beer can races to me," I agreed.

"But we gotta make those crew prizes really worth going for," said the foredeck crew.

"Free tickets to dinner meetings?" I suggested.

Lee made a face. "Maybe restaurant gift certificates. But like, it would have to be a running ranking system with the top crew getting a prize every week. None of this waiting until the end of the season — we could just use the previous five races or something."

"You realize what this means," I said to my friend. "You have to drag your boat out there and let everyone beat you for five weeks in a row. Then Lee and her crew come on board and clean up.

"That part comes naturally," he sighed. "But it still won't help me hold on to good crew for YRA racing."

"Like, what kind of lunches do you serve on that boat?" asked Lee.

"And does your crew get boat shirts and jackets?"

"And fancy pastries and extra snacks on two-race days?"

"And crew parties at nice restaurants?"

"And business cards with their name and crew position?"

"Okay, maybe those homemade ham sandwiches are a little on the mundane side," he admitted.

"Hey, great lunches and crew swag are still way cheaper than new sails," Lee insisted. "And like, they get you more extra speed around the course, if they attract better crew."

"You're right, it's all a lot less expensive than exotic sails and a professional bottom job," he admitted. "But if I had the crew to go with them, I wouldn't even mind spending the money on the new sails."

"Gotta spend the bucks first to attract the crew," said Lee.

Actually there's an even better way to attract great crew to a less-than-competitive boat," suggested the foredeck crew.

"Which is?"

"Just drop a hint that you're going to enter the race to Hawaii this summer. That attracts crew like flies to a dead snake on a hot country road."

"It would work for me," said Lee.

"Hold on there," said the boat owner. "New sails, great lunches and dinners, and logo gear for the crew is one thing. Racing to Hawaii requires some serious upgrades and a lot of planning. There's the single sideband radio, the liferaft, the emergency rudder, all those flares, the food, the return delivery, the insurance, and tons of little stuff that has to be done."

"You still have time," I said. "This year it looks like they're going to be just short of the limit on the number of entries, so you can still get your entry in any time before April 1.

"Still, there's so much to do. But you know, it's not entirely out of the question."

Ears pricked up around the table.

"I can borrow a liferaft, if you get it re-certified," volunteered the foredeck crew.

"And I know where there's an SSB that doesn't have any plans for the summer," said Lee. "And I can build a quick and dirty emergency rudder out of some old windsurfer centerboards that will pass inspection."

Race crew from other boats seemed to mysteriously appear at our table.

"Hold on, hold on," said the boat's owner. "This is all very hypothetical. A race to Hawaii has to be planned. . ."

"We've got five whole months!" said another young woman who had brought over a bag of brownies from another table. "That's almost half a year to get ready. She passed a brownie to the potential skipper. "I have some great recipes for frozen casserole.

"Still a lot to do. . ."

"They make the race prep a little simpler every year," said Lee. "Like for example, this year they finally did away with the double water tank requirement. Installed tanks with hoses, pumps and valves are just about the least reliable way to store drinking water, and it was really brain-dead to require that water be in tanks where it could leak out unnoticed. Much much better to keep water in small bottles, where it's secure and easy to inventory, instead of in that second tank."

"That helps," said the owner. "I helped prepare a boat for this race many years ago, and installing that second tank was a pain. But there are other big-ticket time and expense items like the raft, the SSB and the emergency rudder."

"Those are gradually being simplified," said Lee.

"Are you suggesting they might allow
Foam flotation, possibly, at least for the same time,” said the foredeck crew. “She means you can have a group SSB. I mean, party it’s through a portable device — then all bets are off for SSB. I mean, party lines are great, but everyone has to be listening at the same time. With an email list you get all the advantages of many-to-many communications, but it can be asynchronous, too.”

“She means you can have a group discussion without everyone being online at the same time,” said the foredeck crew. “Thanks,” I said. “But I can’t imagine an easy work-around for the liferaft.”

“Foam flotation, possibly, at least for ultralights. It’s like, not hard to do, and a demonstration of unsinkability would be enough for me.”

“The emergency rudder is a big hassle,” said the owner. “E-rudders can be pretty simple, if you don’t expect to win the race with one. But like, it would be cool if there were more store-bought models to choose from, and there probably will be in a few years.”

“I hate buying all those flares,” said the owner of a big race boat who had been to Hawaii several times. “They’re expensive, you never use them, and they expire in six years.”

“I’ve seen some ‘laser flares’ that look promising,” said another potential crew. “Maybe they don’t get quite the same attention as a rocket going up, but on the other hand they last a lot longer, and I’m sure they’re a lot safer. On balance, I can see backing off on the number of required pyrotechnic signal devices if the laser flares and radios are up to snuff.”

The owner counted on his fingers. “Hmm — we really do have five months before the July start date. What did you say the entry deadline was, again?”

The lecture presentation with dinner was, I had to admit, dull at best. It consisted of a slide show by some club members documenting their transit of the Panama Canal in a cruise ship. But when the lights went on I was astonished to see my friend the ex-racer sitting with Lee Helm and her friend, the foredeck crew. She was in a dress and he was wearing a blazer and a tie.

“Lee,” I whispered as I walked over to see what was up. “After what you were saying about these meetings...”

“A free meal is a free meal,” she explained. “And like, we have to talk about the spring ocean schedule and the race to Hawaii...”

— max ebb

---

**SUNNY  • WARM  • FRIENDLY**

**LOCH LOMOND MARINA**

**IN SAN RAFAEL**

Completely Rebuilt Marina
Recently Dredged
Gas & Diesel Fuel Dock Open 7 Days
Free Pump Out Station
24 Hour Card Key Access
Modern Launch Ramp
Guest Slips Available

Protected by Large Breakwater
Monitor Channel 16
On Site Security
Restrooms/Showers

PHONE: (415) 454-7228 • FAX: (415) 454-6154

www.lochlomondmarina.com

---

HOME OF:
- Live Bait Shop
- Loch Lomond Yacht Club
- Marine Mechanical Boat Repair
- Windjammer Yacht Sales
- Arena Marine Supply Store
- Bobby’s Food Store
- Loch Lomond Market
- Land or Sea Canvas

---
Acura Key West Race Week — Postcards from the Edge

In what has become a rite of passage for racers near and far, last month 282 boats and hundreds more sailors migrated south for Acura Key West Race Week. From January 16 to 20, they enjoyed a challenging week — with not only each other, but the weather, too. In one of the windiest KWRWs in memory, race days two and three saw 25-knot Northerlies, gravity-defying leaps — or limping back to the bench. Most broken gear was fixable between races, but fallen masts on the Hadley 40 Cash Flow and Thompson 30 Wairere took them out for good.

(Even before the race, strong northerlies the morning of January 14 sank the Kiwi 35 In Theory and damaged several other boats that were tied to the east wall of the cruise ship basin, including Bruce Schwab’s 60-ft OceanPlanet and Charles Ray’s San Francisco-based 44-footer C2, both Tom Wylie designs. Damage to the former was extensive and she was unable to race. C2 survived with minor scrapes and bruises, but completed only half her races in PHRF-2.)

Most of the rest of the series was sailed in more typical 10-15 knot easterlies and shirt-sleeve temperatures.

When it was all over, Northern California boats topped two fleets, one Southern California sailing legend became even more of a legend, and there seemed to be a disproportionate number of unpronounceable Italian names atop the leaderboards.

The two victorious NorCal teams were Tom Coates’s Masquerade in the 28-boat J/105 fleet, and Rick Wesslund’s J/120 El Ocaso in the 15-boat PHRF-3 class.

In a repeat of last year, Masquerade, with Chris Perkins calling tactics, dominated right from the start, eventually taking five bullets and three seconds in the nine-race, no-throwout series (their worst finish was fifth) against a largely East Coast-based fleet. Another California boat, Rich Bergmann’s San Diego-based Zuni Bear, got second.

In PHRF-3, El Ocaso flew over the course, also posting five firsts, and two seconds. (The only better score was in the Murum 30s where the Georgetown-based TeamBOLD won seven of nine starts.)

Based on their performance against a tough 15-boat fleet, Wesslund’s Tiburon team also took home the Key West Trophy for Best PHRF Boat of the Week.

Here’s a quick review of action in some of the other top classes:

In the Swan 45 class, Massimo Ferragamo’s Bellicosa, with Northern California Star sailor Howie Schiebler calling tactics, topped this 16-boat international fleet, which doubled as the class’s World Championships (Swan Gold Cup). The biggest threat early on was Bill Douglass’s Goombay Smash out of Newport, RI. With the UK’s Chris Law calling the shots, they looked strong until they hit a mark and took penalty turns in the seventh race. Smash ended the series in third, behind Bellicosa and another Italian boat, Danilo Salsi’s DSK-Conifin.

In the 25-boat Farr 40 class, it was more of the same. Vincent Onorato’s Mascalzone Latino, with Russell Coutts calling tactics, started slow, but came to life in the bigger breeze of days two and three to capture the lead. Although Mascalzone did not win any races (their best finish was a second), their performance turned out to be the most consistent. And once again, another Italian entry, Alessandro Barnaba’s Fiamma, took second. The father-son team of Fred and Steve Howe (with John Kostecki calling tactics) captured third in this high energy class with their San Diego-based Warpath. To give you some idea of the caliber of racing in this class, 2005 World Champion Barking Mad ended up 11th, despite taking three firsts, more than any other boat.

In IRC-1, the Cowes-based Ker 55 Aera, owned by Nick Lykiardopulo, narrowly edged out Jim Swartz’s beautiful Swan 601 Moneypenny by only 2 points. Moneypenny led the series until the last day, but her 2,3 to Aera’s 1,1 turned the tide in favor of Aera. However, Moneypenny did prevail in the inaugural US-IRC Championships (which combines results from IRC 1 and 2 classes) — by perhaps the slimmest margin in the history of sailboat racing: 5,768 to Aera’s 5,765. That’s a difference of 3/100ths of a point!

In the TransPac 52s, Doug DeVos’s Michigan-based Windquest led in the early going, but was eventually trumped by Stuart Robinson’s UK-based Stay Calm II, a boat so new he had just taken
delivery of her a week and a half before KWRW. It certainly didn’t hurt to have several members of the GBR Challenge America’s Cup team on board, including tactician Adrian Stead.

Perhaps the most spectacular and gratifying win at Key West, however, was in the largest fleet, the 60-boat Melges 24s. Southern California sailmaker Dave Ullman’s consistent performance on Pegasus 505 put him atop that international fleet, and he really earned it. Going into the final day of racing on Friday the 20th, 505 — with Etchells World Champion Jeff Linton calling tactics — was tied with Italy’s Riccardo Simoneti. Ullman pulled out the win with a 2,3, while Simoneti’s 5,10 relegated Nautica to fourth. Franco Rossini’s Blu Moon got second, while Ullman’s teammate Jeff Madrigali on Pegasus 492 took third. This is Ullman’s fourth Melges 24 Championship at Key West, which has to be some kind of a record.

His victory also helped USA West win the Nautica Trophy — an international team competition that combines the scores of the top Swan 45, Farr 40 and Melges 24 entries from the same country. (Rounding out USA West were Fred and Steve Howe’s Warpath, third in the Farr 40 class, and Craig Speck’s Vim, which placed fourth in the Swan 45 fleet.) There were 10 International teams in contention for the award, three from the US, two from Italy, and one each from Japan, the UK, Norway, France and Germany.

Finally, there’s no award given for MVP at Key West, but if there had been, our vote would likely have gone to Bill Buckles’s and Chuck Simon’s Key West-based Tartan Ten Liquor Box. In the heavy going on Wednesday, the boat broke a boom during the first race. Rather than risk their one throwout on a DNC, the Box sailed the entire windy second race under jib only — and still took second in the 18-boat fleet!

There was much more action at Key West ’06 than we can possibly cover in this short space. If you want to know more, as well as see the complete results, log onto the official website, www.premiere-racing.com/keywest06/pages/KW06_index.htm. If you’re really enthused, why not make plans to join the southern migration for next year’s KWRW, scheduled for January 15-19?

Leave the polypro at home.

Wet and wild action at Key West — spread, 'Ramrod' (#43) takes a flyer in the Farr 40 fleet. Inset, J/105 winner Tom Coates.
It's a small world after all (clockwise from above) — Olivier Duler is all concentration (and style) at the helm of his Opti; Wabbits cavort in the sun; 40 years of dinghy design rounds the mark; a triad of Toros; Byte sails these days come in clear and vanilla swirl.

2) Boys Are Back In Town. Farr Custom 38, Colahan/McManus, Marblehead, 16; 3) Hell Hound, 1035, Brendan Brownyard, Oyster Bay, NY, 18. (8 boats; 9 races, 1 throwout)

IRC-1 — 1) Aera, Ker 55, Nick Lykiardopulo, UK; 13.5 points; 2) Moneypenny, Swan 601, Jim Swartz, Newport, RI, 15.5; 3) Numbers, Farr 60, Daniel Meyers, Newport, RI, 23. (9 boats; 9 races, 1 throwout)

PHRF-2 — 1) Sister Golden Hair, Farr IMS 40, Genesis Racing LLC, Charleston, 15 points;

2) Windquest, Doug DeVos, Holland, MI, 27. (8 boats; 9 races, no throwouts)

IRC-2 — 1) Gold Digger, J/44, James Bishop, Jamestown, RI, 8 points; 2) Highlife, Ker 11.3, Peter Rogers, UK, 22; 3) Kalevala II, Grand Soleil 37, Tapio Saavalainen, Annapolis, 28. (7 boats; 9 races, 1 throwout)

PHRF-3 — 1) El Ocaso, J/120, Rick Wesslund, Tiburon, 19 points; 2) Sarah, Beneteau 40.7, Greg Manning, Warwick, RI, 31; 3) Bounder, BH 36, David Hudgel, Detroit, 31.3. (15 boats; 9 races, 1 throwout)
18; 3) C’Est Nasty, Rick Schaffer, Ft. Worth, 21. (19 boats; 9 races, 1 throwout)

DIVISION 4

CORSAIR 28R — 1) Rocketeer II, Ken Winters/Randy Smythe, Ft. Walton Beach, FL, 8 points; 2) Dealer’s Choice, Stephen Marsh/Todd Hudgings, Stuart, FL, 13; 3) Hot Flash, Bob Gleason, Wareham, MA. (12 boats; 9 races, 1 throwout)

J/09 — 1) Mojo, Steve Rhyne, Kemah, TX; 2) Phoebe’s Pbling, Charlie Milligan, Newport, RI, 22; 3) Storm, Rick Lyall, Wilton, CT. (10 boats; 9 races, 1 throwout)

PHRF-4 — 1) Temptress, SS33, Robert Hibdon, Charleston, 11 points; 2) Kokopelli, Olson 29, Fred McConnel, Panama City, FL; 3) The Wagon, Evelyn 32-21B, Richard Hallett, Falmouth, ME. (7 boats; 9 races, 1 throwout)

PHRF-5 — 1) L’Outrage, Beneteau 10M, Bruce Gardner, Annapolis, 14 points; 2) Invincible, N/M 30, Jeff Gastrau, Annapolis, 19; 3) Schock Therapy, Schock 35, Harold Denton, Annapolis, 23. (8 boats; 9 races, 1 throwout)

C&C 99 — 1) Trumpeter, Bob Wilson, Toronto, 14 points; 2) Breakaway, Tom Sawchuck, Lake Lanier, GA, 22; 3) Tam, Allen Borne, New Orleans, 26. (8 boats; 9 races, 1 throwout)

PHRF-6 — 1) Liquor Box, TartanTen, C. Simon/ B. Buckles, Key West, 18 points; 2) Amethyst, J/27, Davies/Eppig, Glen Cove, NY; 3) Rhumb Punch, J/29, J & L Edwards, Solomons, MD. (12 boats; 9 races, 1 throwout)

PHRF-7 — 1) Mistress, S2 7.9, Bryan Coon, Huntington, NY, 19 points; 2) Circus, J/30, Wurtz-ebach/Bird, Chicago, 20; 3) Biah Biah Biah, J/24, Mark Miles, Key West. (13 boats; 9 races, 1 throwout)

RICHMOND SMALL BOAT MIDWINTERS

Sunday, January 8, was one of the most perfect sailing days — of any season — we’ve ever seen on the Bay. Among the lucky ones enjoying the warm sun, gentle breeze and flat water were upwards of 100 dinghy and small boat sailors competing at RYC’s Small Boat Midwinter Series. This was the second of four race days for this series, held per tradition on the first Sundays of the month, from December through March.

Also per tradition (and barring weather delays which vary from no wind to storm conditions) each of the 13 fleets sails three to five races a day. Three throwouts are allowed, but they’re not figured in until the last race in March.

There are three courses in the Small Boat Mids, two inside the Richmond breakwater for the small and medium dinghies, with the larger keel and centerboarders competing outside on the Southampton course. This is also one of the more personnel-intensive series on the Bay, with upwards of 25 volunteers and half a dozen RC and support boats out on the water. And that doesn’t count folks crunching numbers at the club, nor the Juniors who put on the pre-race branch spread.

Interestingly, the two Open classes are raced boat for boat, no handicaps. Portsmouth ratings used to be applied, but apparently caused more trouble than they solved. So now it’s whoever gets there first. So far, it’s worked out fine. Of interest in the El Toro division is that — unlike most Toro events — there is no division of Junior and Senior skippers. In the Small Boat Mids, they all race together, which is something the Juniors particularly look forward to — and particularly when it’s light. There’s nothing better than sailing past the old guys.

Standout performances at the mid-point of the series include Trish Moratorio, who’s taken six bullets in nine races in the Byte Class, and Mark Dawson, who’s done the same with his Banshee in the medium-boat Open class. The standout of the series so far, however, is Claire Dennis, who has bulleted all seven races in the Laser Radial class.

Here are the mid-winter results:

EL TORO — 1) Gordie Nash, 37 points; 2) John Pacholski, 46; 3) Art Lange, 57; 4) Paul Tara, 62; 5) Fred Paxton, 63. (39 boats entered; 9 races)

OPTI — 1) Lauren Cefali, 16 points; 2) Will Cefali, 31; 3) Kate Gaumond, 35; 4) Jack Barton, 49; 5) Alex Moody, 47. (14 entered; 9 races)

SNIPE — 1) Alberto Amenua/Page Flood, 23 points; 2) Doug Howson (crew not noted), 28; 3) Doug Cefali/Katherine, 34; 4) Phyllis Harzell/Sherry Eirdridge, 48. (12 entered; 9 races)

BYTE — 1) Trish Moratorio, 13 points; 2) Gail Yando, 30; 3) Camille Barry, 38; 4) Laurie Davis, 47. (14 entered; 9 races)

OPEN CLASS (Medium dinghies) — 1) Mark Dawson, Banshee, 22 points; 2) Jim Mackey, Lido 14, 40; 3) Mike Scott, 420, 47; 4) George Wilson, Sunfish, 51; 5) Bob Cronin, Sunfish, 60. (22 entered; 9 races)

MULTIHULL — 1) Kent Bliven, 4 points. (1 boat, 7 races)

1-14 — 1) Kirk Twardowski/Anders Petersson, 11 points; 2) Joel Truher/Stan Martin, 28; 3) Brad Van Vechten/Del Olsen, 29. (7 entered; 7 races)

29ER — 1) Max Fraser (crew not noted), 11 points; 2) Gene Harris/Linda Benenato, 27; 3) Karen Blick/Ryan Atull, 42; 4) Mark Anders (crew not noted). 49. (12 entered; 7 races)

LASER — 1) Tim Russell, 21 points; 2) Richard Feeny, 26; 3) David Lapier, 34; 4) Simon Bell, 49.
5) Kenton Hendricks, 77. (28 entered; 7 races)

OPEN CLASS (Large dinghies) — 1) Dan Clark, Thistle, 39 points; 2) Doug McWilliams, FD, 42; 3) Eric Stoelting, Thistle, 42. (9 boats; 7 races)

PHRF 1 (Spinnaker <149; motoring allowance 20 mins @ 4 kts) — 1) Greg Byrne, 17; 2) Colin Moore, 26; 3) Andy Hamilton, 27. (8 boats)

PHRF 2 (Spinnaker >149; m.a. 15 mins @ 4 kts) — 1) Claire Dennis, 7 points; 2) David Blackett, 30; 3) Cody Young, 32. (6 boats; 7 races)

South Beach YC — Ya Give Me Fever

On what was forecast to be a miserable day with gusty winds, thunderstorms and a big ebb, only three boats failed to show up for South Beach YC’s third Island Fever race on January 14. Though not exactly pleasant, the worst of the weather held off until the boats were done playing, and everyone had a great time — even the race committee!

New this year, and as the name suggests, the South Beach Island Fever fleets now venture into the main Bay to round one or more of San Francisco’s famous islands. In January, for example, Fleet 1 rounded Alcatraz and TI/Yerba Buena, Fleet 2 went around Alcatraz, and the non-spinnaker boats rounded our favorite ‘underwater island’ of Blosom Rock.

Also new, each fleet this winter has been allowed a 15 to 20-minute motoring allowance. And now, in the third weekend for the series, participants are really starting to understand and use the ‘m.a.’s in their tactical decisions. In fact, the hot topic of post-race conversations these days is: is it better to use the engine to ‘point’ higher and quicker to weather, or conserve engine use for the inevitable wind hole?

These questions are not entirely lost on the race committee. I can honestly say last month was the first time I’ve ever heard one boat protest another for ‘speeding’ in a race! But it is a rule that you can only move through the water at a maximum of 4 knots, with the motor engaged.

— nancy demauro

PHRF 1 (Spinnaker <149; motoring allowance 20 mins @ 4 kts) — 1) Spirit of Elvis*, Santana 35, Lewis Lanier; 2) Red Sky, Olson 34, Brian Boschma; 3) Tupelo Honey, Elan 40, Gerard Sheridan. (6 boats)

PHRF 2 (Spinnaker >150; m.a. 15 mins @ 4 kts)

— 1) Goose, Catalina 30, M&L Kastrop; 2) Eyrie*, Hawkfarm, Sylvia Seaberg/Synthia Petroka; 3) Travieso, Ericson 30+, Dan Alvarez. (8 boats)

Non-Spinnaker (m.a. 15 mins @ 4 kts) — 1) Grinnin’ Bear*, Catalina 30, Roger and John Ten- nyson; 2) Tule Lost, Olson 911SE, John Burnett; 3) Fancy, Ericson 33, Chips Conlon. (6 boats)

* indicates series leader after three races

A squadron of Olson 25s in tight formation brightens up a dreary BYC Midwinters day.

be looking at a podium finish.

In the Beneteau 36.7 division, Mistral continued her winning ways, taking two more firsts on Saturday. That’s five out of six in the series so far.

In the J/105s, Tom Kennelly’s Wonder came out of nowhere to ace both races. Where have these guys been? In Race 2, Blackhawk tried seining for shrimp (or herring?) with their spinnaker. They didn’t catch anything and the move took them from second to last.

By the time we wrapped up, it was all in all a pretty good day. Winds were steady at 8-15 from the southwest with an occasional gust to 20. We really did see sun, just not a whole lot of it. And when we thought about it, we’ve had a lot more miserable days in the summer.

