

Latitude 38

VOLUME 344 February 2006

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GOOD NEWS! Passage Yachts Has Extended



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BENETEAU 473

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Autopilot Type 2
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Bombard 10' Inflatable
Nissan 8hp Outboard
Gennaker with Sock

Special Stock Boat Savings:

Teak Decks
Duratouch Upholstery

Total Savings: \$31,840!



In Stock

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!



In Stock

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!

Great Equipment Packages on **ALL** Our Boats



Raymarine



In Stock

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!



In Stock

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!



In Stock

BENETEAU FIRST 44.7

Winter Unshow Special:

ST60 Wind System
ST60 Tridata
ST60 Multifunction
Maxiview Repeaters (3)
C80 Nav Display
Raystar 125 GPS

Special Stock Boat Savings:

US Club Race Pack
Spinnaker Gear with Carbon Pole

Total Savings: \$23,735!

Their Sailboat Unshow Until February 15!



In Stock

BENETEAU 393

Winter Unshow Special:

Autopilot ST6001 + Linear Type 1
Raymarine C80 Nav Display
Raystar 125 GPS
Bombard 9'6" Inflatable
Nissan 6hp Outboard
Gennaker with Sock

Special Stock Boat Savings:

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Gennaker Gear
Teak Cockpit Floor

Total Savings: \$18,315!



In Stock

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West Coast Premier!

Beautiful Aft Cockpit Cruiser

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Raystar 125 GPS

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In Stock

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ST60 Depth
E80 Nav Display
Raystar 125 GPS

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Full Battened Main

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In Stock

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Cover: Boats, beaches, boobs and Buffett.

Photo: Latitude 38/Richard

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

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55' HENDRICKS CUSTOM	\$289,000	37' ANTIGUA, 1992	\$129,000
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60' JOUBERT-NIVELT, 1983	\$295,000	47' CT, 1986	\$119,000
56' ARTHUR ROBB YAWL, 1996	\$175,000	46' BENETEAU M463, 2000	\$229,000
53' FRERS CUSTOM, 2001	\$299,900	46' OCEAN 14, 1987	\$375,000
52' JEANNEAU, 1999	\$210,000	45' BENETEAU FIRST 45f5, 1991	\$139,000
52' NAUTICAT, 1984	\$346,000	45' S&S, 1980	\$100,000
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29 1974 Ericson Sloop	\$17,000	36 1995 Catalina 36	\$89,500	43 2002 Jeanneau 43 SO	\$225,000
29 1999 Hunter 290	\$57,000	36 1978 Pearson 365	\$52,500	44 2005 Beneteau 44.7	\$285,000
30 1977 Lancer 30	\$14,900	37 2002 Tartan 37	\$269,000	44 1980 Lancer 44	\$129,900
30 2002 Hunter 306 Sloop	\$62,900	38 2001 Hunter 380	\$140,000	44 1987 Mason 44	\$220,000
32 1986 Ericson 32	\$39,900	39 1983 Choate Andrews	\$36,500	45 1998 Hunter 450	\$210,000
32 1994 Catalina 320	\$55,900	40 2004 Catalina 400	\$249,000	45 1999 Hunter 450	2 avail - call
32 2001 Hunter 320 Sloop	\$67,500	40 2002 Beneteau, 40.7	\$199,000	46 2004 Hunter 466	several avail
32 2000 Hunter 320 Sloop	\$64,750	40 1998 Farr One	\$165,000	46 2002 Hunter 466	\$219,500
32 2004 Catalina 320 Sloop	\$119,500	40 2003 Jeanneau 40 SO	\$197,500	46 2000 Hunter 460	\$222,000
33 1987 CAL 33	\$44,900	40 2003 Sabre 402	\$319,000	47 1999 Catalina 470	\$274,900
33 2004 Hunter 33	\$107,500	41 2005 Hunter 41DS	\$239,900	48 1976 CT 48	\$139,500
34 1986 Catalina 34 Sloop	\$49,000	42 1999 Hunter 420	\$179,900	50 1980 Schucker	\$125,000
34 1998 Hunter 340	\$74,950	42 2001 Hunter 420	\$189,500	51 2001 Jeanneau 52.2	\$399,999
34 1997 Hunter 340	\$88,500	42 2003 Hunter 420	\$209,000	51 2000 Jeanneau 52.2	\$429,000
34 1983 Hunter 34	\$35,000	42 1997 Hunter 420	\$179,900		
34 1985 Hunter 34	\$37,900	43 1988 Taswell 43	\$259,000		
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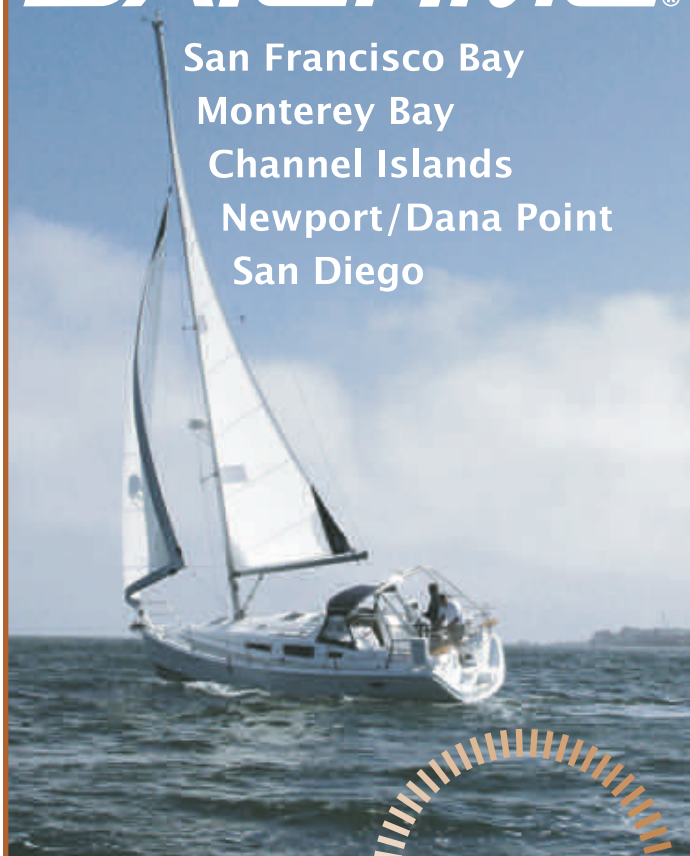
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Catalina 387, 2004