RegattaPro Midwinters

Wow, a third month of sunny winter sailing. Okay, so we only had a couple of brief glimpses of old Sol on January 14. It still wasn’t nearly as bad as the naysayer meteorologists had predicted.

The 1D35 fleet is still on the hard (something about a package deal on bottom jobs), so they were excused. Most others showed up. Here are a couple of highlights of the day.

In the J/120 fleet, Twist continues to lead on points, but they’ve had better days. The real stars of this fleet on the 14th were the guys on Dick Swanson’s Grace Dances, which had a 1.2 on the weekend. They may have peaked late, but if they can hold the momentum through this month’s racing, they could

— jeff zarwell
These are overall results from the first three weekends (6 races, 1 throwout):
J/120 — 1) Twist, Timo Bruck, 10 points; 2) Chance, Barry Lewis, 12; 3) Mr. Magoo, Steve Madeira, 12. (7 boats)

BENETEAU 40.7 — 1) Inspired Environments, Timothy Ballard, 7 points; 2) White Fang, Mark Howe, 10; 3) Phantom Mist, Gary Massari, 14. (4 boats)

BENETEAU 36.7 — 1) Mistral, Ed Durbin, 5 points; 2) Athena, Paul Brocchini, 10; 3) El Jefe, Richard Green, 16 points. (5 boats)

J/105 — 1) Arbitrage, Bruce Stone, 10 points; 2) Alchemy, Walter Sanford, 18; 3) Orion, Gary Kneeland, 19. (8 boats)

DIVISION 3 (168) — 1) Clean Sweep, Olson 30, Don Newman, 10; 2) Snowjob, J/24, Brian Goepfrich, 3 points; 3) TMS Racing, J/24, Michael Whitfield, 7; 3) Casual Contact, J/24, Ed Walker, 12. (8 boats)

By Sunday, the clouds were completely gone, the sun was bright and the wind a gentle 10ish from the north. All 25 racers were sent to buoy A, which turned the long beat into almost a fetch.

Then, while race committee was enjoying lunch and some rays, things turned weird. Suddenly, it seemed, our lead boat was approaching the finish with... a spinaker? The wind had clocked a full 180 degrees! But, no — all those on their leg from A to E were still carrying chutes, too. And then, to everyone’s amazement, we watched as the two fleets approached each other... all with spinakers up. It was as if there was a wall that stretched westerly from X. The wind was from the north on the north side of the wall and from the south on the south side. This situation lasted almost 30 minutes until the wind gods realized it was impossible, and they turned the wind off completely until they got it straightened out. Eventually, a nice westerly filled in and let everyone finish.

— bobbi tosse

SANTANA 22 — 1) Carlos, Jan Gryger, 4 points; 2) Bonito, Michael Andrews, 10; 3) Fuchsia Schock, Shawn Rowland, 10. (6 boats)

SUNDAY, 1/15

DIVISION 1 (99-99) — 1) Flexi Flyer, Soverel 33, Mitch Wells, 4 points; 2) Hoot, Olson 30, Andy Macfie, 9.5; 3) Corsair, Olson 30, Don Newman, 11. (8 boats)

DIVISION 2 (102-165) — 1) Clean Sweep, Olson 25, Tom Nemeth, 8 points; 2) Predator, Hawkfarm, Jim Wheeler, 9; 3) Two Irrational, Moore 24, T. Chargin/B. Burleson, 11. (10 boats)

DIVISION 3 (168) — 1) Snowjob, J/24, Brian Goepfrich, 3 points; 2) TMS Racing, J/24, Michael Whitfield, 7; 3) Casual Contact, J/24, Ed Walker, 12. (8 boats)

DIVISION 4 (>171) 1) Latin Lass, Catalina 27, Bill Chapman, 3 points; 2) Antares, Islander 30-2, Larry Telford, 6; 3) Windsong, Islander 29, Ron Deneha, 9. (5 boats)

Sydney-Hobart

Not since 1945, when John Illingworth’s Rani achieved line honors, first on corrected time and a new record, has any yacht repeated a ‘treble’ in the Sydney-Hobart Race. Until now. In the latest edition of this classic 628-mile blue water classic, which started from Sydney on December 26, Bob Oatley’s 98-ft super-maxi Wild Oats IX achieved the magic triad, arriving in Hobart, Tasmania in 1 day, 18 hours and 40 minutes, a scant hour under Nokia’s 1999 mark. Unfortunately for him, Oatley wasn’t aboard for the race, leaving the boat ably skippered by Mark Reynolds.

Conditions for the 60th annual event were benevolent, at least by Sydney-Hobart standards. Even then, the Bass Strait had its obstacles. Wild Oats recorded clobbering no fewer than three sunfish and a large shark on the way south. With 40 miles to go, the vang ripped out. In the final 10 miles up the Derwent River, a flailing backstay ripped a batten out of the main, necessitating a takedown. The squawky new Reichel-Pugh design finished under jib alone — still able to make 12 knots to weather! (Launched only three weeks before the start, many thought she wouldn’t make it to Hobart at all.) In the process, she beat virtual sistership Alpha Romeo, as well as previous line honor contenders Skandia, Konica Minolta, and 2004 winner AAPT (ex-Nicorette) which finished behind her in that order.

The ‘other’ boat of the hour in this year’s race had to have been the 33-ft...
THE RACING

Berrimilla. Last year, her owners, Alex Whitworth and Peter Crozier, (both in their early 60s), competed in the Sydney-Hobart, then sailed the boat to England to enter the Fastnet Race. They sailed back home eastabout, completing a 30,000-mile circumnavigation just in time to do this year’s Sydney-Hobart. They finished — second to last — the afternoon of New Year’s Eve.

Race Notes

The Swedish Match Tour and International Sailing Federation joined forces in November to birth the World Match Racing Tour. It couldn’t have come at a better time for the Swedish Match Tour, sailing’s richest and longest running professional series, as their title sponsor had to bow out due to new limitations on sponsorship by tobacco companies. (Longtime SMT promoter Scott MacLeod is still looking for a title sponsor for the new series.) For its part, ISAF, the world governing body for the sport of sailing, gets the prestige of promoting the series. The ’06-07 series (abbreviated so as not to conflict with the ’07 America’s Cup) kicks off in March in Brazil and ends in Italy in July. Check out www.worldmatchracingtour.com for more information.

The first ISAF Grade 1 event to use the new Olympic Scoring System (10 races, one throwout, last race counts double) was the Sail Melbourne 2006 Regatta. Sailed last month, the invitational event featured all the Olympic classes (and then some) sailing in 15-18 knot winds. As you might expect, most of the participants hailed from down under, although a few teams from China, Japan and Europe also showed up. No Americans took part. In the end, reactions were mixed. Many of the sailors lamented that the double-counting last race compromised consistency, and that the new format could require new strategies. “The true winner won’t always win with the double points system,” said one.

Finally, did you have a great midwinter race and don’t see the results — or even a mention — here? Please don’t take it personally. It’s almost impossible to cover every event, and we feel it’s better to devote a more words and photos to fewer events than try to cram every last race in every month. The old quality vs. quantity thing. Also, we’re still in the midst of a 100,000-mile tune-up on The Racing Sheet, with the goal of making it better for everyone. Thanks for your patience and understanding.

Sail-a-Small Boat Day
Saturday March 4, 2006 11 AM to 4 PM
Free rides in Centerboard Sailboats at the Richmond Yacht Club

Some of these Boat Classes will demonstrate their boats and provide free rides:

29ers  International 14s  505s
FJs  El Toros  DeWitts
Bytes  Mega Bytes  Ultimate 20s
Sunfish  Lightnings  Thistles
Snipes  International Canoes  Wylie Wabbits

For Information call (510) 237-2821
Or visit the Richmond Yacht Club website : www.richmondyc.org
Quality
People
Quality
Service

- Running Rigging
- Standing Rigging
- Dock & Anchor Lines
- Lifelines
- Navtec Hydraulics

West Marine®
Rigging Service

New for 2006
Exclusively at
West Marine Rigging

POWERLITE
PBO RIGGING

- Lighter — 65% lighter than rod
- Stronger — 1.5 times stronger than rod
- Compatible — Compatible with existing hardware
- Affordable — Cost comparable to rod

The new PBO from West Marine and Applied Fiber is awesome! We utilize this new rigging on our new MELGES 32 and we are continually impressed with how lightweight it is. The durability is exceptional and the ease of handling makes rigging and stepping the mast a breeze. This new rigging is far superior to anything we have used in the past and is definitely what all serious sailors will be looking for to further improve not only performance but handling as well.

—Harry Melges
Melges Boat Works

For a quote on the new POWERLITE PBO Rigging, contact us at 888-447-RIGG, or visit our Onsite Rigging Locations in:

Alameda
730 Buena Vista Av.
Ph 510-521-4865

San Diego
1250 Rosecrans St.
Ph 619-255-8844

Seattle
1000 Mercer St.
Ph 206-292-8663
a ‘drowned’ mountain range that had been inhabited some 6,000 years prior to the arrival of European explorers in the late 1700s. Apparently each successive generation valued the area’s inherent natural beauty because, even today, the islands are free of rampant development. Although private homes are nestled into the woods which line many anchorages, the year-round population of these isles is still quite small, and the pace of living is refreshingly relaxed.

One of the things we like best about cruising the Gulf and San Juan Islands, as well as the Desolation Sound region farther north, is that it’s easy to put together an itinerary which balances visits to picturesque little towns and rustic outposts with stopovers in tranquil, uninhabited anchorages, where a sense of deep relaxation seems to wash over you like an invisible mist. Lush green forests line virtually every hillside, and well-kept hiking trails lead to inland lakes, waterfalls and lofty headlands where you can survey the routes to neighboring islands, miles away. It’s enough to bring out the nature lover in the most cynical city dweller.

An expansive system of protected marine parks insures that the region will be enjoyed by future generations, and hundreds of park-maintained mooring buoys — in both the U.S. and Canada — make nights aboard worry-free, even for neophyte charterers.

Charter bases are peppered throughout the region, allowing you to begin your cruise in Seattle, Vancouver, Bellingham, Anacortes, Friday Harbor, Sidney or Pacific Northwest Chartering: A Wealth of Possibilities

After sailing around some charter venues for a week or two, we feel as though we’ve pretty much seen what there is to see. But we’ve never felt that way after chartering in the Pacific Northwest. The watery realm east of Vancouver Island and west of the mainland offers so many serene anchorages, picturesque towns and natural wonders that we always feel as though we could spend a lifetime roaming those waters and never see it all.

It may seem odd to be singing the praises of the north country now, while it’s cold and dreary in those latitudes. But, as many Northwest charter veterans know, charter fleets are relatively small up there and the prime season is relatively short, so savvy sailors lock in their reservations months in advance.

If you count yourself among the many Bay Area sailors who picture only sun-baked tropical beaches when you think of chartering, we would urge you to think again. The American San Juan Islands and Canadian Gulf Islands may not be able to boast 80° water, but in a typical week of sailing there you could expect to visit at least a half dozen verdant islands, hike through primeval forests, spot bald eagles in the treetops, observe the habits of playful orcas and dine often on fabulous, fresh-caught seafood.

Scientists tell us that the region’s many islands are actually the peaks of a grandpa’s fond memories of Elderhostle Schooner, the introduction of our ‘3G&P’ Campaign, and miscellaneous Charter Notes.

With reports this month on The Reasons Why We Love North Country Chartering, we’re sure you’ll be inspired to sail with us once again.

On a sunny afternoon in Victoria Harbour (B.C.), a Sunsail sloop out of Vancouver prepares to dock in front of the stately Empress Hotel.

Comax — the latter two being on Vancouver Island. The choice between them may come down to which section of the territory you want to explore. Canadians might argue that American greenbacks stretch farther in the land of the maple leaf. But American charter agents would counter that flying into Vancouver is a bit more expensive than Seattle. Actually, though, if you had the time, the ideal plan would be to see a bit — or a lot — of both. During our most recent trip we completed a loop itinerary out of Bellingham that took us to several of the San Juans, over to the delightful colonial city of Victoria, which lies at the southern tip of Vancouver Island, and back again in only six days.

Victoria, by the way, is well worth a visit, featuring one of the most delightful — and clean — waterfront areas we’ve seen anywhere in the world. As you enter Victoria Harbour from the Strait of Juan de Fuca, the splendid Empress Hotel takes center stage. Reminiscent of a grand European chateau, its ivy-covered walls, spires and dormers give it a uniquely regal character. If you’re lucky, you might get a slip right in front — they’re allotted on a first-come-first-served basis. But there are several other
No discussion of the Northwest would be complete without addressing the question of weather, as some folks seem to think of it as dreary and rainy year-round. True, summer showers are common, but in our experience they’ve been contrasted by plenty of sunshine. In fact, during our most recent trip we had two days with temperatures close to 90° — “That’s the upside of global warming!” said one local sailor.

Wind and sea conditions vary, but not greatly. During the summer months, it’s pretty rare to see more than about 15 knots of breeze, even in a squall. And unless you’re in a very broad channel, there is generally not enough fetch for big seas to build. Being used to San Francisco Bay conditions, we found ourselves making the most of squalls so we could cover longer distances under sail.

Unlike some foreign destinations, charts and GPS seem to be in perfect sync in these latitudes, making navigation relatively painless. The most important highlight is the charming little town of Friday Harbor, on San Juan Island. It’s the county seat of the San Juans, and it’s where you’ll clear in to U.S. Customs and Immigration after you venture over to Victoria. Other than the comings and goings of land tourists and boaters, there’s really not a heck of a lot of action here, but that’s just the way the locals like it. Still, it’s fun to poke around in the shops and galleries, stock up on provisions, have a nice meal and perhaps visit the whale museum.

Another (man-made) highlight is the charming little town of Breezin’ along on a bright sunny day in the shadow of majestic Mount Baker — summer sailing couldn’t get much sweeter than this! marinas nearby as well. In summer, street fairs, sidewalk minstrels and harborside amusements give the well-scrubbed waterfront promenade a very festive feeling. Adjacent to the Empress lies the splendid Royal British Columbia Museum, with its National Geographic IMAX theater. Also adjacent is the B.C. Parliament building, as this is the seat of government for B.C. province. Dozens of shops and restaurants are within walking distance of the docks.

If you like to hike through pristine landscapes, you’ll love the Northwest. Inset: It’s common to sight playful orcas in Haro Strait.
For decades, neophyte helmsmen have been given a chance to pilot the famous schooner ‘Zodiac’ through Northwest waters. An important chore for navigators, though, is timing their passages through narrow channels with the substantial currents. Fortunately, though, they are well documented in local tables. All things considered, we give charting in the Pacific Northwest high marks.

And, of course, it has the obvious advantage of being practically in our own backyard! — latitude/act

An Elderhostle Cruise Aboard the Schooner Zodiac

Last July my wife Helen, grandson Dash and I joined a cruise on the schooner Zodiac out of Bellingham, Washington. As many Latitude readers undoubtedly know, this graceful 127-ft (LOD) vessel spent many years as a pilot schooner for San Francisco Bay until she was retired in 1972, and went into charter service.

Normally, these week-long cruises sail around the San Juan Islands. However, this time we became part of a tall ship celebration in Port Alberni, Canada.

Port Alberni is a relatively small town of only about 8,000 residents, yet its citizens took on the big job of organizing the celebration which was part of the multi-port 2005 Tall Ship Challenge.

The cruise was organized by Elderhostel as an intergenerational trip for grandparents and grandchildren. We met the other nine participants at the Bellingham Cruise Terminal, and boarded the schooner at about 6 p.m. on a Monday. By 7 p.m. we were motoring west through the San Juans heading for the strait of Juan de Fuca — sadly, the wind was very light. Port Alberni is actually close to the east coast of Vancouver Island, but the only water access is from the west coast, via Barkley Sound and the Alberni Inlet.
As we left the strait, we met the swells of the Pacific and rolled our way overnight to Barkley Sound. We all had a turn at the wheel, plotted our course on the charts, and acted as bow lookout. Once we were in the Alberni Inlet, the water was flat calm.

As we approached Port Alberni, we saw that we’d been preceded by several tall ships: the Russian sail training ship Pallada, the Mexican sail trainer Cuauhtemoc, the Canadian sail trainer Oriole and the Lady Washington, one of the ships used in the movie Pirates of the Caribbean. We docked on the shore side of a large floating dock, opposite Lady Washington. Four more ships followed us in: the R. Tucker Thompson from New Zealand, and three more U.S. ships, the Lynx, the Talofa, and the Bill of Rights — elegant vessels all.

We spent the next three days enjoying the Tall Ship Festival, the town of Port Alberni, and the surrounding countryside. Since we were classed as crew of the Zodiac, we were able to visit all the other ships and enjoy the entertainment — singers, music groups, bands, bagpipe bands, native dance groups — and the booths selling food, beer and souvenirs. Highlights for our grandson were two evening sessions of mock gun battles between the Lady Washington and the Lynx — lots of smoke and flames from the cannons.

On our way back, we spent a night near the entrance to the Alberni Inlet, then again motorsailed back to the San Juan Islands. Again, winds, unfortunately, were very light. We checked in to Customs at Friday Harbor, then spent the night in a quiet cove nearby. The next day the wind came up and we finally got to experience Zodiac’s wonderful sailing ability. We ended that glorious sail at Chuckanut Bay, near Bellingham.

Give us the where and when, and we’ll provide the WOW.

Why Sail With The Moorings?

99% Customer satisfaction
Custom yachts
42 Destinations worldwide
Full service travel agency
Over 36 years of experience
Highest quality and service standards

The Moorings
The Best Sailing Vacations In The World!
www.moorings.com | 800-521-1198

Bareboat • Crewed • Skippered • Flotillas
and the cruise ended the next morning at the Bellingham Cruise Terminal. All in all, we had a fine time, and learned a lot — such as how hard it is to raise sails with block and tackle instead of winches.

— ed bodington

Ed — what a cool way to introduce your grandson to the world of sailing!

Readers — The schooner Zodiac offers hands-on voyages to individuals and groups of all ages from her Bellingham base. Check out her website, www.schoonerzodiac.com, for this summer’s list of scheduled sailings, and note also that she may be chartered for exclusive use. Built in 1924 to a William Hand design, Zodiac is the largest working schooner on the West Coast.

Postcards From Out There: ‘Three Graphs and a Photo’

As evidenced by the previous item, Latitude has a long tradition of running reader reports on chartering venues around the world. But with the ultra-fast-paced style of living that most Left Coasters endure these days, we understand that it’s tough for would-be correspondents to find time to write us a full report. So we’ve come up with what we feel is a great alternative. We call it our ‘Three Graphs and a Photo’ program.

The idea is this: If you’d like to share your insights about a particular charter venue, but don’t have time to get long-winded, why not narrow down your comments to a few short paragraphs, focusing on a few highlights of your trip, or perhaps a short vignette describing a particularly memorable scene — kinda like sending home a postcard to your best friend. To complete the package, send along one or more of your best photos. We’ll run the most interesting submissions in the mag, and will send you a Latitude T-shirt or cap — your choice — as a thank you. Easy, right?

Here are a few examples: After returning from a charter in the Greek Isles, instead of giving us a day-by-day, blow-by-blow account, why not tell us what you learned about the fascinating hist-
OF CHARTERING

...some say a massive volcanic eruption there triggered the sinking of the lost city of Atlantis. Be sure to send us a photo or two to illustrate.

When you return from your whirlwind tour of the Grenadines, tell us about the bar that makes the best rum punch in the Caribbean, and the colorful characters you met there while doing 'research'.

When you get back from sailing and diving in Belize, share with us how your kids reacted to their first day of snorkeling in crystal-clear waters with 100-ft visibility.

And when you return from Tahiti, tell us why you think Tahitian girls are the most beautiful in the world, and what you learned about the revered custom of tattooing — the old fashioned way.

Get the picture? We’re simply after descriptive ‘snapshots’ that will give readers interesting tidbits of firsthand, topical info on places they may someday like to visit. Thanks in advance for participating!

— latitude/aet

Charter Notes

We didn’t get a chance to attend the recent Paris Boat Show — the ‘Salon Nautique International de Paris’, that is. But news of its highlights crossed Lati-
tude’s charter desk, and one item jumped right out at us: Lagoon, a longtime catamaran innovator, has announced the production of a “radical” new cat, the Lagoon 420, which will come equipped with electric auxiliary motors — the first production boat ever to make that claim. Although the first 420 isn’t due to come off the line until this June, it strikes us that this is potentially exciting news for the charter industry.

The way we understand the 420’s setup, a large genset will supply power for both propulsion, when needed, and ‘house’ functions, as is done aboard modern cruise ships and naval vessels.

If you’ve ever chartered a big boat in the tropics and seen how much the cabin heats up when you have to run your diesel engine(s) two hours a day in order to keep your fridge and batteries charged, you know why we’ve been wishing for an announcement like this for years. Gensets are much more efficient, of course, they’re quieter and they can be located away from the main cabin. If these boats are put into charter fleets, they’ll contribute less fossil fuel pollution to the sensitive marine ecosystems where they operate, they’ll be cheaper to operate in the long run, and charterers will be more comfortable below decks.

In other chartering news — and particularly since this month’s section is focused on Pacific Northwest chartering — we’d like to give a plug to the charter operators of Bellingham, WA, who invite you to attend their second annual Charterfest, held April 8 from 11 a.m. to 5 p.m. at the Squalicum Marina.

The idea is to show off the fleets of the city’s six charter operators to potential charterers. Both sail and power boats will be on display, and each company’s representatives will be on hand to answer questions about boats and the nearby cruising grounds, as well as Alaska’s Inside Passage.

Sponsored by the Port of Bellingham, the following firms will exhibit: Bellhaven Charters, Bellingham Yachts, Northwest Explorations, Par Yacht Charters, San Juan Sailing and San Juan Yachting. If you’re in the area, be sure to check it out.

For further details, call the Harbor Office at (360) 676-2542 or visit www.portofbellingham.com.
SAN JUAN ISLANDS
SAILING SCHOOL

Fly to Bellingham, WA
Explore the spectacular San Juan Islands!

Week-Long Learn-N-Cruise
During your week out in the islands, you’ll complete American Sailing Association’s Basic Sailing through Bareboat Charter Certification.

Tax Exempt Tuition Only $1295 Includes Food!
(Airfare SFO/OAK to BLI approx. $300)
No Experience like this for the price in the SF Bay Area!

1 • 800 • 677 • 7245
www.sanjuansailing.com

25 Years of Sailing Excellence
We certify more Bareboat Skippers than any other school in the Northwest!

BRITISH VIRGIN ISLANDS
“BEST DEALS ON KEELS”

• Most selection of sailboats 28’-51’
• “Purr” with cats 37’-42’
• Bare boat or skippered
• Best yacht management program

Conch Charters
Est. 1986
www.conchcharters.com
Email: sailing@conchcharters.com
Call our ‘Sails’ Office
(USA) (800) 521-8939
Tel (284) 494-4868 • Fax (284) 494-5793

Sail paradise with Conch Charters
CALIFORNIA’S CARIBBEAN CONNECTION

Maine Cat 30 & 41
Hope Town, Abaco, Bahamas
Bareboat Charters
Enjoy well protected Sea of Abaco waters with their beautiful islands and beaches aboard an open bridgedeck cruising catamaran. A breeze to handle and fully equipped.