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Catalina 36	1983	53,000
Catalina 34	2005	139,000
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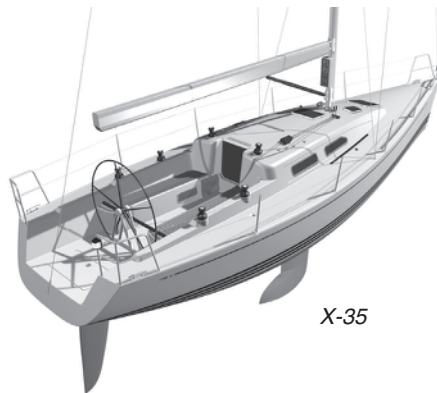
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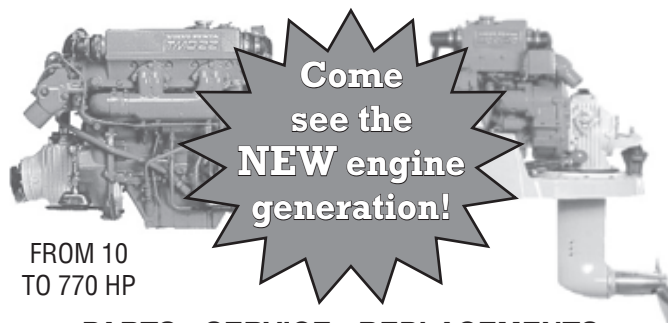