Visit: www.mecat.com
Phone: 1-888-832-CATS

HAWAII
LONG TERM DRY STORAGE
Clear Customs at our dock

GENTRY’S
KONA MARINA
HONOKOHAU HARBOR
156°1’30” W
19°40’20” N
888-458-7896
TOLL FREE
The friendliest boatyard in Hawaii

Offshore Passages
Learn cruising skills or just enjoy the ride!
57-ft Roberts, 40 tons, with pilothouse, custom built in 2002 in Canada.

Mexico to Hawaii: Mar. 29 – Apr. 19/21, from $2,400/person!
Hawaii to Victoria: Apr. 26 – May 17/19, from $2,400/person!
Victoria to San Francisco, from $1,600/person!
San Francisco or San Diego to Cabo San Lucas: Late Oct. – early Nov.

www.OrcaSailing.com/Learn info@orcasailing.com
(800) 664-6049 or (360) 671-4056

Don’t miss an issue
Subscribe to Latitude 38
12 Issues, 2,910 pages each year…
At $30 a year, that’s only a penny a page!

• $30/year for 3rd class delivery
• $55/year for 1st class delivery
• First class only to Canada, Mexico or correctional institutions
• Gift Subscriptions available – we’ll even send a card
• Check, money order, Visa, MasterCard, AmEx
• Allow 4-6 weeks for processing
• Go to www.latitude38.com and click on ‘Subscriptions’ or
• Mail your payment to us at:
Latitude 38, Attn: Subscriptions,
15 Locust Ave.,
Mill Valley, CA 94941
CHANGES

With reports this month from Nepenthe in Malaysia; Manu Kai in South Africa; Vida in Venezuela; Windsong in Costa Rica; Elsewhere in French Polynesia; Reflections in Thailand; and more

Cruise Notes than ever before.

Nepenthe — Folke 39
Tom Scott
Starting Yet Another Cruising Year
(Royal Langkawi YC, Malaysia)

As yet another year ends, world turmoil continues unabated — as does my personal turmoil. For each morning, I still must decide whether to have coffee or champagne with my croissants, whether soft-centered chocolates are more appropriate than nut-centered ones for a post-lunch self-indulgence, and whether to have the Beef Wellington or Chicken Cordon Bleu for dinner. The sailor’s life is not an easy one.

The post-tsunami business recovery has been slow but steady here in Malaysia and elsewhere. Tourists have begun to appear again, although not in great numbers. Regardless of where the visitors come from, most seem to be somewhat careless around the local drivers. Today, for example, I witnessed a tourist on foot foolish enough to attempt to cross the street when cars were clearly visible less than a block away. Perhaps this silly fool thought the crosswalk would protect him against the vehicular onslaught. He surely didn’t realize that the traffic signs and regulations are purely advisory — like telling somebody to eat three squares a day. And about as effective.

For instance, if the street is marked “one way”, there is not necessarily a consensus about which way is the right way. Apparently some drivers believe the arrow on the sign indicates the direction from which the cars should be coming, while others believe it shows the direction in which the cars should be going.

Some of this inconsistency in driver behavior is probably engendered by the whimsical attitude of the authorities. An example that caught my eye was a very narrow lane clearly marked “one way” — with an arrow pointing down the lane. At the other end of the lane was an identical sign with the arrow pointing in the opposite direction. In a similar case of strange symmetry, there is another short lane a few blocks away with “Do Not Enter” signs at both ends.

No letter from me would be complete without some small mention of yacht maintenance. My cockpit light developed a persistent and annoying flicker. I changed the bulb. I bent the socket walls to get a better contact. I resoldered the power leads. But I still got no joy because the light continued to flicker. I became frustrated and may have used some colorful language to describe the bulb, the socket, the wiring, electricity — and perhaps the nature of the world in general — because my Malay neighbor at the Royal Langkawi YC piped up:

“I see you are having a problem. Maybe I am helping?”

“Sure,” I replied, “come aboard.” He did, and I handed him the offending light assembly. He looked at it for a bit, wiggling bits and pieces as I had done, and after a few minutes had me hold the base in my right hand and the socket in my left hand. I did this while he gently pulled on the power leads with one hand, and inserted the bulb — twisting sharply — with the other. I was astounded when the light flared to life, bright and strong, without the slightest hint of its previous flickering. I was overjoyed!

Smiling brightly, my neighbor looked at me and said, “It’s like you say in your country: Many hands make light work.”

At the request of the editor, I’ve come up with a chronology of my cruising adventures — and find that I’ve been at it for nearly 20 years.

1986 — Bought Nepenthe and moved aboard at Gig Harbor, WA.
1988 —Quit work. Sailed from Washington to Zihuatanejo.
1989 — Zihuatanejo to New Zealand via the ‘Milk Run’.
1990 — New Zealand, South Pacific Islands, to Australia.
1991 — Australia to South America.
1992 — South America to Trinidad.
1993 — Caribbean Islands.

1994 — Caribbean Islands to Mexico, then to San Francisco for a long stay.
1995 — San Francisco to Zihuatanejo.
1996 — Mexico to New Zealand.
1997-2004 — New Zealand (cyclone seasons) to South Pacific Islands.
2004 — New Zealand, Fiji, and Vanuatu to Malaysia.
2005 — Malaysia

The editor also inquired how my steel boat is holding up, and how much I spend a year on my cruising lifestyle.

My steel boat is holding up poorly. The bottom resembles Swiss cheese. The proper way of handling the matter would be to gut the boat and replate her. But that would cost more than the boat is worth, so in recent years I have simply been plating over where I must. Generally speaking, the boat gear is holding up just fine — although it helps that I don’t have much of it.

I generally get by on about $10,000 a year. Of that, about $5,000 goes to boat-related expenses such as fuel, haulouts, replacement parts, and so forth. The other
IN LATITUDES

Cape Point, the ‘Southwesternmost Point of the African Continent’. One would figure that the southernmost point — Cape Agulhas — would have more geographic significance, but the persistent near gale force winds that keep us straining on a spider’s web of dock lines suggest that the fabled Cape of Storms has earned its sobriquet.

Be that as it may, our boat is provisioned, the bottom has been cleaned, and all we need is less wind and a first port of call. We’re still trying to decide whether to gunkhole north to Namibia along the Skeleton Coast, or sail direct to St. Helena. But whatever, we’ll let the weather make up our minds for us.

Since the update we sent to Latitude while on passage from Vanuatu to Darwin last August, we have traversed the breadth of the South Indian Ocean. And what a long, strange trip it’s been. Right out of Darwin in mid-September, we had dead flat calm for five days. Little did we know at the time, but that was to be pretty much the last peace and quiet we’d have for the next 45 sailing days. For over the next 6,100 miles we rarely saw the wind drop below 25 knots. On several occasions, we found ourselves in 30+ knots for more than a couple of days at a time.

We had our worst weather on the final approach to the African coast, when we weathered a four-day gale that included gusts to 50 knots. Such conditions are not described in any of the pilot charts we have. Many a night during our crossing of the Indian Ocean our dinner menu was rice with a side of soy sauce and an M&Ms chaser. The reason is that neither of us could master the gymnastics required in such weather to even open a can.

But talk about exhilarating sailing! Aside from sweating out an incipient wind shift to the southwest while in a northeasterly gale in the Agulhas Current — which would have meant wind against tide throwing up waves of 30 feet or more — we enjoyed the frequent 165 to 175-mile days. And even when the wind went foul and forced us to ride the seas hove to for 36 hours, we had a great time just hanging out with DVDs, catching some sleep, and puttering around taking care of simple boat projects.

But there was some weird stuff that happened in the Indian Ocean as well. One night I spotted four brilliant green lights in rigid formation dragging comet-like tails from horizon to horizon. I’m still not sure what it was. If I had not gone on the radio and confirmed the sighting with two Australian commercial fishing boats 75 miles to the south — who were pretty much in awe as well, and who resolved to meet at a bar back in port to discuss it in $5,000 is spent on me. Of this $5,000 spent on me, about $2,500 goes for necessities. The remaining $2,500 goes to my vices — tobacco, liquor, women, printed T-shirts, etc. — although not necessarily in that order.

In terms of cost — and many other ways, too — Malaysia has proven to be a pleasant surprise for me. It is very inexpensive.

For the year 2006, I hope to continue my pursuit of a life of luxury and ease. Plain sailing.

— tom 12/18/06

Manu Kai — Hans Christian 41
Harley & Jennifer Earl
Simon’s Town, South Africa
(Sausalito)

We’re just finishing up two months of touring in southern Africa, and are tied up at the False Bay YC in Simon’s Town. We’re waiting on the southeasterly wind to drop below 30 knots so we can get around Cape Point, the ‘Southwesternmost Point of the African Continent’. One would figure that the southernmost point — Cape Agulhas — would have more geographic significance, but the persistent near gale force winds that keep us straining on a spider’s web of dock lines suggest that the fabled Cape of Storms has earned its sobriquet.

Be that as it may, our boat is provisioned, the bottom has been cleaned, and all we need is less wind and a first port of call. We’re still trying to decide whether to gunkhole north to Namibia along the Skeleton Coast, or sail direct to St. Helena. But whatever, we’ll let the weather make up our minds for us.

Since the update we sent to Latitude while on passage from Vanuatu to Darwin last August, we have traversed the breadth of the South Indian Ocean. And what a strange trip it’s been. Right out of Darwin in mid-September, we had dead flat calm for five days. Little did we know at the time, but that was to be pretty much the last peace and quiet we’d have for the next 45 sailing days. For over the next 6,100 miles we rarely saw the wind drop below 25 knots. On several occasions, we found ourselves in 30+ knots for more than a couple of days at a time.

We had our worst weather on the final approach to the African coast, when we weathered a four-day gale that included gusts to 50 knots. Such conditions are not described in any of the pilot charts we have. Many a night during our crossing of the Indian Ocean our dinner menu was rice with a side of soy sauce and an M&Ms chaser. The reason is that neither of us could master the gymnastics required in such weather to even open a can.

But talk about exhilarating sailing! Aside from sweating out an incipient wind shift to the southwest while in a northeasterly gale in the Agulhas Current — which would have meant wind against tide throwing up waves of 30 feet or more — we enjoyed the frequent 165 to 175-mile days. And even when the wind went foul and forced us to ride the seas hove to for 36 hours, we had a great time just hanging out with DVDs, catching some sleep, and puttering around taking care of simple boat projects.

But there was some weird stuff that happened in the Indian Ocean as well. One night I spotted four brilliant green lights in rigid formation dragging comet-like tails from horizon to horizon. I’m still not sure what it was. If I had not gone on the radio and confirmed the sighting with two Australian commercial fishing boats 75 miles to the south — who were pretty much in awe as well, and who resolved to meet at a bar back in port to discuss it in $5,000 is spent on me. Of this $5,000 spent on me, about $2,500 goes for necessities. The remaining $2,500 goes to my vices — tobacco, liquor, women, printed T-shirts, etc. — although not necessarily in that order.

In terms of cost — and many other ways, too — Malaysia has proven to be a pleasant surprise for me. It is very inexpensive.

For the year 2006, I hope to continue my pursuit of a life of luxury and ease. Plain sailing.

— tom 12/18/06
220-mile day — hitting a somewhat unthe wind and the current, we managed a from Durban to Port Elizabeth. Between first of these legs for us was the 340 miles the south-setting Agulhas Current. The that blow up every couple of days against passage is typically done in increments dian Ocean was actually behind us. This we could say that the weirdness of the Incoast and around Cape Agulhas before we still had to make the 800-mile trip down south of the Indian Ocean was actually behind us. This passage is typically done in increments across many miles a day. We were only moving along at about three knots in one of the few periods of calm we saw in those months. Our port quarter sort of glanced off him, which woke him with a start. He immediately showed his flukes, evacuated his gut, and left behind a large and visually brown stain as he swam off to the north. It wasn’t the glamour one associates with whale-watching, but he was easily as long as our boat. We apologized to him profusely for fear that he might decide to run us down, turn-about being fair play.

Once we hit Durban, South Africa, we ran across a double-ended bow-sprited boat along the east coast near the Knysna Heads into the lagoon beyond. Details of all this craziness — as well as our mobile bush camping safari experiences — can be viewed by following the log link at www.manukai.com. (By the way, Rule #1 posted at the gates of the Chobe National Park in Botswana reads: “Do not leave your tent at night. Lions and hyenas will eat you.”)

On a more serious note, we read with shock the story of the Lagoon 44 catamaran Emerald Jane and the Silverwood family going on the reef in the South Pacific. We briefly met John in Papeete the November before their tragic mishap, as he was kind enough to catch our bow lines and assist us in reverse Med-mooring our double-ended bow-sprited boat along the quay. He freely shared his local knowledge and passed along several invaluable tips on where to hang out in Moorea. While we feel the pain of the loss of their boat and belongings and are deeply saddened at the loss of John’s leg, we are glad the family all got off safely.

— harley & jennifer 01/09/06

Our biggest maintenance decision of the year was whether to remove the teak decks. Twenty-one years after we bought the boat in Italy, the decks were in pretty sad shape. And for the last six years, we had worked on cleaning, varnishing, and sanding them. What we hadn’t counted on was a visit...
from the Guardia Nacional patrol boat, the crew of which cited Eduardo, our landlord, for “the possible pollution” of the canal. As if the canal could be any more polluted! Apparently, his neighbor had called them and reported us for sanding and grinding on the decks. It seems that our sanding dust was more of a problem than all the oil, raw sewage, diesel, Styrofoam, plastic bottles, trash bags, and dead rats. After a trip to the Guardia station and the port captain’s office with Eduardo to explain, we were allowed to continue sanding, but would not be allowed to spray paint. A day later the neighbor blew the whistle again, and there was another visit by the Guardia, but this time they stopped all work.

Fortunately, Jose Luis found us a spot at the old marina in downtown Puerto La Cruz where we can finish all the work. So we loaded up all the boys, their tools and materials, and headed downtown. It turned out to be a nicer location for doing the work, so the decks, now to be a light-colored gel coat painted with non-skid, should be finished in a few days. The floorboards and much of the interior have been sanded and varnished, so things are looking better, and we’re almost ready for Christmas.

Things have changed a bit since our earlier visits to Venezuela. First of all, all the hurricane activity in the last two years has meant that all the yachts in this part of the world — including the Eastern Caribbean — are going all the way south to Trinidad or Venezuela for the summer months. Venezuela just hasn’t been able to catch up with their newfound bonanza, so all of the marinas, boatyards, and service personnel are stressed to the max. As hurricane season comes to an end and yachts have started to head north, things have started to loosen up, but there’s still a frustrating wait for any type of professional services.

Most people are probably aware of the verbal sparring between Venezuelan President Hugo Chavez and President Bush. It can be a little unnerving when you’re down here, but for the most part the local Venezuelans remain very friendly. However, the local Guardia Nacional continues to hassle and fine cruisers over paperwork, speeding in dinghies, and things like that. Of course, Christmas is just around the corner and there is a need for government workers to fill the stockings of their children. There have been a few more reported incidents of boats being boarded and robbed, but most of those have happened in isolated anchorages.

Fortunately for us, the dollar has remained strong — particularly on the black market — and there are some great bargains in the wining, dining, and travel department. Money changing was always been a bit of a chore in the past, but there is one guy — “Charlie Alpha” — who will still take checks on accounts in U.S. banks! Charlie Alpha is a good-looking guy who drives around all day in a black sports car with an attractive chica and a briefcase full of Bolivars. He monitors the VHF radio for his daily deliveries, so in that way he’s sort of like the local drug dealer. But dealing with him sure beats standing in line at the bank.

We’ll probably stay around here until the end of January to complete a few more projects, although we’ll probably make one last trip inland. We’re unsure of our future plans, but will most likely be heading west toward Panama. After all, there are still many anchorages in Central America and Mexico that we haven’t seen. And on the way there, we’d certainly like to re-visit Cartagena and the San Blas Islands. In any case, we’re looking forward once again to calm anchorages with clear water.

— steve & pam 12/20/05

No wonder Steve and Pam are smiling. They just got their money changed by chica-clutching, convertible-driving Charlie Alpha, not a bank.
Steve & Pam — Your item on Charlie Alpha took us right back to the days when we had Big O in Venezuela. Once you get outside of the First World, you discover that things are a lot more free-wheeling, and certain colorful entrepreneurial individuals are willing to take big risks.

Windsong — Islander Freeport 36
Frank Nitte
The Dark Side Of Costa Rica
(San Diego)

When people think of Costa Rica, they think of tropical jungles, scarlet macaws, howler monkeys, rainforests, and beautiful beaches. But we here have come to learn that there is a dark side to this country — it’s also the Land of Thievery! Many of us in this year’s cruising class have been victimized.

We, for example, had our 10-ft Caribe hard-bottom inflatable with a 15-hp Johnson outboard stolen about a week ago while out at the Gulf of Nicoya’s Isla Jesusita. We normally lift our dinghy out of the water every night and lock it to Windsong, but that night we failed to take that precaution. Thieves came in the middle of the night with bolt-cutters strong enough to cut our 3/8-inch Krypton cable, and floated our dinghy away.

When you include the custom Sunbrella covers for the gas tank, the dinghy chaps, the lifting sling for the outboard and dinghy, the oars, the seat, the Master outboard lock, the outboard wings, the custom stainless wheel brackets, and gas tank, our loss came to about $6,000!

We’re not the only ones who have suffered, as other cruisers have had their dinghies and outboards stolen. Just a few days ago some cruisers had their outboard stolen — and it was locked to their stern rail! Somehow the thieves managed to steal the outboard while the cruisers were sleeping onboard. This theft also occurred in the Gulf of Nicoya, just a short distance away from where our dinghy and outboard had been stolen.

We recommend that all cruisers raise their dinghies out of the water every night. If you’re lazy or complacent, you’re likely to lose both your dinghy and outboard. If you hear about a dinghy or outboard theft in the area you’re in, we suggest that you immediately leave the area — as in moving 25 miles away — because you can be sure that thieves are salivating over your dinghy.

In addition, always use a lock and chain on your dinghy and outboard. Obviously, the Krypton brand of cable — which is made of strands of steel covered in plastic — was not adequate. We’re now thinking we need two sets of 3/8 to 3/4-inch stainless steel anchor chain in combination with two very large hardened locks. Thieves would need a monster bolt-cutter to cut such big chains. And presumably it would make such a racket cutting the first chain that we’d hear them before they got to work on the second chain. Speaking of noise, the fan we run next to our berth may have prevented us from hearing the thieves stealing our outboard and dinghy. The ‘white noise’ of the fan makes it difficult to hear anything outside the boat.

When leaving their boats, cruisers should always close all the hatches and ports, and lock the boat. And do this no matter where you are. Why make it easier for thieves to ransack your boat while you’re gone?

We encourage all cruisers headed to Costa Rica to be extra vigilant about security, both on the boat and while travelling on land. We know of incidents of pick-pocketing, luggage being stolen off of buses, and so forth. When travelling inland, never let anybody else handle your bags. So travel light and keep your bags on your lap or on the floor in front of you. Never put bags in the overheads, as the buses are packed like sardines and you won’t be able to keep your eye on them.

The measures we recommend may sound extreme, but they are based on what we’ve learned while cruising Mexico and Central America. Generally speaking, the people are poor. While almost everybody is wonderful and friendly, there are still some bad elements. Some of these folks think there is nothing wrong with stealing from rich Norte Americanos.

We’re now moving on to Panama, where we will buy a new dinghy and outboard. These things are a lot cheaper in Panama than Costa Rica, plus we don’t feel like contributing any more to the Costa Rican economy.

— frank 01/03/06

Readers — Because Costa Rica is a much heralded eco-destination, has a history of democracy, and doesn’t have a standing army, people tend to assume that it has less crime than other Central American countries. Costa Rica may not have as much violent crime, but it’s notorious for petty theft, pick-pocketing, and credit card scams. Beware.

Elsewhere — Cabo Rico 38
Matt & Judy Johnston
Leaving Our Boat In Polynesia
(San Francisco)

We’re at home in Antioch watching it rain, having left our boat at the marina at Tahiti’s Port Phaeton in order to fly home and spend the holidays with family. Taking a little time to reflect makes us realize what a great year we had.

We started in Panama — where there
IN LATITUDES

While at Tahanea in the Tuamotus, the large fish took on the role of Matt and Judy’s pet fish, following them and permitting petting.

is great provisioning — and on March 26 sailed west. After a short stop at Panama’s Los Perlas Islands, we set a course for the Galapagos. It took us 11 days to make the crossing, in part thanks to the weather info from Don on Tamuré. The Galapagos were great. We managed to stay for six weeks and visited four islands — all of them incredible. So much has been written about these famous islands that we won’t repeat it here.

After the Galapagos, we faced the 3,000-mile passage to the Marquesas. The first 1,000 miles went by quickly as we had good wind from the southeast. We thought we had a quick crossing in the bag, but it was not to be, as the wind all but quit. We had two weeks of wind in the 3 to 8-knot range, and it only rarely got up to eight knots. Plus, what wind there was shifted to the east, which meant we had to sail dead downwind!

Initially we had some problems sailing wing-and-wing. First, our telescoping pole kept retracting on its own. I finally had to put a couple of screws in to keep it the right length. Then the end of the pole started to eat into our brand new Hood genoa. I got very upset about this and fired off an email to Robin at Hood Sails in Sausalito. He set me straight by offering a couple of solutions. I chose to tie a sacrificial pennant into the clew, then clip the pennant into the end of the pole.

We just hadn’t known what we didn’t know. We later found out that other skippers were having the same problem.

Our crossing from the Galapagos to the Marquesas took 28 embarrassing days, and after many days of rolling back and forth, we finally made landfall at beautiful Nuka Hiva. Lots of other yachts had a similarly rolly crossing, so we all got to scrub the growth that had accumulated above the waterline of our boats. We’d rolled so much that we had green stuff all the way up to the rub-rails on both sides of our boat! The only way to get the growth off was to use Scotch Brite pads. During the cleaning process was one of the few times I was glad we didn’t have a larger boat.

The Marquesas were so fabulous that we stayed for five weeks, visiting five islands. Our one bit of advice is to learn a little French before reaching French Polynesia. We hadn’t had to use it much, but when we have, the locals have appreciated it. What happens is that you start out in French, but after a few sentences the locals realize that they speak better English than you do French — so the rest of the conversation is in English.

We only made two stops in the Tuamotus — Raroia and Tahanea. We’d recommend skipping the former, but the latter is a wonderful uninhabited atoll. We especially enjoyed snorkeling, particularly after a four-foot fish took up residence beneath our boat! This fish would come right up to us, and then follow us around when we swam off. Even though the fish had a remora, it wasn’t a shark. The locals told us that it was a carangi — but the name doesn’t mean anything to us. We did see quite a few sharks, but they ignored us.

Our roller furling started to come undone on our way to Tahiti. API Yachting replaced it for us in Papeete at prices very comparable to the States. You can get anything done for a boat in Tahiti. We also learned that lovely and remote Port Phaeton can pull out very large boats — including catamarans. In fact, they mostly cater to yachts rather than commercial vessels.

After an extended stay in Moorea, we returned to Port Phaeton to leave our boat in the very protected marina while

MARYLEE

While at Tahanea in the Tuamotus, the large fish took on the role of Matt and Judy’s pet fish, following them and permitting petting.

This beefy Marquesan, complete with tattoos and a tooth necklace at an island festival, looks like he belongs in the NFL, not atop a horse.
we made our Christmas pilgrimage home.
The reason we've left the boat in French
Polynesia instead of hurrying to New
Zealand to avoid the tropical cyclones is
that we want to spend another season in
French Polynesia. We know there is a risk
in doing this, but we hope it works out.
— matt & judy 1/4/06

_Reflections — Perry 47/50_
Max Young
Royal Phuket Marina
(San Francisco)

When the killer tsunami hit on Decem-
ber 26 of '04, my Perry 47/50 _Reflections_
was on the hard at Rebak Marina near
Langkawi, Malaysia. It wasn't a matter of
chance. When I arrived at the marina four
months before, the harbormaster tried
his best to get me to keep my boat in the
water during my absence. But I insisted
that she be put on the hard. It was a good
thing, too, because the tsunami wiped out
the marina. Even the pilings that held the
docks in place are gone. And the bottom

_Putting his boat on the hard in Thailand is what
saved Young's boat when the tsunami hit. By the
way, this is 'Switchblade', not 'Reflections'._
of what was once the marina is now
the home of several sunken cruising
boats.

Finding a marina that fits my
needs has always been a major con-
cern for me. When I leave my boat, I
want her to be in a well-maintained,
safe marina with a cooperative harbor-
master and staff. And there should be
all boat services nearby. Since leaving
San Francisco in '99, I've been very
lucky in my searches for satisfactory
marinas.

When I subsequently left Malaysia for
Thailand, I was told that it would be a
problem for me to find a place to leave my
boat on the hard — or even in a marina.
I assumed that I'd have to take whatever
I could get, which wouldn't be too bad,
because I wasn't planning to leave _Reflections_
for very long.

When I got to Thailand, I found some
of the most friendly people I have met
anywhere. In addition, I was taken by the
amazing beaches and islands, and even
the low prices. What I did not find was
a place to keep my boat — other than to
leave her on a mooring in Chalong Bay.
But as we were driving by a new marina
being built in Phuket, one of my crew-
members suggested that I stop to see if
they had anything. The next day my boat
was in a slip at the Royal Phuket Marina
on Phuket Island, and I was a very happy
guy.

What a welcome we got upon arrival!
We were treated like a U.S. Navy aircraft
carrier entering San Francisco Bay. There
were about a dozen marina staff waiting to
grab our mooring lines, a lady with fresh
towels for washing up, and another with
refreshments. Had I sunk and gone to
heaven?

The Royal Phuket Marina is the
brainchild of Gulu Lalvani, founder and
chairman of Binatone Telecom Group,
the world's second largest manufacturer
of cordless digital phones. He's invested
$150 million into developing Thailand's
first world-class "luxury lifestyle marina".
It's being developed on 30 hectares of
tropical paradise, and will have 350
berths for yachts up to 115 feet. In addi-
tion, there will be 400 luxury villas and
condominiums. All berths are equipped
with electricity, fresh water, broadband
internet, telephone service, and cable TV.
Minimum draft at low tide in the outer
marina is over 10 feet.

When I hear the words 'luxury' and
'marina' together, my first thought is that
I can’t afford it. But I was pleasantly sur-
prised to find that the marina fees are very
reasonable — and comparable to Asian
marinas such as at Singapore and Hong
Kong. There are also hardstand facilities,
including a 60-ton Travel-Lift, cradles,
and a pressure washer.

Visitors to the marina will be able to
order from any of the international res-
taurants and cafes lining the 'Fisherman's
Wharf'-style waterfront promenade, and
have the food delivered to their boat.
There will also be a newspaper delivery
every morning, and croissants and fresh
bread from the already operational Les
Anges Bakery.

The Royal Phuket Marina is the
cosponsor of the Phuket King's Cup
Regatta, which takes place the week be-
fore December 5th, the latter being the
King's birthday. Last year was the 19th
running of the regatta, and it attracted
some of the world's top yachtsmen. The
90 or so entries included everything from
cruising yachts to mega racers, with over
900 sailors competing from 15 countries
— including Australia, New Zealand, Rus-
sia, Hong Kong, Britain, Italy, the United
States, Singapore, Malaysia, Indonesia,
and the Philippines.

Royal Phuket Marina's location on
the eastern seaboard places her on the
IN LATITUDES

Funny, but the Royal Phuket Marina in Thailand looks a lot like marinas in the States. There’s just not much of the ‘Thai look’ to be seen.

Cruise Notes:

In the late ’90s, Ardell Lien had such severe congestive heart failure that he was unable to climb a flight of stairs. He’s now approaching the coast of South Africa after crossing the Indian Ocean, more than halfway into a solo circumnavigation aboard his San Diego-based Nor’ Sea 27 Catalyst. What accounts for the dramatic change in his physical condition? He had a pacemaker implanted in ’02, but that didn’t help much. So when tests at the Mayo Clinic in Minnesota showed that the now 71-year-old had no other serious health problems, he was placed on life support and listed number one for his blood type to get a heart and kidney transplant. The organs were found on New Year’s Day in ’03, and transplanted during a 13-hour surgical procedure. After nine nearly painless days in the hospital, he was released to recover at home. Six months after his surgery, he reroofed his house on the hottest day of the year. He set out in May of last year on his solo circumnavigation in order to make people more aware of the critical need for organ donations. Lien and his wife Maureen are veteran cruisers, having sailed their 45-ft sloop Moonshadow between Alaska and Mexico from ’91 to ’97. If you’re an old cruising friend of Ardell’s, why not send him an email at alien@organ-donation-for-life.com?

Sources at a marina in Mexico tell Latitude that SET, which is the second most powerful ministry in Mexican government after Hacienda (their version of the IRS), is proposing a plan that would require owners of foreign boats over 33 feet to pay $80 a month — to have marinas keep track of them for the government! The staff of SET apparently believes they are modeling the plan after one in the United States, but that’s ridiculous, because there is no such plan in the States. Once a foreign vessel pays $19 to get a one-year cruising permit, there are no other charges. The SET folks have been told this, but so far it hasn’t seemed to have made an impact. At this time it’s unclear whether the proposed regulation will go anywhere, as it will be challenged by the Mexican Marina Owner’s Association and would infuriate cruisers. After all, $1,000 a boat per year to be kept track of is ridiculous.

In another sticky nautical issue in Mexico, the so-called La Cruz Yacht Club in La Cruz — which is actually a large development that includes at least a hotel and a 350-berth marina on the shores of Banderas Bay — was recently blasted by what sounded like a not particularly objective article in the Vallarta Tribune. According to the incendiary article, the development — which had a festive ground-breaking attended by many of the more powerful local political figures — is partly on land that doesn’t belong to the developer, doesn’t have the necessary permits, is proposing a marina that’s merely a front for a massive waterfront land grab, unjustly destroys the views of homes that were previously on the waterfront — and in general threatens all foreign real estate investment in Mexico. It’s not clear if the development will be delayed, curtailed, or proceed on schedule.

While doing the Baja Bash in ’05, homeowners whose waterfront location has been taken by the La Cruz ‘Yacht Club’ are steamed enough to have hired lawyers.
we heard a 33-foot boat broadcasting a mayday just before dusk after they hit the beach while trying to enter Mag Bay via the Canal de Rebusa,” report Myron and Marina Eisenzimmer of the San Gerono-based Swan 44 Mykonos. “They threw out an anchor when grounded, and the anchor line fouled their propeller. However, they were lucky enough to make it to the beach unharmed. We and five other boats heard the mayday as we were travelling up the coast, but after discussing it, all concluded that there was too much danger for us to attempt a rescue in the dark. Delphius, one of the boats in our group, made contact with a U.S. Coast Guard helicopter that was in the area trying to assist with another mayday. They contacted the Mexican Coast Guard in Mag Bay, which went to assist the beached vessel the next morning. We believe that the 33-footer was trying to enter Mag Bay in order to avoid the rough seas outside — and almost paid for it with their lives. By the way, we’ll be seeing the Ha-Ha again with you this fall!”

“It’s now official, I’m now the owner of the Formosa 47 ketch Exterra Firma,” reports Axel Heller. Many of you may recall that Heller lost his previous boat, the Long Beach-based Newport 30 Sea Ya, on the shallows of La Paz Bay in late November after a rough sail north from Cabo. “I signed the papers on my new boat, and will soon start the process of bringing home ‘almost’ California — meaning she won’t come all the way back to California until early 2007 in order not to be subject to sales tax. The ketch is sure a big step up from my little Newport 30! My immediate plan is to add water to the bottom of her keel — she’s currently on the hard — load her up with fuel, and then spend some time enjoying the Sea of Cortez.”

“Tis is ‘Tierra Firma’, Axel Heller’s much bigger replacement for his Newport 30 ‘Sea Ya’. He’ll soon bring her back to ‘almost’ California.

— who suffered a stroke while at Turtle Bay during last year’s Ha-Ha — and wonder what they might do in a similar situation,” writes Ron Smith, MD, of Reno Nevada. “As a physician who enjoys travel and cares for many world travelers, I have been approached by patients with questions about how to get either back home or to better medical facilities in case of serious illness or injury. After some research, I concluded that the best deal is to have an AAA Plus card. Along with the common benefits of AAA membership, the Plus upgrade provides Emergency Medical Transportation Coverage up to $25,000, which includes transportation of a spouse, children or other companion to home or medical facilities of the patient’s choosing. Apparently the annual fee varies somewhat by zip code, and some special deals are available, so I won’t quote the cost here. But I will say that I found it reasonable enough to buy for me and my family. Another option is the Air Ambulance Card, which provides up to two evacuation trips a year for a hospitalized inpatient, without regard to cost. The fee is $195/year for individuals and $295/year for a family. Visits to the appropriate websites will provide further details. A subscription to one of these plans would be worthy of consideration by many of your adventurous readers. Membership in either one would have saved Mr. Ferrell a lot of anxiety and money.”

“We had company — David Kroosma and his bicycle Tierra del Fuego — on our crossing from La Paz to Isla Isabella,” report Ha-Ha vets Sean and Adrian Guches of the DownEast 38 Tiki Iti. “David left San Francisco on November 5, and is riding to the tip of the continent on a mission to raise awareness of mankind’s effect on the climate and our merging roles as global citizens. It’s all there on his www.rideforcclimate.com website.

“The first day we entered the Cerralvo Channel,” Adrian continues, “it was blowing about 25 knots, the seas were eight feet on our beam, and we immediately took water over the side. David stood on the high side looking down at Sean’s shoes, which were covered by rushing water. Sean continued to chat away as though everyone’s feet were covered by seawater at noon on Thursdays. His nonchalance seemed to put David at ease, but I thought this was a little much to ask of someone with so little sailing experience, so we headed up to Espiritu Santo and anchored for the night. Being excellent swimmers, Sean and David took a long swim in Unnamed Anchorage #3, while I read in the warm sun and made spaghetti. Oh wait, it was actually Sean who made the spaghetti. We had a great sail down the Channel to Los Muertos the next day, although David was more or less seasick from that point on. Then we had a hit and miss 200-mile trip over to Mazatlan, with lots of motoring in glassy seas. It was great to have David’s company, and he was a good sport about being seasick. It was great to pull into Marina Mazatlan and see so many familiar boats. David stayed on one more night, and the next day was nice enough to give a presentation to the kids on boats about climate change, his equipment, and his ride. Jackie from Daydreams was hungry for more science, but the teenagers were primarily interested in his equipment, how he ate, where he slept, and other practical matters. We’ll heading south in a few days for Isla Isabella.”

Richard Petersen of New Port Richey, Florida, and Jeffery Jones of Vista, California, put out a mayday in the wee hours of January 10 when their 38-ft catamaran Motion Ease became partially submerged 55 miles north of the Dominican Republic.
This is John and Amanda Neal’s Hallberg-Rassy 46 ‘Mahina Tiare’ charging along in the trades on one of their offshore training sessions. This Friday Harbor couple is amazing, as they’ve put 96,000 miles on their boat in the last eight years with students. In last year’s six month session, they sailed from Auckland to Tahiti to Hilo, to Alaska, to British Columbia. Starting in March, they’ll sail from Victoria to Sweden, via Acapulco, Panama, the BVIs, the Azores, Ireland, and Scotland.

Just 90 minutes after issuing the call for help, the two were rescued unharmed by the cargo vessel Tokai. We’re not sure what kind of cat it was or why she took on water. By the way, manufacturers of catamarans often boast that their boats are unsinkable. While they may not go to the bottom when holed, most seem capable of becoming awash, and therefore not necessarily habitable.

“We just spoke to a vessel in Isla Mujeres this morning on the Northwest Caribbean Net, and they indicated that officials there are still making cruisers use an agent — unless the cruisers threaten to send an email to Tere Grossman, who would report them to Mexico City,” report Chuck Bair and Susan Landry of the Norfolk, Virginia-based Mariner 40 Sea Trek. “It sounds as though officials at Isla Mujeres are not taking the new clearing rules seriously, and are desperately trying to hang onto the old ways. This information came to us via Conquest, a trimaran in the harbor at Isla Mujeres.

You may remember that we had the same problem there until we called Tere, who called Mexico City, which called Isla Mujeres. The problem is that Port Captain Ibarra is a very stubborn man who doesn’t like the new law. And if cruisers don’t have to use an agent, Miguel, the agent at Marina Paraiso, stands to lose a lot of money. Meanwhile, when our friends on Bettie tried to clear in at Puerto Morales, which is also on the Caribbean coast of Mexico, the skipper was asked to pay $200 to clear in. After he complained, the price was lowered to $160. It’s frustrating when Mexican officials don’t comply with Mexican law — even when in-structed to by their superiors in Mexico City.”

You don’t suppose any money passes hands between ship’s agent Miguel and Port Captain Ibarra when a cruiser uses the agent, do you? No, of course not, whatever could we be thinking?

“In October of 2001, the dotcom bubble burst, and so did Tilden Park Software, our long-term database consulting business,” write Lance Batten and Susie Bowman of Berkeley. “Since we were going broke, we decided we might as well have fun — so we bought the Beneteau 40 Eaux Vives in the British Virgins, and by December were sailing those warm, clear waters. We’re not really ‘old salts’, but rather two salted nuts who like to sail, travel, swim, fish, and meet new and interesting people.

“In December of last year, at the start of our fourth winter season cruising the Caribbean, we arrived at Rodney Bay, St. Lucia, just in time for the finish of the massive Atlantic Rally for Cruisers (ARC),” the couple continue. “The ARC, which is 2,700 miles from the Canaries to St. Lucia, included everything from professionally skippered boats and crew on racing machines to Ha-Ha type fun cruisers. There was an all-Turkish women’s entry, a boat entirely crewed by disabled British servicemen, and even the spectacular 97-ft R/P Leopard of London. Anyway, we helped at the finish, and our participation doubled the representation of colonials in the shore crew. We were liberally rewarded with rum punch and a series of parties including a sunset cruise on a catamaran to beautiful Marigot Bay. With 224 starters, you can imagine the adventures in the ARC fleet. The most prolific transAtlantic

The dotcom bust was a boon to Lance and Suzie’s cruising. This year they had a lot of fun getting involved with the finish of the ARC.
The garden was full of basil; the best-dressed crew wore tuxedos, the youngest cruiser was two years old, and the motto of the last boat across the finish line was, “Sailing is like sex, it’s best to come last!”

“My girlfriend Loretta and I, along with Capt. Rob and friends, have been in Careyes, a small bay about 100 miles south of Puerto Vallarta, and have been having a great time enjoying the Mexican hospitality,” reports Steve Williams of the Santa Cruz-based SC52 Natazak. We also wanted to say thanks again for the great Ha-Ha. We continue to tell everyone what a great trip it was for us. Your enthusiasm for the annual adventure is impressive.”

Cruising south with hundreds of friends when it starts getting rainy and cold in California — how could we not be enthusiastic about doing that? By the way, did you see Loretta’s photo on the cover of the Pusser’s Rum Newsletter? If only our dentist looked like that.

“We saw your note requesting feedback about Wifi access in Mexico,” write Joe Brand and Jacque Marin of the Alameda-based Wauquiez 37 Marna Lynn, “so we thought we’d report on our Wifi experiences here at Lagoon Marina in La Ceiba on the Caribbean coast of Honduras. This small marina is run by a very friendly and helpful couple who have about 15 Medtie slips up the river from the shipyard. They offer Wifi free, and it’s great. But we are currently hauled at the La Ceiba Shipyard, which also has free Wifi access, as well as three terminals by the office. As for the work that’s been done on our boat, we’ve been pleased with how professional it’s been.”

La Ceiba Shipyard claims to be the biggest yard between Panama and Mexico, has a 125-ton Travel-Lift, and can haul boats to 100 feet in length and 25 feet of beam.

“The adventure began with a small ad in Latitude by Nick Goldman, owner of the Olympic 47 ketch Rozinante, who said he was looking for a couple to sail with him to Europe,” write Tony and Sharon Gourd. “We left him a phone message, but after not hearing from him for two weeks figured he’d found somebody else. Then we got the call, met, and discovered that we seemed to be a perfect match in all ways. It’s now six months later, and we’re about to get underway.”

Guided by the motto of Pete Goss — “If you are going to do something, do it now, tomorrow is too late” — the trio plan to
leave KKMI boatyard in Richmond during the first weather window in February, sail to the Panama Canal, and then up to St. Augustine, Florida, to join the May 11 Atlantic Rally To Europe. That event takes the fleet to Bermuda, the Azores, and Lagos, Portugal. After that, there will be "four months of easy sailing exploring the ports and cities of the Med."

We’re not going to say that three people on a 47-ft boat can’t make such a trip so quickly, but it would be a monumental accomplishment on the part of the crew and the engine. The most difficult part is going to be getting from Richmond to St. Augustine in three months, and, of that part, the most difficult is going to be making the 3,000 miles from San Francisco to Panama. The problem is that there is so little wind along that route that it would require almost nonstop fast motoring to keep the necessary pace. Nonetheless, we wish Goldman and the Gourds the best of luck — and the shortest traffic delay possible when transiting the Panama Canal.

One good reason to attempt such a trip is that cruising in the Med can be a blast. Former Sausalito monohull sailor Noel Gaudinet, who now lives in France where he sails his Outremer 43 catamaran Laia out of Grand Mott, sent us the accompanying photos from his cruise last summer. The main one shows his cat on the hook at Formentera, one of Spain’s Balearic Islands. The second is of a naked lady stretched out on the port hull of his cat. Two bad about all the spray, no? There was no room for the final shot, which is of crowds of young folks on Ibiza, who had no doubt just woken up in time to have their first spliff of the day while watching the sunset. About nine hours later they’d start hitting the clubs and dancing in mounds of spermicidal foam.

"The 97-ft schooner Talofa is alive and quite content here on the hook at La Paz," report Cactus and Betsy Bryan. "We made the trek back to Baja as part of the Ha-Ha, bringing home plenty of swag. In addition to finishing second in
appreciation of something old, original, folks pass across her decks in awe and time,

eers, including Capt. Kevin Porter — have been very steep, and thus far Capt. Cactus
learn something. The learning curve has respect for our boat’s sailing abilities and
and back again has given us new found 

10,000 miles from Mexico to Canada

an adventure like no other. Sailing over

our boat’s name engraved forever on the

complishments while on the ‘05 Tall Ships

Award from the ASTA for our racing ac-

tion last year was winning the Perry Bowl

singing bass trophy over the nav station.

over 10 pounds. We proudly display our

the Tequila Division, we won the Master

Baiter’s award for catching the most fish

over 10 pounds. We proudly display our

singing bass trophy over the nav station.

But perhaps our most important recogni-
tion last year was winning the Perry Bowl

Award from the ASTA for our racing ac-

complishments while on the ’05 Tall Ships

Challenge. We’re all very proud to have

our boat’s name engraved forever on the

Perry Bowl Perpetual. Since purchasing

Talofa in May of ’04, we have been on

an adventure like no other. Sailing over

10,000 miles from Mexico to Canada and

back again has given us new found

respect for our boat’s sailing abilities and

and all that she has to offer those who wish to

learn something. The learning curve has

been very steep, and thus far Capt. Cactus

and 1st Mate Beau — with the help of oth-
ers, including Capt. Kevin Porter — have

sail-trained over 15 cadets this past year,

stopping in over 12 ports. During this
time, Talofa has had more than 40,000

folks pass across her decks in awe and

appreciation of something old, original, and

so special. Just recently, she took 3-4

underprivileged Mexican children for the

sail of their lives. The wind and seas in

CabO Bay really piped up to treat the

to a real Tall Ship experience. Some

even got seasick while learning to ties

knots. We are working toward a full-time

home for Talofa here in Mexico’s Puerto

Los Cabos, the new port in San Jose
del Cabo. We have been blessed by the

many folks who have wanted to volunteer

aboard Talofa — and don’t know what we

would have done without such kindness.

We are always taking on new crew for dif-

gerent lengths of time to help with sailing

and maintenance. Everyone is welcome.

For that or information on charters to the

islands outside of La Paz, check us out at


Readers Steve and Teri Dale wrote in to

ask how difficult it would be to get crew

positions for the Pirates For Pupils Spin-

naker Run For Charity on March 28, and

the Banderas Bay Regatta from March

30 to April 2. The Pirates for Pupils is a

12-mile spinnaker run for charity founded

by Latitude 38 to benefit the schools in

Punta Mita and the shoreline of the north

cost of Banderas Bay. All anybody has to
do to participate is sign up at the Vallarta

YC at Paradise Marina and donate $25 or

more per person. We’ll personally make

sure you get on a big cat. Historically, the

Pirates for Pupils course has been
one of the sweetest sails in Mexico. Did we mention that everybody is supposed to dress up in their best pirate garb for the lunch at Dorado Restaurant preceding the sail? While we can’t guarantee berths on boats in the Banderas Bay Regatta, we’d be stunned if interested sailors couldn’t find one — particularly if they’d done the Pirates for Pupils a few days before. And let us put in an unabashed plug for the Banderas Bay Regatta. It’s the best ‘nothing serious’ regatta for cruising boats only that we’ve ever seen, as it has the best sailing conditions — flat water, mild winds, easy courses — and the best venue — Paradise Marina is wonderful. Did we mention that there is no entry fee, and 30 minutes after the end of each race you can be sitting in a hot-tub overlooking the ocean being served margaritas? For details on this wonderful end-of-the-cruising season sailing event, please Google Banderas Bay Regatta.