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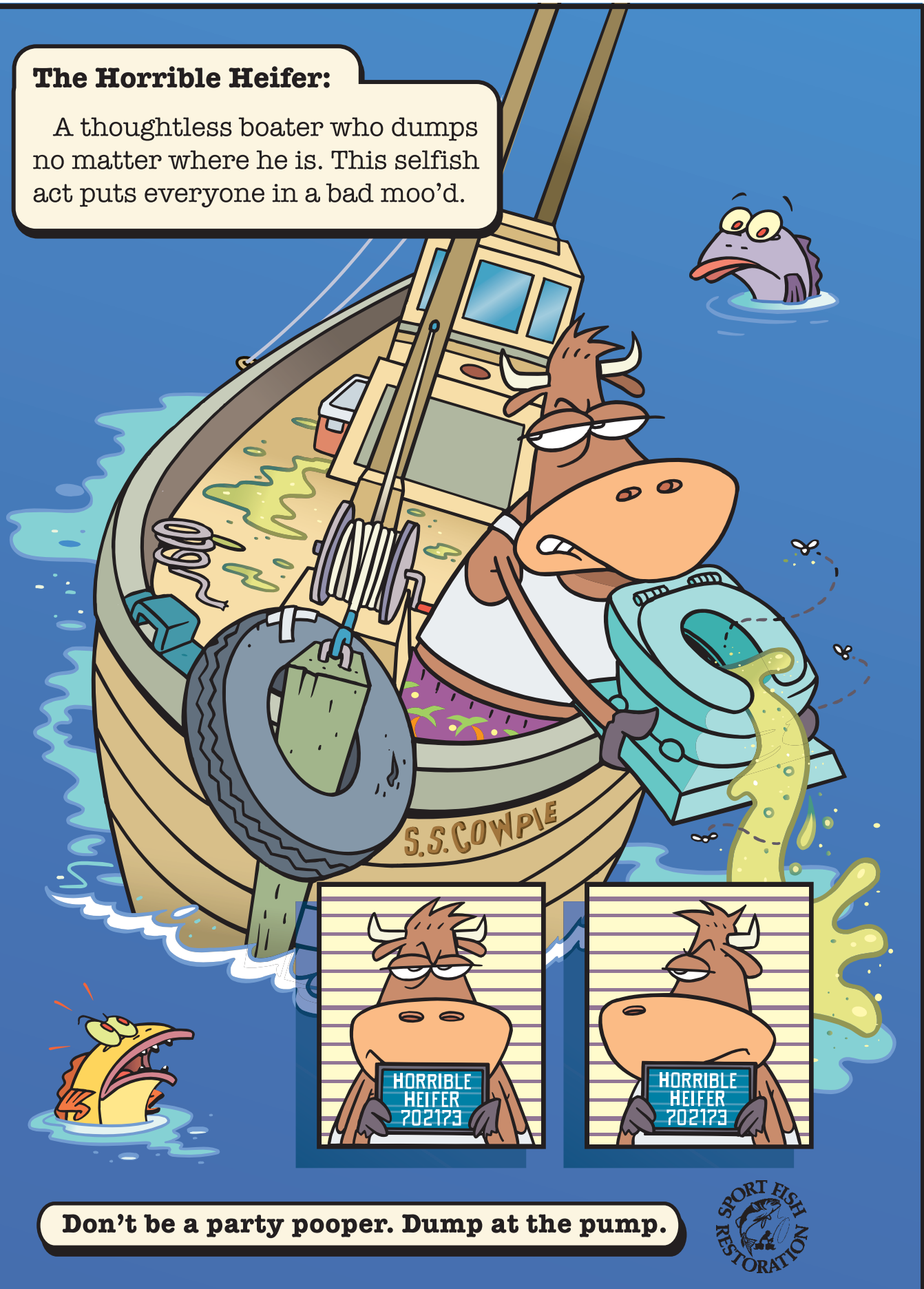