Both the Pirates for Pupils and Banderas Bay Regatta are part of the 15-event Banderas Bay Nautical Festival, which starts on March 3 with the finish of the San Diego to P.V. Race, and ends on April 2 with the conclusion of the Banderas Bay Regatta. In between there are activities for people of every nautical persuasion, including an attempt at the world dinghy raft-up record, the St. Paddy’s Day cruise to Punta Mita, the Jazz & Art Festival, the La Cruz Festival, the Optimist Regatta, MEXORC, the Governor’s Parade, the fishing tournament, and much more. For details, see the ad elsewhere in this issue. We plan to be on hand for a lot of these activities with Profiligate, and hope that you will, too.

Connie Sunlover down at Puerto Escondido, Baja, reports that there have been a lot of rumors going around that Singlar has raised the prices for moorings in the main harbor, but says that so far they are just rumors. "The current price remains one peso/foot/day — or about $120 U.S. a month for a 40-footer. Singlar has now got 220-volt electricity to the fuel dock, but the fuel dock still isn’t open."
The company has slowed construction on the new facilities building, concentrating instead on getting their dry storage facility completed. We’ll report on the prices of that operation as soon as they become available. Don’t forget that the 10th Annual Loreto Fest will be May 4-7, with more activities than ever planned for this great fundraiser. ‘Big Banana Sailing’ will be picking up the mooring tab for the boat that travelled the longest distance from their last port of call to make the event, and also for the smallest pocket cruiser to attend. For more information on Loreto Fest, visit www.hiddenportyachtclub.com.

“We greatly missed the Grand Poobah’s intended Ha-Ha presentation at the Seattle Boat Show,” report Steve and Lori Dana of the Mill Valley-based Sceptre 43 Pacific Wind, as we were looking forward to the ever-enjoyable informational talk on the Ha-Ha and cruising in Mexico. But we know the Latitude editorial offices flooded out, and we understand that repairs have a greater priority than the boat show. We nonetheless worked our way through the Seattle show’s many exhibitor booths like children in a candy store. It was a very big event, and admission also entitled one entry to the outdoor Boat Show Afloat, a few minutes away at Lake Union. It was gloomy outdoors, but there was an awesome display of sailboats. By the way, we purchased our Sceptre 43 in Seattle last summer, and had a great September-October cruising experience across Puget Sound, through the San Juan Islands, and along the Gold Coast. We ultimately left Pacific Wind at the manufacturer in Vancouver for a bit of a refit. We can’t wait to get her back in the water and up to Desolation Sound this spring, then home to San Francisco in anticipation of joining the Ha-Ha fleet in ’07.

“Lori has taken the basic ASA sail and seamanship courses,” Steve continues, “and was enamored with the thought of joining John and Amanda Neal on Mahina for a two-week stint along the Pacific Coast without me to gain additional knowledge. I couldn’t be more supportive, since the dream of sailing away was mine. Fortunately, it’s caught on like wildfire with Lori! Despite purchasing our own boat last year, we have retained our membership at Modern Sailing Academy in order to get out on the Bay whenever we have the time. Both of us want to thank...
Latitude for the tremendous inspiration. In fact, since we’re neighbors, we’d have been happy to lend a hand when the creek overflowed into your office.”

Thanks for the kind words and encouragement, but hopefully by the middle of February the editorial offices will be back to some semblance of the mess they were before they were flooded on January 31.

“Every December, a small and well-insulated group of sailors departs Long Beach just before Christmas to circumnavigate Catalina,” reports Harry Hutton. “We stop at Isthmus Harbor, Cat Harbor and, of course, Avalon. Although the weather was cool this year, the locals welcomed us warmly — probably as curiosities to break up their winter tedium. When visiting Avalon, a stop at the Marlin Club is a must. This year our group consisted of the Ericson 35 Rogue and the C&C Landfall 38 Casablanca. We sure didn’t have much company. We’ve been doing this Christmas trip for about five years now, and will probably continue. Give it a try — but just lose those bikinis!”

“First, I want to thank you very much for ‘Lectronic Latitude,” writes John Keen of the San Francisco-based Nordhavn 46 Knot Yet II, which is currently in Umag, Croatia. “During the five months we spent in the Adriatic, and the following three months in Thailand, I was grateful to be able to keep up with sailing news on your site. In a recent ‘Lectronic, you called Malaysia “the most populous Muslim country”. That’s not true, as the title actually belongs to Indonesia, which has about 240 million citizens — or about 10 times that of Malaysia.”

You and several others pointed out that error. Thank you.

“Maybe we should have gone for the ‘2 for 1’ special,” write Rob and Linda Jones of the Whidby Island-based Gemini 3000 cat Cat ‘n About. “That’s right, David Barbor painted both our cat and Latitude’s cat Profligate in the back lagoon at Nuevo Vallarta. Barbor and his guys showed up when they said they would, and did a great job. Actually, we ran out of time and cruised down to Tenacatita Bay, so...
Barbor will have to wait until March to sand and paint our hulls. The cost for a two-part paint job on our little gato? Two thousand dollars plus the haulout. God, we love Mexico! The low price of the paint job makes up for the $50/month the Vallarta YC charges for wifi. Although the price is steep, I probably would have lived with it if the reception weren’t so terrible. It constantly kicks you off. At first I thought it might just be us, but then learned multiple boats were having the same problem. But if that’s my only bitch, life is grand! Hope Profligate’s paint job turns out as good as ours did.”

We also hope the paint job turns out, because, as of the middle of January, the port captain at Nuevo Vallarta is no longer permitting painting in the lagoon. As such, Profligate was having to be towed out to the open waters of Banderas Bay every day for painting. It will be interesting, to say the least, to see how it turns out.

“We’ve got news regarding yachts cruising to Kiribati,” report Kurt and Katie Braun of the Alameda and New Zealand-based Deerfoot 74 Interlude. “Tarawa has instructed officials in the outer islands to turn away yachts attempting to stop. All yachts must now enter Kiribati at Tarawa — or Christmas or Banaba — even if they have obtained visas in advance. The crew of one boat even had their passports seized and mailed to Tarawa. When they arrived there, they were given 24 hours to depart Kiribati or pay $500 for an additional three days. There appears to be some sort of internal problem between Immigration and everyone else in the Kiribati government, but Immigration is ultimately in charge. The High Commissioner at the embassy in Fiji is obviously not following official policy, and is getting yachts in trouble by giving them permission to stop before they get to Tarawa. In other news, we’re having a great time in the Marshall Islands.”

“I’m pleased to report that Point Loma Publishing — which means Captains Pat and John Rains — wants to publish my out-of-print Baja Bash book,” reports Jim Elfers from San Jose del Cabo. “For the last year or so I made the material free on the Latitude and other websites, but apparently downloading 100 pages was too much of a pain for most people. Besides, a lot of people prefer reading it in book form instead of on a monitor. The new version of my book will include other northbound Every kid in America becomes a ham in front of a camera. But that’s not the case at Abaiang Atoll in Kiribati.
options, such as trucking boats home via San Carlos, shipping boats home on Dockwise Transport, and sailing boats home via the Clipper Route."

Elfers also happens to be a honcho at the huge Puerto Los Cabo marina complex being built at San Jose del Cabo. "Phrase One of the project is coming along apace, and is set to open in August of this year. Sailors with multihulls should be glad to learn that we’ll have plenty of end- ties, as well as some dedicated multihull slips. I’m also planning a huge discount for participants in the Ha-Ha — although I’m not sure I’ll be able to make that offer in 2006."

“We leave Antigua on April 18 for Bermuda, then Horta in the Azores, and hope to reach Europe by May 25,” writes Doug Owen of Santa Cruz, who will be crewing aboard the Bruce Roberts 43 Eclipse. The boat was fitted out in Portsmouth in the early ’90s by owner Geoff Titterton, and is registered out of Penarth, Wales. "Geoff and I know each other from high school in Tenby, where we both learned to sail dinghies. It’s been bigger boats ever since then for both of us. Eclipse is presently in Trinidad, since Geoff had to fly home last year to attend to his aging mother’s welfare. If anyone had made the same passage, especially in the late spring, I’d be tickled pink to hear from them at their wonderful website doug@owensearch.com.”

Jim Drake of Drake Marine in Alameda skippered our Ocean 71 Big O from Antigua to the Azores and then to Gibraltar in early May of ’94. They had an easy downwind passage with never more than 15 knots to the Azores, then had a little bit of rough stuff on the way to Gibraltar. If you leave Antigua on May 25, you’ll find that you’re about two weeks behind a flo-
tilla of Antigua Sailing Week boats headed to the Med. It’s a familiar route, and once you get to the Caribbean, any number of veteran skippers can advise you on how to approach it. Canadian Herb Hilgenberg of Southbound II has been providing small boats with weather routing for crossing the Atlantic since 1987, and is much re-

NOMAR™ BUMPERS

Manufactured By:

HOLMES MARINE SPECIALTIES

Meeting Your Docking Needs

Imagine NOT having the hassle of taking your fenders ON and OFF every time you go in and out of your slip? Are you tired of having them constantly riding up on the docks, and getting your hull marked up or worse? Paying for expensive hull rub-outs or repairs? We have great news for you. HMS is now manufacturing a new style of Dock Bumper. A bumper that uses no staples, screws, bolts or nails to attach. Not only is the new style of bumper extremely durable, it is also removable so you can take it with you if you move. Now available in three mounting formats to meet your docking needs.

For more information and a FREE Price Quote please call us at 800-501-0607 or visit www.holmesms.com

spected. Check out his website before you go, and then check in with him as you go across.

"We’ve just purchased a Freedom 35 and will be cruising the Chesapeake for a season and then heading south — finally," report Kirby and Suzie Townsend aboard Tobias. "We sold Lena in Mexico in ’99, and have been boatless ever since. Suzie has just started work at her third West Marine store. She worked at the stores in San Diego and Newport in the ’90s, and is now working at the one in Annapolis. By the way, when the Wanderer and Doña de Mallorca went to the Caribbean for Christmas, we hope they crossed paths with John and Lynn Ringseis on the Lagoon 41 cat Moonshine. Those two Novato residents must love running their charterboat in the British Virgins in the winter, because they just keep going back for more!”

Thanks to EPIRBs, it’s rare to hear of folks having to spend a long time in a liferaft anymore. But it happened to Aussie skipper Mark Smith, 49, and Kiwi crew Steven Freeman, 30, who just barely survived 11 days in a liferaft in mid-December. The two were delivering a 65-ft motoryacht from Hong Kong to Australia when it had engine trouble, was holed by a big wave, and quickly sank off the coast of Vietnam. During the next 11 days, they would be repeatedly capsized by 30-ft waves. The first capsize happened 30 minutes after the sinking, and caused them to lose all their supplies except for one paddle and two sponges. Having no food or water, they managed to collect a few drops of condensation with the sponges, but mainly fended off dehydration by drinking their own urine. Because the raft continued to be flipped, their clothes never dried. They cuddled up at night “like babies” to stay warm. On the 11th day, Smith accidentally swallowed a mouthful of seawater and figured his time had come. But just 10 minutes later they were spotted by a Vietnamese fisherman who managed to rescue them. They were lucky in more ways then one, as the storms that had made their lives so miserable at sea killed 47 in flooding in central Vietnam. Smith says the incident won’t prevent him from returning to sea.

You have to hand it to the Aussies. They’re a game bunch — especially the old geezers. Take Alex Whitworth, 63, and Peter Crozier, 60. After complet-
IN LATITUDES

ing the 2004 Sydney to Hobart Race on Whitworth’s 33-ft Berimilla, the self-de-
scribed “smelly old farts” took off around the world — but with a twist. Their goal
was to reach England by way of Cape Horn in time for the classic Fastnet Race,
and then hurry back to Sydney in time to compete in the 2005 Sydney to Hobart
Race. Sixty must be the new 30, because darned if they didn’t pull it off, arriving in
Sydney just a few days before the Hobart Race. The duo’s year-long voyage was
filled with adventure, of course. They were knocked down off New Zealand and again
off Africa, and Crozier was nearly lost after going overboard while reefing the main.
Despite being on such a small boat, they didn’t see each other much. “We had three
hours on, three hours off, and the only
time the two of us were up was during
sail changes. But we did get together every
evening for a gin & tonic, a hot meal, and
to argue about trivia.” Oddly enough, the
two became poster boys of the American
Association of Retired People after a short
mention in the organization’s newsletter.
Whitworth’s next adventure is to compete

Glenys Mellegers of the San Francisco-

based Cal 46 Dreamcatcher. Actually,
after reading their biographies on their
website, it doesn’t come as any surprise
to us. Originally from Holland, Henry
moved to California at age 12, did some
sailing, got into the tech industry, trav-
elled extensively around the world, and
in ’01 bought Dreamcatcher. A short time
later, he met up with Glenys, who was
born in Australia, but worked in the tech
industry in California, and has extensive
sailing experience all over the world. The
two hit it off and have been going strong
ever since. Here’s what they have to say:

“Our journey began with joyful week-
ends of sailing in San Francisco Bay, fol-
lowed by the many months of blood, sweat
and tears it takes to ready a daysailer for
a world cruise. The load was lightened
by the dozens of friends and family who
turned up every weekend to work along
with us.

With the **cruising season in full
swing**, we’d love to hear from all of you
— and get high-res photos, too. Send your
good stuff to richard@latitude38.com, and
we’ll try to get you in the magazine.

**Your secret paradise...**

Located in a beautiful sheltered lagoon on the north Pacific coast of Nicaragua, 
Marina Puesta del Sol is your premier cruising destination in Central America

- 140 foot fuel dock - diesel/gasoline
- Well marked channel
- 40 slips with water, power and cable TV
- Pool, tennis courts, horseback riding
- Clubhouse with showers and laundry
- Luxurious hotel with 19 executive suites
- Yacht maintenance & repairs

- 24 hour security patrol
- Onsite Immigration & Customs
- Full service restaurant and bar
- Ice & bottled water
- Internet & fax/copy service
- Beach house with pool & restaurant

Marina Puesta del Sol
RESORT • NICARAGUA

Asensadores, Nicaragua • 011-505-276-0585 mpujestadelsol@yahoo.com • marinapuestadelsol.com • U.S.A: 408-588-0017

Entrance Buz. 
Latitude 12°16.55’N
Longitude 86°22.21’W

February, 2006 • Latitude 38 • Page 189
TWO ZODIAC LIFERAFTS. 4-man and 6-man. Good condition. Certified in 2001, expired in 2002. They need to be recertified. Valise type. They are at Sal’s Inflatables in Alameda. He can recertify for you if desired. The rafts are sold as is. (510) 237-7600 or boellg@ajiusa.com.

WEST WIGHT POTTER 14. Glass, original lines, early Gunter rig, batten main with reef, jib, anchor/rode, 5 new cushions, Seagull. $5,800/obo. Also, Buccaneer 24, led aft, electronics, s/c, sleeps 7, spacious liveaboard, dual trailer, $4,800/obo. (530) 673-0394 or (916) 248-6413 or hallevi@aol.com.


MacGregor M-26, 2004 with trailer, spare tire, color chart GPS with depth, CD/AM/FM radio, stove, 50 hp 3-stroke motor, rail seats and mast raising system. $22,000. (707) 812-4003.


CLEAN AND CRISP. West sells for over $5,000. Yours for $3,500. (925) 786-2988.

24 FEET & UNDER


WEST WIGHT POTTER 19, 2005. $11,000/obo. Never even been in the water. Includes brand new EZ-Loader trailer, Tohatsu 4-stroke motor. Standard package boat, sleeps four, stove, Porta-Potti and ice cooler. (209) 403-1690 or email: hitelvi@aol.com.


SAILINGS IN ALAMEDA. He can recertify for you if desired. The rafts are sold as is. (Ken (650) 464-8553.)

MEETING Deadlines is always the 18th at 5 pm of the month prior to publication.

Due to our short lead time, deadlines are very strict and include weekends & holidays.
• No ads without payments
• No billing arrangements
• No ads accepted by phone or fax
• No verification of receipt
• We reserve the right to refuse poor quality photos or illegible ads.

16’ INTERNATIONAL CANOE, #196. One of the fastest monohulls on the Bay. Carbon sliding seat and carriage, carbon VanDusen mast/boom, trailer with big storage box, 3 mains, 5 jibs. One suit less than 10 hours old. $3,800/obo. Gary (510) 237-7600 or boellg@ajiusa.com.

BRISTOL 24 with 10,000-lb trailer. 90% restored. Must sell. Will split. $5,800/obo. (805) 434-2135.

25 TO 28 FEET


MacGregor M-26, 2004 with trailer, spare tire, color chart GPS with depth, CD/AM/FM radio, stove, 50 hp 3-stroke motor, rail seats and mast raising system. $22,000. (707) 812-4003.


INTERNATIONAL FOLKBOAT, #175, 1969. Owned 27 years, all original, excellent, never neglected. 2 sails, Nissan 8 hp, low hours. Lots of gear. 1 portlight, minor leak, needs haulout. Loch Lomond. No demo sail, diver check hull. $7,500. (510) 541-9399.

CAL 25, 1975. Great singlehandler, in great condition. 1998 8 hp 4-stroke Evinrude with electric start and remote gear/throttle control. Furling jib, Walker Bay 8 dinghy with sail kit. Recent upgrades: New battery, bilge pump, motor mount. $6,000. Call (415) 508-0827 or wlduck@175 @yahoo.com.

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 Svensend pulsit, Harken winches, raft, foot pump, oars. 2 anchors, depthfinder, VHF, new Porta-Potti, tool box with tools, boat hooks, fowl weather gear including gloves, life vests, bilge pumps, chains, ropes, many extras not listed. Extensive interior redecoration. Really nice. $6,500. Email: nurzguy@comcast.net.


PEARSON COMMANDER, 1965. Meticulously restored interior. Nicely maintained exterior. Almost $20,000 invested. 400 man-hours invested. 25.5 LOA. 8' beam. 3'8" draft. 5,100 lbs. 8-ckt. cockpit. New interior cushions and Nissan 6 hp. Full keel. $9,400. Pics at: <www.tytiamorgan人性化.com/Sailorick/yare_my_sailboat/> $29,500/obo. Call Denis (925) 372-0475 or djmahoney@sbcglobal.net.


ISLANDER 30, Mk II, 1973. Seawind. Alcohol stove/oven, refrigeration, dinette with widened bed, BBQs, sleeps 6. Extra navigation lights, 3 anchors, 8 Bantam 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).


CALIFORNIA 27, 1974. Excellent condition. New furlow and jib. 9.9 hp electric start outboard. Singlehanded set-up. Sausalito. $8,000. Call (925) 458-2696 or email: Sequoia-boat@sbcglobal.net.

CATALINA 30, 1980, IRISH LADY. Transpac ready. New 3-cyl diesel 40 hrs. All new rig. Interior Force 10 oven, SSB, radar. To much to list. Alameda. $29,500/obo. Call Denis (925) 372-0475 or djmahoney@sbcglobal.net.

ISLANDER 30, Mk II, 1973. Seawind. Alcohol stove/oven, refrigeration, dinette with widened bed, BBQs, sleeps 6. Extra navigation lights, 3 anchors, 8 Bantam 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).

COLUMBIA 26, 1970. Never blistered. 9.9 Honda electric start, remote control. 24 hours. New main, 2 jibs, LectraSan head, legal liveaboard. $4,000. Call (775) 224-4738.


BRUCE ROBERTS 26X, 2013. Loaded with extras, including GPS, 2-station VHF radio, roller furling, inflatable dinghy, all lines led aft, dual batteries with volt meter, custom galley, lots more. In Alameda. $26,000. (209) 379-2900.

WOODRUM MARINE
Specializing in custom interior cabinetry, tables, cabinets, countertops, cabinsoles.

CARPENTRY
Mobile cabinet shop
Call Lon Woodrum at:
415-332-5970

OFFSHORE SWAN SAILING PROGRAM
Instructional Course: Caribbean Racing, Heineken, BVI, Antigua, etc.
Learn to race/crew aboard a Swan 46.
May: Return Sint Maarten to Newport, 2 weeks offshore. June: Bermuda Race & return passage opportunity.

WORLDWIDE BOATWISE
Sailboat consulting
30 years experience
www.sailoilo.com • (800) 4-PASSAGe • (631) 423-4988

VOLPAC, Inc.
Parts / Service • Penta Only
(408) 986-0848 • (800) 258-4545
M-F 10am-8pm • Sa-Su 10am-7pm (pst)
email: Volpar@Volpar.com

VOLVO PENTA
NOT-CAL COMPASS ADJUSTING
Magnetum™ System Exclusively
Boat Remains in Berth     •     Eliminates Deviation
Authorized Compass Repair     •     All Major Brands
Hal McCormack     •     Phone/Fax: (415) 892-7177

MUMM 30, HULL #57. Excellent. New condition: New deck and epoxy bottom by Jim Betts. Diesel engine, sail drive, B&G wind and speed instruments. Quantum carbon furling sails, trailer. Fast and fun. $82,500. Email: gary@racelectric.com or (530) 583-9133.

HENDERSON 30 SPORTBOAT. Fully equipped and ready to race. Located in San Diego and well equipped with kelp cutter on keel. Price reduced to $49,000. Call (858) 755-6265 for equipment list and pics.

BUCCANEER 29 (BAYLINER), 1979. Sleek, fast, roomy, clean, solid sailing vessel. Volvo MD7A diesel, full complement of sails and two spinakers, autopilots, GPS, nav station, head, plus many extras. Berthed at Alameda Marina. Reduced to $9,000/obo. Call (559) 565-3151 or email: eric_inman@excite.com.


NEWPORT 30 Mk II, 1982. Excellent condition inside and out, 2-year-old main, 3-year-old 90° jib, spinaker, Harken furler, lines led aft. New bottom paint, new standing rigging, life lines 5 years old, depth sounder and knot meter. Engine recently serviced, new ss exhaust. $22,000. (925) 933-9890 (eves) or (415) 973-2331 (days).

HERRESHOFF 29, 1977. Built in New Zealand. Beautiful Bay boat, fiberglass hull, fidge, VHF, AM/FM, compass, Autohelm, depthmeter, enclosed head, two headsails, more. Priced to sell $13,000/obo. Call (916) 952-3081 or email: Gemaladavie@comcast.net.
32 TO 35 FEET


NEWPORT 30 Mk II, 1976. ZEEHOND. One of the nicest N-30s afloat. ODCA Season Champ ‘03, Berkeley Midwinter Champ ‘03, ‘04, ’05. 2003 Beta Marine diesel with custom panel, under 200 hours. Raymarine ST-60 instruments with custom mast repeater. All 2002 or newer Pineapple inventory, Kevlar 150% and 150%, carbon 105%, Airex logo’d spinnaker, 1.5 oz Skykite, carbon pole, Harken rollerbearing track and blocks, halyards are Amsteel/Tylaska fittings, Amsteel backstay, custom rudderhead and gooseneck. Rebate for 2006 ODCA season participation. Must move inland. Firm $23,500. Gary (510) 237-7600 or email: boelg@ajiusa.com.


ATKIN 35 ISLAND PRINCESS. Professional coated steel hull with newly installed Westerbeke 50 diesel. No interior or rig. Full plans for completion. Offered with new cabin house, $15,000, or as is, $8,000. (925) 706-6982.


MARINE SURVEYS • Jan Van Sickle
Member: SAMS – AMS & ABYC
Ultrasound Thickness Testing of Steel & Aluminum
jvs@post.harvard.edu • www.vintageyachts.org
(707) 939-9131 • No travel charge within Bay Area


11-METER. 33-ft fast, fun racer. PHRF champion. Trailer. Fair condition. No plumbing or electrical, just racing. **Tack-Tick Race Master. All 2004 North 3DL, 5 hp outboard $12,000/obo. Call David (831) 595-2292 or david@cyberware.com.

MARINE SURVEYS • Jan Van Sickle
Member: SAMS – AMS & ABYC
Ultrasound Thickness Testing of Steel & Aluminum
jvs@post.harvard.edu • www.vintageyachts.org
(707) 939-9131 • No travel charge within Bay Area

SMALL AD, SMALL PRICES • RIGGING ONLY
Standing and running rigging, life lines, furling gear, winches, line, windlasses, travelers, wire and terminals, blocks, vangs, etc. Problem solving is our specialty.
We are a rigging shop specializing in discount mail order. Free catalog.
www.riggingonly.com • (508) 992-0434 • email: riggingonly@comcast.net

SPENCER 34, 1978. Built in Vancouver, Canada. Fast, comfortable, and capable offshore boat. 12 hp Yanmar. Tons of quality and work per last 5 years: New bottom paint, holding tank, discharge pump, wind-V, and knot meters, and heavy jib in 2005. New Pineapple sails, traveler, radar, autopilot and refrigerator in 2003. Rod rigging, solid vang, dodger, and extras. No expensive fix up needed. Sail away on this great looking, fast, comfortable, documented boat for only $58,750. (916) 933-4079 or hjorris@pacbell.net.


C&C 38 Mk II, 1979. Clean turnkey condition. Survey 12/04 showed hull has no problems and all systems are in great shape. New bottom paint, head, holding tank, discharge pump, wind-v, and knot meters, and heavy jib in 2005. New Pineapple sails, traveler, radar, autopilot and refrigerator in 2003. Rod rigging, solid vang, dodger, and extras. No expensive fix up needed. Sail away on this great looking, fast, comfortable, documented boat for only $58,750. (916) 933-4079 or hjorris@pacbell.net.

ISLANDER 36, 1978. $39,000. Well maintained and in very nice condition. Rigging less than 5 years old. Many extras including autopilot, hot pressure water, refrigeration, Force 10 stove/oven, roller furler. Call (650) 726-3848 or (831) 240-9028.


RUNA IV is for SALE. 36-ft 1918 Danish sloop. $15,000/obo. Gentleman’s daysailer. Beautiful Master Mariner conditioner. Good condition for her age, she is sailed very hard weekly. Wooden boat savvy or deep pockets only. See: <www.runa-IV.com> (510) 381-1925.

HAWAIIAN HEAD START. Begin your cruising adventure in paradise where its 80 degrees everyday. Well maintained 1965 Pearson 385 center cockpit sloop is available in Kona. $79,000. (808) 443-6381 or email: yachtwindturner@yahoo.com for more information and photographs. Go sailing now.


ISLANDER 36, 1978. $39,000. Well maintained and in very nice condition. Rigging less than 5 years old. Many extras including autopilot, hot pressure water, refrigeration, Force 10 stove/oven, roller furler. Call (650) 726-3848 or (831) 240-9028.


RUNA IV is for SALE. 36-ft 1918 Danish sloop. $15,000/obo. Gentleman’s daysailer. Beautiful Master Mariner conditioner. Good condition for her age, she is sailed very hard weekly. Wooden boat savvy or deep pockets only. See: <www.runa-IV.com> (510) 381-1925.

HAWAIIAN HEAD START. Begin your cruising adventure in paradise where its 80 degrees everyday. Well maintained 1965 Pearson 385 center cockpit sloop is available in Kona. $79,000. (808) 443-6381 or email: yachtwindturner@yahoo.com for more information and photographs. Go sailing now.


ISLANDER 36, 1978. $39,000. Well maintained and in very nice condition. Rigging less than 5 years old. Many extras including autopilot, hot pressure water, refrigeration, Force 10 stove/oven, roller furler. Call (650) 726-3848 or (831) 240-9028.


RUNA IV is for SALE. 36-ft 1918 Danish sloop. $15,000/obo. Gentleman’s daysailer. Beautiful Master Mariner conditioner. Good condition for her age, she is sailed very hard weekly. Wooden boat savvy or deep pockets only. See: <www.runa-IV.com> (510) 381-1925.

HAWAIIAN HEAD START. Begin your cruising adventure in paradise where its 80 degrees everyday. Well maintained 1965 Pearson 385 center cockpit sloop is available in Kona. $79,000. (808) 443-6381 or email: yachtwindturner@yahoo.com for more information and photographs. Go sailing now.


ISLANDER 36, 1978. $39,000. Well maintained and in very nice condition. Rigging less than 5 years old. Many extras including autopilot, hot pressure water, refrigeration, Force 10 stove/oven, roller furler. Call (650) 726-3848 or (831) 240-9028.


RUNA IV is for SALE. 36-ft 1918 Danish sloop. $15,000/obo. Gentleman’s daysailer. Beautiful Master Mariner conditioner. Good condition for her age, she is sailed very hard weekly. Wooden boat savvy or deep pockets only. See: <www.runa-IV.com> (510) 381-1925.

HAWAIIAN HEAD START. Begin your cruising adventure in paradise where its 80 degrees everyday. Well maintained 1965 Pearson 385 center cockpit sloop is available in Kona. $79,000. (808) 443-6381 or email: yachtwindturner@yahoo.com for more information and photographs. Go sailing now.


FARR 40 ONE TON. Ocean race modifications. Most gear required for Pacific Cup and CYRA offshore racing. Berthed at Richmond Yacht Club. $65,000. Call Mike (916) 769-0299 or email: mcplam@golyon.com.

COLUMBIA 45, 1974. New: Satellite tracking TV, cold-plate fridge, solar panels, watermaker, electric windlass, mainsail, 1700 watt inverter, dinghy davits, electric head, 3rd battery bank and much more. This boat is completely rigged for living offshore. Asking $75,000. (510) 978-0608.


SOUTH SEAS OPPORTUNITY. Sail the best of the South Pacific without the crossing. Bristol condition 43-ft bluewater cruiser available in Brisbane, Australia. Great Barrier Reef, Fiji, Vanuatu only days away. $179,000. See our website: <www.sail-moonshadow.com>


ENDEAVOUR 40 C/C. 1981. 2 cabins, 2 heads, seawind, well maintained, totally equipped and ready for bluewater cruising. $107,000. San Diego slip. Specs and photos: www.endeavour40.com. Email: cbe essaysai@sbglobal.net.


ENDOYANT 40, 1992, HULL 297. 6’8” V-berth, aft head, separate forward shower, original owners. Very clean. If you are looking for a Valiant this is the one. $250,000. (520) 954-7006 or email: differentworlds@yahoo.com.


BALTIC 43, 1987. A truly beautiful and well-cared-for vessel, one of only 47 in the world. She has a very comfortable and elegant interior that is both sensible and seaworthy. Fast, responsive, fun to sail and is well suited for daysailing or extended ocean passage. Brand new factory-installed teak deck. Berthed in Sausalito. $275,000. <www.sfdolphindance.com> (831) 684-2457.

COLDWATER 24. Solid, capable & safe cruiser. 85 hp diesel, new fuel, 200 gal water. Independent hydraulic inside steering station. Paneled wood interior throughout. Tiled shower, galley and head. $70,000. Now $65,000. Bring all offers. San Carlos, Mex. $129,000. Call (520) 742-2727 or svubetcha@aol.com.

COLYMAR 400, 1996. Mexico vet, ready to go with many cruising extras. Solar, watermaker, bimini, dodger, Avon Rib w/9.5 HP 4-stroke Honda outboard, 3 anchors, feathering prop. $86,500. Call Mike (916) 769-0299 or email: capmcrane@golyon.com.

GILLY 22.Very fast, very comfortable, safe. 4-cabin, 2 heads. Amazingly well equipped. Great liveboard or go anywhere. All models in stock • New & Used • Only $35 for a lesson 212 International Blvd., Oakland • Rent, buy, or lease All models in stock • New & Used • Only $35 for a lesson (510) 832-2429.
CONCEPT 63 CATAMARAN™...$839,000

- Brokerage boats, lightly used, ready to cruise
- Proven offshore designs – Fast, safe, comfortable
- Cored epoxy composite construction

CHRIS WHITE DESIGNS
(508) 636-6111
www.chriswhite designs.com

BAYSIDE BOATWORKS INC.
WORK GUARANTEED

New Rail • 200,000# Capacity • To 130'

We Specialize in ‘Classic’ Refinishing
(415) 332-5744
2360 Marinship Way
Sausalito, CA 94965

Hand Crafted, High Efficiency Light New L.E.D. Night-Vision Option
Alpenglow Marine Lights
P.O. Box 415 • Eureka, MT 59917 • 406-889-3586
www.alpenglowlights.com

Wm. E. Vaughan
Maritime Attorney & Consultants
17 Embarcadero Cove, Oakland, CA 94606
(510) 532-1786
Fax (510) 532-3461
evstarmr@ix.netcom.com

Avoid Rocks, Shoals, Excessive Costs and Taxes!

MARINELIENS.COM

FAR WEST MARINE SERVICES • BOAT MAINTENANCE
(510) 865-2534 • You Call — We Respond

CONCEPT 63 CATAMARAN™...$839,000

- Brokerage boats, lightly used, ready to cruise
- Proven offshore designs – Fast, safe, comfortable
- Cored epoxy composite construction

CHRIS WHITE DESIGNS
(508) 636-6111
www.chriswhite designs.com

BAYSIDE BOATWORKS INC.
WORK GUARANTEED

New Rail • 200,000# Capacity • To 130'

We Specialize in ‘Classic’ Refinishing
(415) 332-5744
2360 Marinship Way
Sausalito, CA 94965

Hand Crafted, High Efficiency Light New L.E.D. Night-Vision Option
Alpenglow Marine Lights
P.O. Box 415 • Eureka, MT 59917 • 406-889-3586
www.alpenglowlights.com

Wm. E. Vaughan
Maritime Attorney & Consultants
17 Embarcadero Cove, Oakland, CA 94606
(510) 532-1786
Fax (510) 532-3461
evstarmr@ix.netcom.com

Avoid Rocks, Shoals, Excessive Costs and Taxes!

MARINELIENS.COM

FAR WEST MARINE SERVICES • BOAT MAINTENANCE
(510) 865-2534 • You Call — We Respond
RARE HERRESHOFF CLASSIC NEREIA
36-ft ketch. Newport Beach, CA. Just refurbished. Great survey. Diesel, lots of teak. Will email photos. $37,500, small refurbishment. Great condition. Located Newport Beach, CA. Just returned from 5-year world cruise. Spacious, light, with panoramic views. All extras. 4 double cabins plus crew quarters. Asking $599,000. See: <www.thapoodle.us> Caren (805) 745-5643 or caren_edwards@earthlink.net.


CUSTOM 60’ PERFORMANCE Trawler catamaran. Totally customized, one of a kind. Major refit in 2005. New mast, sails, fridge and more. Family recently returned from 5-year world cruise. Spacious, light, with panoramic views. All extras. 4 double cabins plus crew quarters. Asking $599,000. See: <www.thapoodle.us> Caren (805) 745-5643 or caren_edwards@earthlink.net.

32-FT PIVER TRIMARAN KETCH. Needs paint, rudder blade, mizzen sail, hatch work, two portholo gaskets replaced. 10 hp air-cooled diesel with hydraulic drive, all new teak cockpit. In pristine condition. Reduced to $10,000. J.S. (707) 964-5423.

FOR SALE: $1,250, WATERQUEST 9.3 fishing boat with Advantage Camouflage cover, bow-mount powerdrive motor 55PD furler and headstay. 2 new carbon jibs: 80%, 110%. Includes: Keelvar main, 2 carbon jibs, asymmetric spinnaker, symmetric spinnaker, boatspeed, electronic compass, 6 hp 2-stroke outboard. Excellent condition. Call (707) 964-5423.

18 X 45-FT CONCRETE BARGE. Built by Aquaman. New, $222,000. (650) 814-6283.


HYLAS 42, 1987. Well-equipped, beautiful and comfortable liveaboard, fast world cruiser. Cruising spinnaker, newer Hasse sails, removable inner forestay. All systems refit, new refer/freezer, watermaker, solar and more. Excellent condition, new bottom/survey. $169,000. Email: barcablanco@hotmail.com.


**OUR MISSION:**

**THE BEST POSSIBLE COVERAGE AT THE BEST POSSIBLE PRICE**

Complete offshore, coastal and Bay cruising packages from experienced insurance professionals. Live aboard insurance

**BILL FOWLER of McDERMOTT COSTA INSURANCE**

4049 First Street, #240

Livermore, CA 94550

**(888) 408-8108**

Fax (925) 606-6216

www.mcdermottcosta.com

**BAY MARINE DIESEL**

**AMERICAN BATTERY**  •  Hayward, CA  •  (510) 259-1150

**PARTEHSHIPS**


SEEKING SYMBIOTIC SAILBOAT partnership at Tahoe, any shore. Reno-based, 14 years Tahoe experience, not a scratch. Extensive sailboat maintenance experience, former aircraft mechanic. Last boat 28 diesel Pearson, prefer comparable or larger. Scott (775) 345-0298.

J/105 HALF-EQUITY PARTNERSHIP for sale. Hull #266, 1999. Boat actively raced in local fleet. Call Paul (408) 985-5711 or pauldines@msn.com for details.


NEWPORT 41, 1984. Successful 3-share partnership, losing one to tropical cruising, wants 1 or 2 experienced Bay sailors as new partners. A great sailing boat, well equipped and maintained for Bay and coastal cruising. Equity plus monthly dues; 3 years records available. Berthed in sunny Marina Bay. For details go to <www.AccidentalCruiser.com> and click on ‘Partner Wanted’ or email: MostlyHarlessSailboat@gmail.com.

**HEAVY DUTY DEEP CYCLE MARINE BATTERIES**

Available at the following local marine chandlery and service distributors:

**ALAMEDA**

• Alameda Prop & Machine
• Fortman Marine Store
• Mariner Boat Works
• Star Marine
• Svendsen’s Chandlery

**BENICIA**

• Cruising Seas Services

**MARTINEZ**

• Diablo Marine
• Oxford
• Golden State Diesel
• Sea-Power

**OAKLAND**

• Big Break Marine
• Richmond
• Bay Marine

**SOUTH OF THE BORDER**

**THE COMPLETE LINE**

**NAVIGATION CHARTS** - from modern aerial surveys, not from 1873 surveys. You can use these with your GPS.

**CRUISING GUIDES** - Based on 47 years experience cruising the Gulf under sail.

**TIDE TABLES** • **LIGHT LISTS** • **GPS POINTS**

SEE IT ALL @ www.gerryinc.com

PO Box 976, Patagonia, AZ 85624

Marine Engine Service

**AT YOUR SLIP!**

30 years experience • Universal/Westerbeke dealers
Repairs/Tune-ups all models • Engine Surveys, Instruction

**BAY MARINE DIESEL**

**510-435-8870**

baymarinediesel@sbcglobal.net

**VECTORY/TRINTELLA 40.** Located in La Paz. Van de Stadt design, fiberglass ketch, teak interior. US documented. Center cockpit, rebuilt Perkins 4-236, roller furling, propane stove/oven, fridge/freezer, autopilot, GPS, radar. Cruise ready. Must sell. $60,000. patatsea42@aol.com.

**PARADISE VILLAGE CONDO RENTAL**

Located Banderas Bay, 5-star resort Nuevo Vallarta. 2 bedroom, 2 bath, overlooking pool and marina. Many amenities. See <www.paradisevillage.com> A relaxing tropical getaway in Mexico. Something for everyone. (510) 865-7580 or email: jnmoores@aol.com for details.

**WANTED**

**TWO SOLID WOOD MASTS WANTED.** 40 feet, used, unfinished, unstripped poles, trees OK. Also, gaff rig fittings, hoops, irons, deadeyes, etc. Call (415) 717-4862.

**70+ FT ALUMINUM MAST** boom, rigging, sails, all or part. Prefer cutter rig. (907) 738-5490.

**CRUISING SAILBOAT, 36 TO 39-FT.**

70-FT+ ALUMINUM MAST, boom, rigging, sails, all or part. Prefer cutter rig. (907) 738-5490.

**USED GEAR**

**BERKELEY YC NAUTICAL SWAPMEET.** Sunday, April 9, 6 am setup, coffee, doughnuts, holdsdog. Sellers $25, truck sites available. Outboards, dinghies, generators, used sails, electronics, inverters, stoves, anchors, charts, autopilots, windlasses, winches, much more. Great bargains. Reservations: (510) 908-3304 or wrigh53r@yahoo.com.

**SEA FURL BY HOOD YACHT SYSTEMS.**


**LERNOST TO SAIL in the Sea of Cortez.** San Carlos Sailing School, an ASA school based in San Carlos, Sonora. Specializing in learn-to-sail cruises, vacations. Also offer boat rentals, day trips. See: <http://mexicooler.com/> or please call (800) 874-4830.

**SKIPPERED SNORKELING ADVENTURES in PUERTO VALLARTA**

• • • Six days aboard a new, 40-ft Silverton motor yacht • • • Snorkeling, swimming, fishing in secluded coves around the PV area • • • $980, all inclusive, maximum four persons • • •

Gordon: (415) 200-8150

**MANSON GALVANIZED PLOUGH ANCHORS**

Clearance Prices: 25-lb $162 • 35-lb $207 • 45-lb $257

More sizes available 15 to 80-lb • Call for more info

**DW & ASSOCIATES** • San Diego (619) 475-0712
ALUMINUM SAILBOAT MAST. Cal 40 racetrack section, 43 feet long. Rotating ball and socket with tapered top section. 1.9 lbs per linear foot. 128 lbs with single spreader and rigging. Custom fiberglass cradles for trailer or storage racks. $2,000/obo. (650) 444-4270.


TWO YANMAR 52 DIESEL ENGINES each with 3,000 hours, Model #4JHSE, with or without salivdrives, Model #SD31, 74-ft mast designed for catamaran. Misc. parts, membrane and high-pressure pump for high-output watermaker, never used. Teleflex Capilano hydraulic steering parts. Call (415) 269-5165.


600 HP VOLVO MDIC ENGINE, $1500. MS transmission, $1,500. In boat and running. To be removed February. 1-1/2 dismantled and shipped. $2,000. Email: mrmalls@att.net or (808) 375-2403.

2G20 YANMAR DIESEL, COMPLETE, 18 hp, $3,000. MD-3 Volvo diesel with 454-8113. $1,800. (916) 826-5653.

1.9 lbs per linear foot. 128 lbs with single spreader, all service, 1,000 meters, only $4,000. 130 acres, only $58,000, ocean views. <www.YourCostaRicaRealEstate.com> • Toll Free (888) 626-0242

ALUMINUM SAILBOAT MAST. Cal 40 racetrack section, 43 feet long. Rotating ball and socket with tapered top section. 1.9 lbs per linear foot. 128 lbs with single spreader and rigging. Custom fiberglass cradles for trailer or storage racks. $2,000/obo. (650) 444-4270.


TWO YANMAR 52 DIESEL ENGINES each with 3,000 hours, Model #4JHSE, with or without salivdrives, Model #SD31, 74-ft mast designed for catamaran. Misc. parts, membrane and high-pressure pump for high-output watermaker, never used. Teleflex Capilano hydraulic steering parts. Call (415) 269-5165.


600 HP VOLVO MDIC ENGINE, $1500. MS transmission, $1,500. In boat and running. To be removed February. 1-1/2 dismantled and shipped. $2,000. Email: mrmalls@att.net or (808) 375-2403.

2G20 YANMAR DIESEL, COMPLETE, 18 hp, $3,000. MD-3 Volvo diesel with 454-8113. $1,800. (916) 826-5653.

1.9 lbs per linear foot. 128 lbs with single spreader, all service, 1,000 meters, only $4,000. 130 acres, only $58,000, ocean views. <www.YourCostaRicaRealEstate.com> • Toll Free (888) 626-0242

ALUMINUM SAILBOAT MAST. Cal 40 racetrack section, 43 feet long. Rotating ball and socket with tapered top section. 1.9 lbs per linear foot. 128 lbs with single spreader and rigging. Custom fiberglass cradles for trailer or storage racks. $2,000/obo. (650) 444-4270.


TWO YANMAR 52 DIESEL ENGINES each with 3,000 hours, Model #4JHSE, with or without salivdrives, Model #SD31, 74-ft mast designed for catamaran. Misc. parts, membrane and high-pressure pump for high-output watermaker, never used. Teleflex Capilano hydraulic steering parts. Call (415) 269-5165.


600 HP VOLVO MDIC ENGINE, $1500. MS transmission, $1,500. In boat and running. To be removed February. 1-1/2 dismantled and shipped. $2,000. Email: mrmalls@att.net or (808) 375-2403.

2G20 YANMAR DIESEL, COMPLETE, 18 hp, $3,000. MD-3 Volvo diesel with 454-8113. $1,800. (916) 826-5653.

1.9 lbs per linear foot. 128 lbs with single spreader, all service, 1,000 meters, only $4,000. 130 acres, only $58,000, ocean views. <www.YourCostaRicaRealEstate.com> • Toll Free (888) 626-0242

ALUMINUM SAILBOAT MAST. Cal 40 racetrack section, 43 feet long. Rotating ball and socket with tapered top section. 1.9 lbs per linear foot. 128 lbs with single spreader and rigging. Custom fiberglass cradles for trailer or storage racks. $2,000/obo. (650) 444-4270.


TWO YANMAR 52 DIESEL ENGINES each with 3,000 hours, Model #4JHSE, with or without salivdrives, Model #SD31, 74-ft mast designed for catamaran. Misc. parts, membrane and high-pressure pump for high-output watermaker, never used. Teleflex Capilano hydraulic steering parts. Call (415) 269-5165.


600 HP VOLVO MDIC ENGINE, $1500. MS transmission, $1,500. In boat and running. To be removed February. 1-1/2 dismantled and shipped. $2,000. Email: mrmalls@att.net or (808) 375-2403.

2G20 YANMAR DIESEL, COMPLETE, 18 hp, $3,000. MD-3 Volvo diesel with 454-8113. $1,800. (916) 826-5653.

1.9 lbs per linear foot. 128 lbs with single spreader, all service, 1,000 meters, only $4,000. 130 acres, only $58,000, ocean views. <www.YourCostaRicaRealEstate.com> • Toll Free (888) 626-0242

ALUMINUM SAILBOAT MAST. Cal 40 racetrack section, 43 feet long. Rotating ball and socket with tapered top section. 1.9 lbs per linear foot. 128 lbs with single spreader and rigging. Custom fiberglass cradles for trailer or storage racks. $2,000/obo. (650) 444-4270.
CAPTAINS, FIRST OFFICERS & CREW and Sailing Instructors. Rendezvous Charters and Spinnaker Sailing is hiring. P/T or F/T, midweek and weekend shifts available. Want to love your job? Building sea time? Join this fun company full of great people. Fax résumé to (415) 543-7705 or email: rendezvous@earthlink.net. Questions? Call (415) 543-7333.