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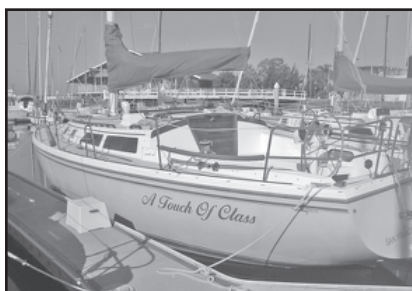
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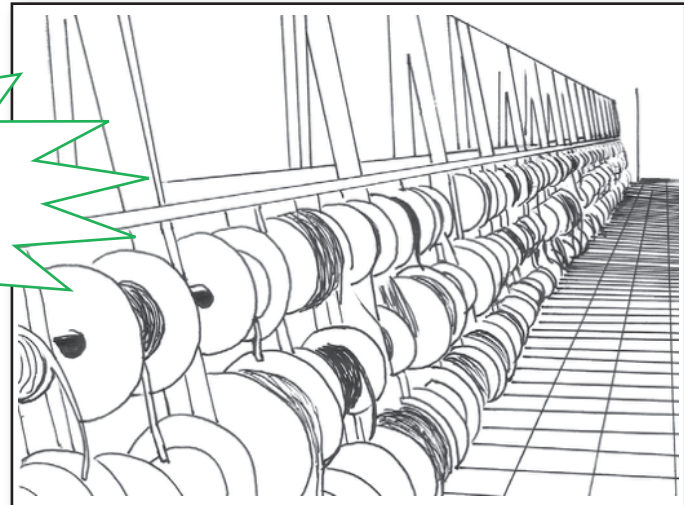
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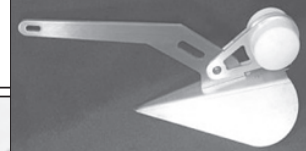
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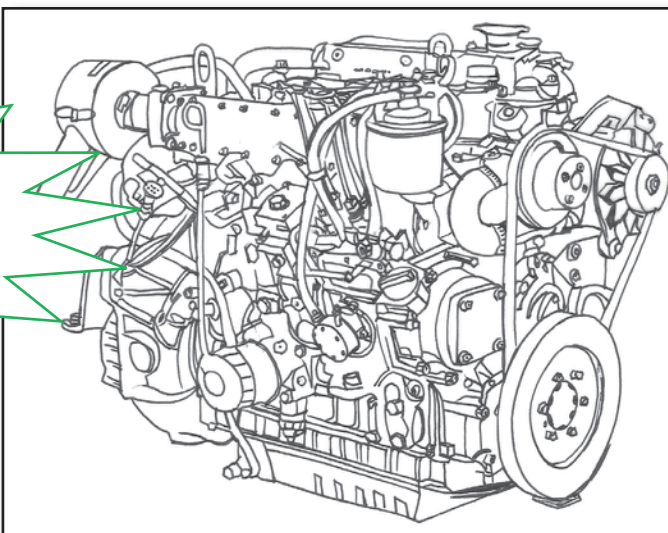
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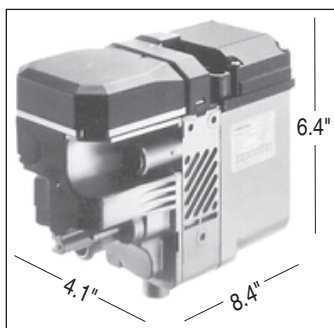
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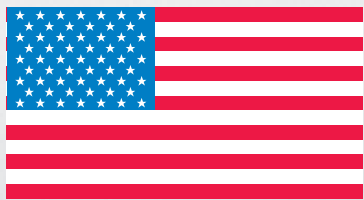
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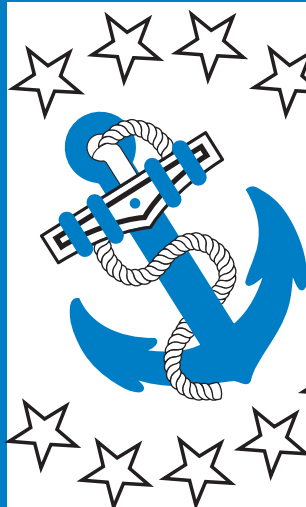
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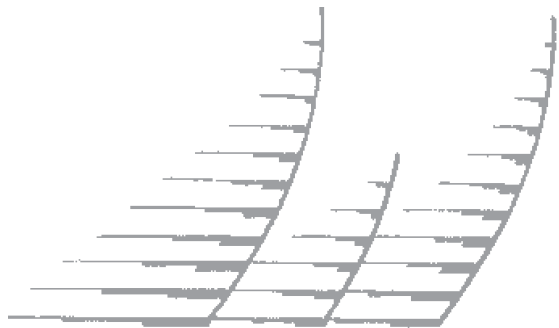
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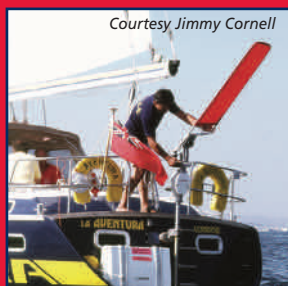


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SIGN UP FOR THE 2006 RACING SEASON

Entry Form
next page!