LOOKING FOR A NEW CAREER ON the water? SF-based tug and barge company is looking for deckhand/engineers. Must be reliable, hard working and self-motivated. Some boat and mechanical experience preferred, but not required. If you have a positive attitude, we are willing to train. Expect long, odd hours. Applicants must be able to lift wires and lines, and have reliable transportation. We are a drug-free workplace. Apply Westar Marine Services, Pier 50, Shed ‘C’, San Francisco.

CAPTAINS WANTED: BAY QUACKERS. San Francisco’s Duck Tour is now accepting résumés for Captain/Driver positions. Must have at least USCG 25 ton, CPR/First Aid, FCC Radio Lic. and a clean driving record. Wacky personality a plus. Class B bus license a double plus. Call John Scannel (415) 431-3825. Send résumés to: jobs@bayquackers.com.

BALLENA BAY YACHT BROKERS, California dealer for Nordic Tugs, is now interviewing for two sales positions. One in our San Diego office and one in our Alameda office. Let us know why we should hire you. Please reply to: Len@ballenabayyachts.com.

YACHT DETAILING positions available. Well established Bay Area mobile yacht maintenance company is seeking experienced detailers to clean and polish private yachts. Must have high speed machine buffer experience, and valid California driver’s license to drive company-provided fleet trucks. Seeking individuals who are familiar with boating and marine industry, enjoy working outdoors and have an eye for detail. Experienced auto-detailers are welcome to apply. Full-time hours, health benefits, $40K plan. $ based on experience. Call (415) 806-8213 to apply.

CAPTAINS NEEDED. The San Francisco Sailing Company needs several captains for the 2006 season. We are a small charter company operating on Pier 39 in San Francisco. We offer the best pay and steady work sailing the Bay for captains in strong physical condition with charming personalities. For the best job in the world call (415) 378-4887 or email: erik@sailsf.com.

PAID CREW POSITION FOR SF TO Europe on new high-tech 50-ft power catamaran. Owner has extensive transocean experience in sail and power multihulls. Must have mechanical, electronics, electrical and general boat skills. Fax résumé, ocean experience, skills summary: (415) 292-7735.

CAREER POSITIONS IN SAILING CLUB Management and Sales: OCSC Sailing, the premier sailing school on San Francisco Bay, is growing fast and looking for two experienced sailors with a talent for sales and customer service. Sell our award-winning program to a regional and national audience; counsel, mentor and delight our students and members; guide OCSC’s daily operations. Additional information: <http://www.ocscssailing.com/about_ocsc/jobs.html> Please send résumé and cover letter to: antonia@ocscssailing.com.

NEEDED: HELP TO COMPLETE AND CREW 70-ft yacht for charter in the Caribbean. Small wage to start. Possible liveaboard while yacht is being completed. Must be in good physical condition. Email qualifications to: don@sundancecharter.com.

OUTSIDE MARINE SALES. Svendsen’s Marine Distributing is seeking a dynamic and energetic outside sales person for its wholesale division. The candidate will join Svendsen’s existing sales force and sell wholesale marine products in the greater Bay Area and Northern California. Applicants must have a thorough knowledge of marine products and the marine industry. This is a great opportunity for career growth. Please contact John Platt at: gpalt@svendsens.com or call (510) 522-7860.

NORTHERN CALIFORNIA. Assistant Marine Manager. Experienced in all aspects of marine operations including customer relations, sales, supervision and administration. Competitive salary and benefits. Resumés to: jwalter@mbyachtharbor.com or fax to (415) 236-1957.

BUSINESS OPPORTUNITIES


COSTA RICA

SF Sailor, 25 Years in Costa Rica • Real Estate Info and/or Travel Info www.yourcostaricarealestate.com toll free (888) 626-0242
McGinnis Insurance
Yacht & Boat Insurance Only
Pleasure Craft Specialists since 1972
Call us at: 800-486-4008
mcginnisins@aol.com
License #0570469

Oceanus Marine LLC
Marine Surveying and Consulting
- Extensive Surveys – Both Sail and Power
- Lloyd’s Degreed Surveyor
- USCG Master & Engineer Licenses

John H. Moses, M.S.  650.267.3104
oceanusmarine@hotmail.com

USED SAILS
- Largest inventory
- Pay cash for surplus
- Over 20 years in business
- Inspected, rated and offered with no risk, money-back guarantee

www.sailexchange.com
(800) 628-8152

100% INTERNET BASED  We carry a complete line of refrigeration parts for maintenance, repair, and upgrades for all brands including Grunert, Glacier Bay, Marine Air, Sea Frost, Adler/Barbour and more.  We are also pleased to offer R28+ vacuum insulation panels (independent lab tests) all at Rprices: guaranteed lowest!

www.rparts.com

ADVERTISERS’ INDEX
AB Marine.........................85
ABC Yachts......................210
Agape Villages.................202
Alameda Prop & Machine ....85
Albatross Yacht Charters.....168
Almar Marinas.................81
Alpenglow Marine Lights ...196
Alpha Marine Systems.......184
American Battery..............198
Anacortes Yacht Charters...168
Andersons Boat Yard........47
Aquatic Protection Agency...206
Ardell Yacht & Ship Brokers.207
Baja Naval......................181
Baja Schooner Cruises ...168
Bo’sun Supplies..............192
Ballenger Spars..............19
Boat US........................95
Bollena Bay Yacht Brokers..19
Bottom Siders..............200
Boy Scouts San Francisco ..208
Bay Island Yachts.........  7
Bay Marine Boatworks ...20,45
British Marine...............14
Bay Marine Diesel...........198
Cabrillo Yacht Sales ......208
Canadian Yacht Sales ......87
California Yacht Sales ......87
City Yachts................. 17
Clipper Yacht Harbor ......149
Conch Charters..............169
Cover Craft....................60
Coyote Point Marina ......22
Doyle Sails................. 77
E Paint.........................56
Easom Rigging..............99
Edensaw Woods..............82
Emery Cove Yacht Harbor ..85
Emeryville Marina........136
Essex Credit Corp...........89
Farallone Yacht Sales ......11
Festival Nautico...........65
Forespar......................58
Flying Cloud Yachts....... 23
Festival Nautico...........65
Festival Nautico...........65
Festival Nautico...........65
Festival Nautico...........65
Festival Nautico...........65
Festival Nautico...........65
Festival Nautico...........65

<table>
<thead>
<tr>
<th>Company</th>
<th>Contact Information</th>
<th>Category</th>
<th>Address</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>REPAIRS REPAIRS REPAIRS</td>
<td>HAYNES SAILS</td>
<td>A full service sail loft</td>
<td>351 EMBARCADERO OAKLAND, CA 94606</td>
<td>(510) 465-1093</td>
</tr>
<tr>
<td></td>
<td>Call (415) 459-2666 for appointment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADVERTISERS’ INDEX - cont’d</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fortman Marina</td>
<td></td>
<td></td>
<td></td>
<td>(66)</td>
</tr>
<tr>
<td>Fowler Insurance Agency</td>
<td></td>
<td></td>
<td></td>
<td>(70)</td>
</tr>
<tr>
<td>FX Sails</td>
<td></td>
<td></td>
<td></td>
<td>(26)</td>
</tr>
<tr>
<td>Garhauer Marine</td>
<td></td>
<td></td>
<td></td>
<td>(187)</td>
</tr>
<tr>
<td>Gentry’s Kona Marina</td>
<td></td>
<td></td>
<td></td>
<td>(169)</td>
</tr>
<tr>
<td>Gianola &amp; Sons</td>
<td></td>
<td></td>
<td></td>
<td>(91)</td>
</tr>
<tr>
<td>Glen Cove Marina</td>
<td></td>
<td></td>
<td></td>
<td>(192)</td>
</tr>
<tr>
<td>Go Cats</td>
<td></td>
<td></td>
<td></td>
<td>(166)</td>
</tr>
<tr>
<td>Golden State Diesel Marine</td>
<td></td>
<td></td>
<td></td>
<td>(202)</td>
</tr>
<tr>
<td>Grand Marina</td>
<td></td>
<td></td>
<td></td>
<td>(2)</td>
</tr>
<tr>
<td>H&amp;S Yacht Sales</td>
<td></td>
<td></td>
<td></td>
<td>(8.9)</td>
</tr>
<tr>
<td>Hanse North America</td>
<td></td>
<td></td>
<td></td>
<td>(126)</td>
</tr>
<tr>
<td>Hansen Rigging</td>
<td></td>
<td></td>
<td></td>
<td>(93)</td>
</tr>
<tr>
<td>Harken</td>
<td></td>
<td></td>
<td></td>
<td>(62)</td>
</tr>
<tr>
<td>Hayn Marine</td>
<td></td>
<td></td>
<td></td>
<td>(95)</td>
</tr>
<tr>
<td>Hays Marine Sails</td>
<td></td>
<td></td>
<td></td>
<td>(202)</td>
</tr>
<tr>
<td>Hogen Sails</td>
<td></td>
<td></td>
<td></td>
<td>(91)</td>
</tr>
<tr>
<td>Holmes Marine Specialties</td>
<td></td>
<td></td>
<td></td>
<td>(187)</td>
</tr>
<tr>
<td>Hood Sails</td>
<td></td>
<td></td>
<td></td>
<td>(33)</td>
</tr>
<tr>
<td>Hydrovane</td>
<td></td>
<td></td>
<td></td>
<td>(30)</td>
</tr>
<tr>
<td>J/World</td>
<td></td>
<td></td>
<td></td>
<td>(63)</td>
</tr>
<tr>
<td>Jiffy Jax</td>
<td></td>
<td></td>
<td></td>
<td>(130)</td>
</tr>
<tr>
<td>Johnson Marine, C. Sherman</td>
<td></td>
<td></td>
<td></td>
<td>(70)</td>
</tr>
<tr>
<td>Kissinger Canvas</td>
<td></td>
<td></td>
<td></td>
<td>(89)</td>
</tr>
<tr>
<td>KKMI Boatyard</td>
<td></td>
<td></td>
<td></td>
<td>(149)</td>
</tr>
<tr>
<td>KKMI Rigging</td>
<td></td>
<td></td>
<td></td>
<td>(22)</td>
</tr>
<tr>
<td>KKMI/Swan Yacht Sales</td>
<td></td>
<td></td>
<td></td>
<td>(54)</td>
</tr>
<tr>
<td>KKM/Swan Yacht Sales</td>
<td></td>
<td></td>
<td></td>
<td>(54)</td>
</tr>
<tr>
<td>KKM Yacht Sales</td>
<td></td>
<td></td>
<td></td>
<td>(88)</td>
</tr>
<tr>
<td>Larry R. Mayne Yacht &amp; Ship</td>
<td></td>
<td></td>
<td></td>
<td>(16)</td>
</tr>
<tr>
<td>Lorello</td>
<td></td>
<td></td>
<td></td>
<td>(185)</td>
</tr>
<tr>
<td>Lee Sails</td>
<td></td>
<td></td>
<td></td>
<td>(194)</td>
</tr>
<tr>
<td>Letter Sails</td>
<td></td>
<td></td>
<td></td>
<td>(96)</td>
</tr>
<tr>
<td>Lewmar Marine</td>
<td></td>
<td></td>
<td></td>
<td>(75)</td>
</tr>
<tr>
<td>List Marine Enterprises</td>
<td></td>
<td></td>
<td></td>
<td>(26)</td>
</tr>
<tr>
<td>Loch Lomond Marina</td>
<td></td>
<td></td>
<td></td>
<td>(153)</td>
</tr>
<tr>
<td>Maine Cats</td>
<td></td>
<td></td>
<td></td>
<td>(169)</td>
</tr>
<tr>
<td>Makela Boatworks</td>
<td></td>
<td></td>
<td></td>
<td>(194)</td>
</tr>
<tr>
<td>Marina Bay Yacht Harbor</td>
<td></td>
<td></td>
<td></td>
<td>(127)</td>
</tr>
<tr>
<td>Marina Mazatlan</td>
<td></td>
<td></td>
<td></td>
<td>(74)</td>
</tr>
<tr>
<td>Marina Puesta Del Sol</td>
<td></td>
<td></td>
<td></td>
<td>(189)</td>
</tr>
<tr>
<td>Marina Real</td>
<td></td>
<td></td>
<td></td>
<td>(182)</td>
</tr>
<tr>
<td>Marina Village</td>
<td></td>
<td></td>
<td></td>
<td>(73)</td>
</tr>
<tr>
<td>Marine Engine Company</td>
<td></td>
<td></td>
<td></td>
<td>(192)</td>
</tr>
<tr>
<td>Marine Lube</td>
<td></td>
<td></td>
<td></td>
<td>(200)</td>
</tr>
<tr>
<td>Marine Boat Yard</td>
<td></td>
<td></td>
<td></td>
<td>(57)</td>
</tr>
<tr>
<td>Monterey Bay Marina</td>
<td></td>
<td></td>
<td></td>
<td>(200)</td>
</tr>
<tr>
<td>Monterey Bay Canvas</td>
<td></td>
<td></td>
<td></td>
<td>(20)</td>
</tr>
<tr>
<td>Modern Sailing Academy</td>
<td></td>
<td></td>
<td></td>
<td>(51)</td>
</tr>
<tr>
<td>Napa Valley Marina</td>
<td></td>
<td></td>
<td></td>
<td>(99)</td>
</tr>
<tr>
<td>Nelson Yachts</td>
<td></td>
<td></td>
<td></td>
<td>(93)</td>
</tr>
<tr>
<td>Nelson Yachts/Sydney</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nelson’s Marine</td>
<td></td>
<td></td>
<td></td>
<td>(212)</td>
</tr>
<tr>
<td>Nolando Boatworks</td>
<td></td>
<td></td>
<td></td>
<td>(16)</td>
</tr>
<tr>
<td>New Era Yachts</td>
<td></td>
<td></td>
<td></td>
<td>(207)</td>
</tr>
<tr>
<td>McGinnis Insurance</td>
<td></td>
<td></td>
<td></td>
<td>(201)</td>
</tr>
<tr>
<td>McGrath Pacific</td>
<td></td>
<td></td>
<td></td>
<td>(15)</td>
</tr>
<tr>
<td>Milltech Marine, Inc</td>
<td></td>
<td></td>
<td></td>
<td>(24)</td>
</tr>
<tr>
<td>Monterey Bay Canvas</td>
<td></td>
<td></td>
<td></td>
<td>(20)</td>
</tr>
<tr>
<td>Monterey Bay Marina</td>
<td></td>
<td></td>
<td></td>
<td>(200)</td>
</tr>
<tr>
<td>Monterey Boat Yard</td>
<td></td>
<td></td>
<td></td>
<td>(57)</td>
</tr>
<tr>
<td>Marine Research</td>
<td></td>
<td></td>
<td></td>
<td>(209)</td>
</tr>
<tr>
<td>Maritime Institute</td>
<td></td>
<td></td>
<td></td>
<td>(26)</td>
</tr>
<tr>
<td>Marine’s General Insurance</td>
<td></td>
<td></td>
<td></td>
<td>(66)</td>
</tr>
<tr>
<td>Nelson Yachts</td>
<td></td>
<td></td>
<td></td>
<td>(92)</td>
</tr>
<tr>
<td>New Era Yachts</td>
<td></td>
<td></td>
<td></td>
<td>(207)</td>
</tr>
</tbody>
</table>
How about a Jim DeWitt portrait of your boat for Valentine’s Day?

Please come visit or call us for more details. Also ask for a brochure on Jim’s ongoing art classes in Point Richmond. Learn to draw and paint from the master! And check out Jim’s website.

DeWitt Art Gallery & Framing
(510) 236-1401   (800) 758-4291    www.jimdewitt.com
121 Park Place, Point Richmond, CA 94801
Tuesday-Thursday 11:30 a.m. to 5:00 p.m. • Friday 11:00 a.m. to 3:00 p.m. • Saturday 11:00 a.m. to 4:00 p.m.
49' HUNTER 460, 2000. Yanmar diesel, 4 kw genset, dodger, cockpit enclosure, chart plotter w/GPS, radar and autopilot. $239,900

Also available:

42' HUNTER PASSAGE

55' CUSTOM ROBERTS

HUNTER 376, 1997
Putting jib, inverter, dodger, and bimini. Asking $115,000

34' PACIFIC SEACRAFT, 1991
Crealock design. Yanmar diesel, cutter rig, radar, GPS, autopilot, inverter, furling jib. Excellent condition. $122,500

MARINE SURVEYS
from $12 per foot • SAMS

YACHT SERVICE
Mobile Van • Projects • Monthly

SLIPS AVAILABLE
$8 per foot • Downtown Sausalito

SAUSALITO YACHT AND SHIP MARINE SURVEYS
1306 Bridgeway at Turney • (415) 332-2550

ADVERTISERS' INDEX - cont’d
LIST WITH US FOR RESULTS!

We See Most of the Bay Area Buyers!

BENETEAU 473, 2002 ~ $289,000
BENETEAU 331, 2001
BENETEAU 321, 2000 ~ $82,500
BENETEAU FIRST 44.7, 2003 ~ $349,000
CHEOY LEE OFFSHORE 40
PASSPORT 40, 1985 ~ $149,000
ISLAND PACKET 35, 1990 ~ $149,000
ISLAND PACKET 32, 1990 ~ $82,500
X-YACHT 412, 2001 ~ $287,000

Peter Crane Yacht Sales and Charters

In Santa Barbara – experienced, interested, friendly, low pressure Brokerage without Walls
Peter Crane (805) 963-8000  •  Mark Scott-Paine (805) 455-7086

1984 Fully Custom Islander 40
Singlehanded TransPac vet. $89,500

1968 Morgan 54
A very cool looking boat. Nice equipment. $99,000

1967 Trintella 29 fiberglass sloop
Beautiful jewel-like Dutch pocket cruiser. $23,000

1988 Catalina 36
Huge 42” LCD TV on main bulkhead. You’re in the news, plus good equip. $57,000

Tartan 38 Tall Rig
Fully cruise ready. $99,900

1974 Morgan OI 41
Good cruise equipment. $65,000

Info & photos: www.petercraneyachts.com  pc@petercraneyachts.com

Larry R. Mayne  (650) 888-2324
maynesails@aol.com
lic. calif. yacht broker

COMING SOON!
The Spectacular Hanse 370 will be available for viewing Spring 2006.

Hanse 34, ’03, like new, full electronics……$131,900
Wyliecat 30, ’06, new outboard………………$120,000
Wyliecat 30, ’97, inboard……………………$105,000
Wyliecat 30, ’97, outboard……………………$90,000
Grand Banks 32, ’67, diesel…………………..$32,500
Chaparral 23, ’87, I/O, on trailer, like new……$8,500
Cobalt 22, ’84, Volvo, I/O……………………$17,500
West Wight Potter 19, ’01, dodger, O/B………$11,000

NEW NORTHERN CALIFORNIA DEALER

COMING SOON!

COMING SOON!

Hanse 34, ’03, like new, full electronics……$131,900
Wyliecat 30, ’06, new outboard………………$120,000
Wyliecat 30, ’97, inboard……………………$105,000
Wyliecat 30, ’97, outboard……………………$90,000
Grand Banks 32, ’67, diesel…………………..$32,500
Chaparral 23, ’87, I/O, on trailer, like new……$8,500
Cobalt 22, ’84, Volvo, I/O……………………$17,500
West Wight Potter 19, ’01, dodger, O/B………$11,000

1984 Fully Custom Islander 40
Singlehanded TransPac vet. $89,500

1968 Morgan 54
A very cool looking boat. Nice equipment. $99,000

1967 Trintella 29 fiberglass sloop
Beautiful jewel-like Dutch pocket cruiser. $23,000

1988 Catalina 36
Huge 42” LCD TV on main bulkhead. You’re in the news, plus good equip. $57,000

Tartan 38 Tall Rig
Fully cruise ready. $99,900

1974 Morgan OI 41
Good cruise equipment. $65,000

Info & photos: www.petercraneyachts.com  pc@petercraneyachts.com

Larry R. Mayne  (650) 888-2324
maynesails@aol.com
lic. calif. yacht broker

COMING SOON!
The Spectacular Hanse 370 will be available for viewing Spring 2006.

Hanse 34, ’03, like new, full electronics……$131,900
Wyliecat 30, ’06, new outboard………………$120,000
Wyliecat 30, ’97, inboard……………………$105,000
Wyliecat 30, ’97, outboard……………………$90,000
Grand Banks 32, ’67, diesel…………………..$32,500
Chaparral 23, ’87, I/O, on trailer, like new……$8,500
Cobalt 22, ’84, Volvo, I/O……………………$17,500
West Wight Potter 19, ’01, dodger, O/B………$11,000

1984 Fully Custom Islander 40
Singlehanded TransPac vet. $89,500

1968 Morgan 54
A very cool looking boat. Nice equipment. $99,000

1967 Trintella 29 fiberglass sloop
Beautiful jewel-like Dutch pocket cruiser. $23,000

1988 Catalina 36
Huge 42” LCD TV on main bulkhead. You’re in the news, plus good equip. $57,000

Tartan 38 Tall Rig
Fully cruise ready. $99,900

1974 Morgan OI 41
Good cruise equipment. $65,000

Info & photos: www.petercraneyachts.com  pc@petercraneyachts.com

Larry R. Mayne  (650) 888-2324
maynesails@aol.com
lic. calif. yacht broker
Need Crew? A Boat to Crew On?

San Carlos Yachts

www.sancarlosyachts.com

Mountains and desert on the Sea of Cortez. The fastest growing, largest independent boat brokerage South of the Border! All within a few hours’ drive of Tucson. San Carlos Yachts has over fifty top-quality cruise equipped sail and power boats available now – and we’re adding boats every week.

San Carlos offers U.S.-quality boat workers and facilities, certified surveyors, everything you might need. Most everyone here speaks English, too. We can arrange discounted lodging for your stay, dive trips, sportfishing, horseback riding, golf…you name it!

We’re only a toll-free phone call away 1-877-694-4568. Come see why San Carlos Yachts is a different kind of brokerage in a different kind of paradise! ¡Se habla ingles tambien!

SAIL

45' MORGAN 452 CC KETCH, ‘78

Forty-five foot Morgan is a classic bright and spacious Catalina dream! She features Frank Butler’s Mk II is the answer to your cruising needs, easy to maintain. The Catalina 42 is a comfortable boat to live aboard. She’s waiting for you in paradise! And you could ask for, everything in very nice condition…a very comfortable boat to live aboard. She’s waiting for you in paradise!

For directions and more info, see our Web page at www.latitude38.com/crewlist/Crew.html

DONATE YOUR BOAT

Donate your boat to the Aquatic Protection Agency and proceeds will support what is important to all of us – water quality. We get into the trenches and test for illegal toxic pollution. The rules have changed this year so call us first because we will get you top dollar for your donation. Whether you have a sailboat, powerboat, or dinghy, we will use your equipment so you will not be limited to what some broker can get for another charity.

Our programs include:

- California Coastline Survey
- BlueBoater Education
- Outfall monitoring
- Toxic dumping investigations
- Cruise ship monitoring
- Kids Corner

Your donation is tax deductible and will go towards a good cause. When you donate your boat, you are not just getting rid of a burden and enjoying the tax benefits, you are doing your part to protect the environment from those who are causing the deaths of our ocean wildlife.

Contact: Kurt Wichmann (415) 235-0756 or Dan Counts (831) 247-8228

The APA is always looking for a few volunteers and we currently have a couple of program Director positions available. Send an email to ericr@aquaticprotection.org if you want to volunteer.

www.AquaticProtection.org
2099 Grand St. #98-03, Alameda, CA 94501
(510) 523-5988 • sales@newerayachts.com

### Vehicles for Sale

#### 39’ YORKTOWN, 1980
Cruise ready entry level cruiser, well equipped, canvas, roller furling, electronics. $59,500.

#### 33’ LAGUNA, 1983
A real gem! Must see! $29,950.
Also: Columbia 28, 1969. $12,950.

#### 32’ ALOHA SLOOP, 1983
Good family boat. Clean, well equipped. $33,500.

#### 42’ GRAND BANKS, 1974
F/G, clean, diesel. $145,000.

#### 68’ REICHEL/PUGH CUSTOM SLOOP, 1989
Carbon construction, updated Alan Andrews keel and rudder. Outstanding condition, complete cosmetic and gear refit in 2005. Strong boat that is ready to race in any water. She is absolutely turnkey. Located in Newport Beach. Ask for JIM ELLIOTT.

#### 59’ LOA HERRESHOF, 1916
This New York 40 is in magnificent condition, having recently undergone a complete rebuild/reef, and is ready to sail. Marconi rigged, this beautiful sloop has an all timber interior, new systems including electrical and plumbing. A true classic. Ask for JIM ELLIOTT.

#### 44’ HYLAS CUTTER, 1989

#### 44’ MASON CUTTER, 1989
Pristine, two stateroom, one head layout. Double berths in both staterooms, head with stall shower. Tecnautics refrigerator, Northern Lights generator, inverter, North sails, Navigraphics. Located in Newport Beach. Ask for BILL PALMER.

#### 48’ ISLANDER, 1985
Solid fiberglass construction. Aft cockpit, two staterooms each with adjoining head and shower. 14’ beam, settee and U-shaped dinette. 85hp diesel, stainless davits, roller furling, self-tailing Barient winches, autopilot. Located in Newport Beach. Ask for TOM CONNET.

#### 59’ LOA HERRESHOF, 1916
This New York 40 is in magnificent condition, having recently undergone a complete rebuild/reef, and is ready to sail. Marconi rigged, this beautiful sloop has an all timber interior, new systems including electrical and plumbing. A true classic. Ask for JIM ELLIOTT.

For details on these and other yachts, visit us at www.helmsyacht.com
(510) 865-2511

YACHT SALES INC.
314 Tideway Drive, Alameda, CA 94501

www.ardell.com • www.yachtworld.com/ardell • www.yachtcouncil.com

California
Tel: (949) 642-5725
Fax: (949) 642-9984
Email: yachts@ardell-ca.com

Florida
Tel: (954) 527-7637
Fax: (954) 527-1292
Email: yachts@ardell-fl.com
1550 South East 17th Street
Ft. Lauderdale, FL 33316

Ardell’s staff of career professionals is dedicated to providing close personal attention and the highest standards of service and confidentiality to its clients.

Please contact us for information on the yachts shown below.

2004 CORSAIR 36 with trailer. $219,000. Call for a demo ride.

We have 3 CORSAIR F-27s for sale starting at $41,900.

Introducing the new CORSAIR 750 SPRINT. A new pocket rocket for under $50,000.

SEAWIND 1000
Order now for this summer’s delivery.

2000 CORSAIR F-31, with an “R” sail plan, available with a Pier 39 slip. $99,000.

CORSAIR’S NEW 28 Center Cockpit
Ready for a test sail.

MAJOR PRICE REDUCTION
PRICE REDUCED

Introducing the new CORSAIR 750 SPRINT. A new pocket rocket for under $50,000.
64’ TAYANA, 2006
- 200 hp diesel
- 650 fuel
- Electric windlass
- Four cabins

CALL FOR THE TAYANA VIDEO

64’ TAYANA PILOTHOUSE
325 gal. fuel, dual stations, three cabins. Ready to ship!

46’ TAYANA DECK SALON
In stock/on our dock. Could be yours for the new year!

64’ TAYANA, 2006
- 200 hp diesel
- 650 fuel
- Electric windlass
- Four cabins

CALL FOR THE TAYANA VIDEO

46’ TAYANA PILOTHOUSE
325 gal. fuel, dual stations, three cabins. Ready to ship!

44’ TAYANA DECK SALON
In stock/on our dock. Could be yours for the new year!

41’ WILLIAMS TRIMARAN, 1998
A ‘10’ on any scale.

33’ SCANMAR SLOOP
An awesome little boat much like a Hallberg Rassy.

36’ UNION POLARIS
Two for sale. One at our dock.

38’ ERICSON SLOOP
A 1988 model and a 1982 model. Cruise equipped

41’ BIANCA 414
Swedish-built sloop built to very high standards. $59,500

Your generosity will give your boat a new home and give you a nice tax break and great satisfaction...

Our growing Scout program needs your support:
- Any serviceable vessel can be used.
- We’ll make the transfer quick and easy.
- Tax benefits from donating can meet and sometimes even exceed the amount realized from selling your vessel.
- You can eliminate the bills associated with the cost of owning your boat.

Donate Your Boat to the Sea Scouts
San Francisco Bay Area Council, Boy Scouts of America
For more information contact: Frank Yoke
1-800-231-7963 x145 • franky@sfbac.org
### Marotta Yachts of Sausalito
Brokers of Fine Sail and Motor Yachts

415-331-6200 • info@marottayachts.com

<table>
<thead>
<tr>
<th>Yacht Name</th>
<th>Year</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>48' C&amp;C, 1973</td>
<td>Vessel was completely refit at the factory in 1996 and she’s in better shape now than when new. Vessel upgraded, updated or rebuilt from stem to stern including new 80 hp Perkins diesel, full new interior. Absolutely the finest available, must be seen to be appreciated.</td>
<td>$199,000</td>
<td></td>
</tr>
<tr>
<td>42' BENETEAU FIRST 42.7, 1999</td>
<td>The last 42.7 launched, she embodies all the improvements Beneteau made in building her 150+ sisterships! Two cabin owner’s version. An unusual combination of short rig and deep keel makes her perfect for conditions here.</td>
<td>$185,000</td>
<td></td>
</tr>
<tr>
<td>40' JEANNEAU SUN ODYSSEY, 1999</td>
<td>Vessel combines a sleek Euro-style exterior with twin wheels for comfort and accessibility with a well-fit-out interior combining fine teak woodwork and satin varnish with a full 6’3” headroom for beauty and functionality. Note that this particular example is one of the few 40’ boats w/3 stms.</td>
<td>$167,000</td>
<td></td>
</tr>
<tr>
<td>32' ARIES, 1975</td>
<td>Classic canoe stern full keel sloop w/raised cabin top. Nice shape. Only 2 owners since new. Updated rig in ‘98 including alum. mast and boom, running and standing rigging, head sail, main sail and spinnaker. Westerbeke diesel (w/new alum. fuel tanks installed 4/05). Always well maintained, bottom just painted 11/05.</td>
<td>$25,000</td>
<td></td>
</tr>
<tr>
<td>28' PACIFIC SEACRAFT, 1976</td>
<td>Charming all-ended pocket cruiser. These boats have crossed oceans, and with her full keel, she’s right at home in typical Bay conditions. Fine shape inside/out and shows much newer than her actual age. 8 hp Yanmar, sail in good shape, new fuel/water tank, recent Autobahn depth sounder and compass.</td>
<td>$18,500</td>
<td></td>
</tr>
<tr>
<td>28' ISLANDER, 1976</td>
<td>Robert Perry designed racer/cruiser with low-time diesel engine and ProFuel roller furler with lightly used North Sails 110% jib, also renewed running and standing rigging. Prime Sausalito YH slip can transfer. Nice inexpensive package — diesel for the price of gas!</td>
<td>$8,500</td>
<td></td>
</tr>
</tbody>
</table>
### SAIL

<table>
<thead>
<tr>
<th>Model</th>
<th>Year</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>CT</td>
<td>80</td>
<td>217,000</td>
</tr>
<tr>
<td>Amel ketch</td>
<td>88</td>
<td>440,000</td>
</tr>
<tr>
<td>New Life</td>
<td>83</td>
<td>159,000</td>
</tr>
<tr>
<td>Hartog schooner</td>
<td>99</td>
<td>195,000</td>
</tr>
<tr>
<td>Jeanneau</td>
<td>94</td>
<td>169,000</td>
</tr>
<tr>
<td>Gulfstar, Mex.</td>
<td>77</td>
<td>89,000</td>
</tr>
<tr>
<td>Gus March Cust.</td>
<td>91</td>
<td>189,000</td>
</tr>
<tr>
<td>Mariner CC</td>
<td>79</td>
<td>139,000</td>
</tr>
<tr>
<td>Hughes yawl</td>
<td>72</td>
<td>60,500</td>
</tr>
<tr>
<td>C&amp;C</td>
<td>73</td>
<td>199,000</td>
</tr>
<tr>
<td>Hylas</td>
<td>86</td>
<td>200,000</td>
</tr>
<tr>
<td>Vagabond</td>
<td>80</td>
<td>150,000</td>
</tr>
<tr>
<td>Hylas</td>
<td>86</td>
<td>185,000</td>
</tr>
<tr>
<td>Swan</td>
<td>86</td>
<td>235,000</td>
</tr>
<tr>
<td>Slocum</td>
<td>84</td>
<td>149,500</td>
</tr>
<tr>
<td>Hans Christian</td>
<td>99</td>
<td>200,000</td>
</tr>
<tr>
<td>Custom schooner</td>
<td>72</td>
<td>39,000</td>
</tr>
<tr>
<td>Bavaria</td>
<td>26</td>
<td>235,000</td>
</tr>
<tr>
<td>Jeanneau (2)</td>
<td>86</td>
<td>99,000</td>
</tr>
<tr>
<td>Newport</td>
<td>79</td>
<td>55,000</td>
</tr>
<tr>
<td>Down East PH</td>
<td>81</td>
<td>55,000</td>
</tr>
<tr>
<td>Hunter (2)</td>
<td>95</td>
<td>99,000</td>
</tr>
<tr>
<td>Brewer PH</td>
<td>88</td>
<td>115,000</td>
</tr>
<tr>
<td>Cheoy Lee MS</td>
<td>75</td>
<td>79,000</td>
</tr>
<tr>
<td>Catalina (2)</td>
<td>83 &amp; 84 from</td>
<td>41,000</td>
</tr>
<tr>
<td>Ericson</td>
<td>81</td>
<td>37,500</td>
</tr>
<tr>
<td>Ingrid</td>
<td>74/84</td>
<td>95,000</td>
</tr>
<tr>
<td>Colin Archer</td>
<td>51</td>
<td>58,000</td>
</tr>
<tr>
<td>Endeavour</td>
<td>79</td>
<td>59,500</td>
</tr>
<tr>
<td>Irwin CC</td>
<td>80</td>
<td>40,000</td>
</tr>
<tr>
<td>Hartog, steel</td>
<td>92</td>
<td>24,500</td>
</tr>
<tr>
<td>Islander</td>
<td>76</td>
<td>49,500</td>
</tr>
<tr>
<td>J/105, NICE</td>
<td>92</td>
<td>89,000</td>
</tr>
<tr>
<td>Islander</td>
<td>75/85</td>
<td>31,500</td>
</tr>
<tr>
<td>Cal</td>
<td>69</td>
<td>25,000</td>
</tr>
<tr>
<td>Hans Christian</td>
<td>84</td>
<td>114,000</td>
</tr>
<tr>
<td>Newport</td>
<td>84</td>
<td>36,500</td>
</tr>
<tr>
<td>Nantucket yawl</td>
<td>71</td>
<td>15,900</td>
</tr>
<tr>
<td>Pacific Seacraft</td>
<td>88</td>
<td>45,000</td>
</tr>
<tr>
<td>Catalina</td>
<td>81</td>
<td>24,500</td>
</tr>
<tr>
<td>Islander Bahama</td>
<td>71</td>
<td>15,000</td>
</tr>
<tr>
<td>Pacific</td>
<td>80</td>
<td>24,500</td>
</tr>
<tr>
<td>Nonsuch</td>
<td>82</td>
<td>57,500</td>
</tr>
<tr>
<td>Newport</td>
<td>85</td>
<td>23,000</td>
</tr>
<tr>
<td>Van der Stadt</td>
<td>59</td>
<td>16,000</td>
</tr>
<tr>
<td>Islander Bahama</td>
<td>76</td>
<td>15,200</td>
</tr>
<tr>
<td>Islander Bahama</td>
<td>82</td>
<td>19,000</td>
</tr>
<tr>
<td>Pacific Seacraft</td>
<td>78</td>
<td>18,000</td>
</tr>
<tr>
<td>Elco Classic MY</td>
<td>26</td>
<td>450,000</td>
</tr>
<tr>
<td>Chris Craft</td>
<td>3</td>
<td>119,000</td>
</tr>
<tr>
<td>Grand Banks Alaskan</td>
<td>77</td>
<td>199,000</td>
</tr>
<tr>
<td>Stephens (2)</td>
<td>85 &amp; 70 from</td>
<td>149,000</td>
</tr>
<tr>
<td>Kha Shing</td>
<td>84</td>
<td>179,000</td>
</tr>
<tr>
<td>Wellcraft Portofino</td>
<td>3</td>
<td>45,000</td>
</tr>
<tr>
<td>Call</td>
<td>87</td>
<td>91,000</td>
</tr>
<tr>
<td>Defever</td>
<td>81</td>
<td>119,000</td>
</tr>
<tr>
<td>Tollycraft</td>
<td>80</td>
<td>48,800</td>
</tr>
<tr>
<td>Bayliner, diesel</td>
<td>89</td>
<td>79,900</td>
</tr>
<tr>
<td>Maxum</td>
<td>99</td>
<td>49,000</td>
</tr>
<tr>
<td>Sea Ray 305 DB</td>
<td>98</td>
<td>59,900</td>
</tr>
<tr>
<td>Sea Ray Sedan</td>
<td>79</td>
<td>20,000</td>
</tr>
<tr>
<td>Bayliner</td>
<td>59</td>
<td>28,000</td>
</tr>
<tr>
<td>Bayliner</td>
<td>95</td>
<td>35,000</td>
</tr>
<tr>
<td>Bayliner</td>
<td>95</td>
<td>49,000</td>
</tr>
<tr>
<td>Sea Ray 270</td>
<td>88</td>
<td>28,900</td>
</tr>
<tr>
<td>Calkins</td>
<td>83</td>
<td>15,900</td>
</tr>
<tr>
<td>Bayliner</td>
<td>98</td>
<td>15,900</td>
</tr>
<tr>
<td>Regal 242, trailer</td>
<td>98</td>
<td>37,000</td>
</tr>
<tr>
<td>Grady White 222</td>
<td>92</td>
<td>59,000</td>
</tr>
</tbody>
</table>

### SLOCOM 43, 1984

- Turnkey cruiser.
- Best price on the market.
- $149,500

### SLOCUM 43, 1984

- Turnkey cruiser.
- Best price on the market.
- $149,500

### MAJOR REDUCTION

- 40' BREWER PILOTHOUSE CUTTER, 1988
  - Ted Brewer design, large open salon area with galley. Cruise equipped pullman berth plus V-berth. $115,000

### WANTS OFFERS

- SLOCUM 43, 1984
  - Turnkey cruiser, best price on the market.
  - $149,500

- Pictured: 38' CATALINA, 1984
  - In Sausalito with slip, $46,000.
  - Also: 30' CATALINA, $24,500.

- 40' TIARA, 1996
  - Mid-cabin, $230,000

- TOYCRAFT 34, 1980
  - Nic, $48,800

- 57' CHRIS CRAFT CONNIES
  - Three from $515,000

- HUNTER 40, 1995s
  - Pictured has new radar, 30’ head, 30’ boats, $100,000.
  - Other Hunter has a white hull. From $124,000

- MARYLOU, 1980
  - Great liveaboards.
  - $125,000

- PEARS 345, 1979s
  - Great cruisers and liveaboards.
  - From $55,000

- TA CHIAO 54 PILOTHOUSE, 1980
  - Great liveaboards.
  - $124,000

- 48' MARINER, 1979
  - Center cockpit, two nice staterooms fore and aft.
  - Also known as a Mayflower. $139,000

- 57' CHRIS CRAFT CONNIES
  - Water cruiser, liveaboard slip S.F. Bay.
  - 4 strm, watermaker, bow thruster, inside helm, blue-water cruiser, liveaboard slip S.F. Bay. $217,000

### LISTINGS

- SAIL
  - NEW LISTINGS WANTED!

- WATER CRAFT
  - MAJORITY REDUCTION

- HUNTER 40, 1995s – Pictured has new radar, 30’ head, 30’ boats, $100,000.
  - Other Hunter has a white hull. From $124,000

- TA CHIAO 54 PILOTHOUSE, 1980
  - Great liveaboards.
  - $124,000

- 48' MARINER, 1979
  - Center cockpit, two nice staterooms fore and aft.
  - Also known as a Mayflower. $139,000

- 57' CHRIS CRAFT CONNIES
  - Water cruiser, liveaboard slip S.F. Bay.
  - 4 strm, watermaker, bow thruster, inside helm, blue-water cruiser, liveaboard slip S.F. Bay. $217,000

### YACHTS

- TA CHIAO 54 PILOTHOUSE, 1980
  - Great liveaboards.
  - $124,000

- 48' MARINER, 1979
  - Center cockpit, two nice staterooms fore and aft.
  - Also known as a Mayflower. $139,000

- 57' CHRIS CRAFT CONNIES
  - Water cruiser, liveaboard slip S.F. Bay.
  - 4 strm, watermaker, bow thruster, inside helm, blue-water cruiser, liveaboard slip S.F. Bay. $217,000

- HUNTER 40, 1995s – Pictured has new radar, 30’ head, 30’ boats, $100,000.
  - Other Hunter has a white hull. From $124,000

- TA CHIAO 54 PILOTHOUSE, 1980
  - Great liveaboards.
  - $124,000

- 48' MARINER, 1979
  - Center cockpit, two nice staterooms fore and aft.
  - Also known as a Mayflower. $139,000

### SAIL

- NEW LISTINGS WANTED!
100 MEGA SLOOP
Marine, high-tech, cold-molded sloop. Racing/cruiser, 48 ft., lead keel, watermaker, large high-tech sail inventory, huge generator/galley, sleeps 18+, roller furl, sail and electric and more. Excellent condition. Would make a GREAT MEDITERRANEAN CRUISER VESSEL. Asking $1,995,000

88 ALDEN MASEMILLER
Super yacht! Must see! U.S. document.

38 ALDEN BOOTHBY (Workmaster/Boothby Designs, A/S/P, Pilothouse cockpit, deck, offshore, A/C, canvas, radar, infallible, log, sail inventory, etc. Loaded w/world cruising gear. original equipment. Super boat! Must see! U.S. document. Asking $297,000

58 RANGER SLOOP
A great Gary Hay boat. NA design. All glass, diesel, enclosed master head, full galley, flush, large bow hatch, 3000 gal. MT, 4 person engine. These are WONDERFUL boats. Asking $58,500.

32' VALIANT CUTTER
Double-ended Folkboat design, a/c cold, roll, sail area, diesel and generator. Best condition, new sails & motor. Ultra clean & loaded to cruise. Asking $38,000

557 Francisco Blvd., San Rafael, CA 94901
(415) 485-6044  FAX (415) 485-0335
email: info @ norpacyachts.com

100 MEGA SLOOP

Commercial Quality P/H Model w/ trailer, radar & more. 25' BOSTON WHALER PILOTHOUSE
new sails & more! Ultra clean & loaded to cruise. roller furl, solar, vane, dodger, wind gen, heat, full galley, comfort, out dbl berth, press. water H&C, AP, RADAR, SSB, GPS, reparted in 2000 & well kept since. Dodger, spinn, pull-38' KETTENBURG

31' MONTEREY BAY EXPRESS. 1991 glass, tradi-er, Delta canvas, twin 130 hp Yamahas, 10’ dinghy! Salon galley, galley up, pressurized water, outboard, hot tank & more. Very good condition. UNCG documents: $44,950/offer.

32' BOAT, 25' FARALLON SF w/trailer. New twin 180 hp Yamaha, plus $1,250,000.

25' BOSTON WHALER PILOTHEHOUSE

28' CARVER
28' OWENS FLAGSHIP . Twins. EXCELLENT condition. 

32' VICARIOUS

32' ALDEN BOOTHBY (Workmaster/Boothby Designs, A/S/P, Pilothouse cockpit, deck, offshore, A/C, canvas, radar, infallible, log, sail inventory, etc. Loaded w/world cruising gear. original equipment. Super boat! Must see! U.S. document. Asking $297,000

33' RANGER SLOOP
A great Gary Hay boat. NA design. All glass, diesel, enclosed master head, full galley, flush, large bow hatch, 3000 gal. MT, 4 person engine. These are WONDERFUL boats. Asking $58,500.

38' KETTENBURG

31' MONTEREY BAY EXPRESS. 1991 glass, tradi-er, Delta canvas, twin 130 hp Yamahas, 10’ dinghy! Salon galley, galley up, pressurized water, outboard, hot tank & more. Very good condition. UNCG documents: $44,950/offer.

33' CHI TRAWLER. Glass, twin diesel, bow lift, sail, genet, new trampoline, double aft cabin, flush deck, full galley, couch, head, etc. Excellent condition & more! A GOOD BUY! Asking $37,000.

32' ALDEN MALABAR JR. Lovely classic auxiliary sloop by John & Allen, 1/8, mahogany, bronze & ash. Cut away forecastl, full keel, full Inventory. Rare offering of a famous design by a master. $17,000 offers

I N T E R N A T I O N A L SAILING V A L U E LIST YOUR BOAT NOW! THEY"RE SELLING! FOR MORE SEE OUR norpacyachts.com WEBSITE

46' SPENSER

46' SPENSER

46' SPENSER

557 Francisco Blvd., San Rafael, CA 94901
(415) 485-6044  FAX (415) 485-0335
email: info @ norpacyachts.com

N O R P A C Y A T H S

February, 2006 • Latitude 38 • Page 211
READY TO MAKE A SPLASH!

Buying or selling Nelson Yachts dry stored yachts are better maintained, easier to inspect and save on berth fees. Call our expert sales staff to learn more:

- Steve Coghlan, Chris Corlett, Ruth Scott, Justin Scott, Chad Freitas

(510) 337-2870