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 Handicap 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. Those 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.



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YEAR 2006 YRA ENTRY FORM

Please sign
up early!

YACHT NAME _____	Home _____ Office _____
BOAT TYPE: _____	Fax _____ Email _____
MARINA: _____ Berth _____ Sail # _____	<input type="checkbox"/> YRA Sailing Member Number Year _____ Number _____
Name _____	<input type="checkbox"/> US Sailing Member Number ** _____
Address _____	*Yacht Club: _____ **Required when claiming US Sailing membership
City _____ ST _____ ZIP _____	*YRA Member Club required to race in YRA races
	Skipper's Jacket Size _____

YRA of San Francisco Bay Membership:

Sailing Membership (Required to enter any YRA race) \$40.00 Select one
OR Associate Membership (Non racers, CRO'S AND CRO Candidates) \$15.00

YRA SUMMER SERIES

One Design Class Association (ODCA)	\$170	ODCA	<input type="text"/>	<input type="text"/>
Wooden Boat Racing Association (WBRA) (US Sailing Membership fee included)	\$180	WBRA	<input type="text"/>	<input type="text"/>
Handicap Division Association (HDA)	\$170	HDA	<input type="text"/>	<input type="text"/>
Ocean Yacht Racing Association (OYRA) Entry MUST include signed copy of OYRA Minimum Equipment Requirements. See www.yra.org/OYRA or call office for	\$185	OYRA	<input type="text"/>	<input type="text"/>

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

Fleet raced in previous year

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.	HDA <input type="checkbox"/>	Lightship I - Mar 25
OYRA racers wishing to race the VALLEJO race please check box and add an additional \$5.00.	OYRA <input type="checkbox"/>	Vallejo Race - May 6/7

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

\$50- \$55/\$75-\$ 80
circle one

PHRF RENEWAL	\$30 (RENEWAL OF 2005 CERTIFICATE)	PHRF _____
PHRF NEW	\$40 (NEW PHRF 2006 CERTIFICATE)	PHRF _____

TOTAL _____

RACE ENTRIES ARE DUE BY 5PM MONDAY PRIOR TO THE RACE. A \$35 late fee must accompany any application received after Monday at 5PM but before 5PM Wednesday preceding the race. The LIGHTSHIP I (3/25/06) AND THE VALLEJO RACE (5-6-7/2006), are exceptions. Late fees begin on 3/13/2006; and 4/24/2006 respectively. Entries received for LIGHTSHIP I after 5:00PM on 3/20/06 incur a \$75.00 late fee. Entries for VALLEJO after 5/2/06 incur a \$75.00 late fee. No Applications will be accepted for any race after 5PM on WEDNESDAY preceding the race. IF YOU ARE A PHRF RACER PLEASE SIGN UP EARLY TO INSURE GOOD DIVISION BREAKS FOR YEAR 2006.

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 <input type="text"/>	PHRF rating <input type="text"/> seconds per mile.	Date PHRF last Issued <input type="text"/>
Check Number _____	Amount PD _____	DATE Received in office _____



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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 ssstp06@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 KKMI in Richmond. Email erica@kkmi.com for details.

Mar. 1 — The Singlehanded Sailing Society presents Single Sideband Communications. For info, Lucie and Ben Mewes ssstp06@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.

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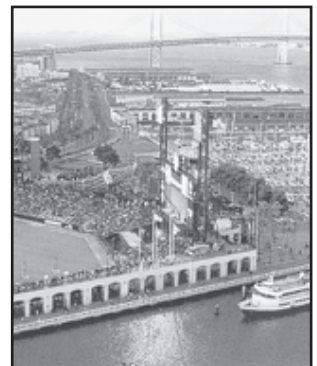
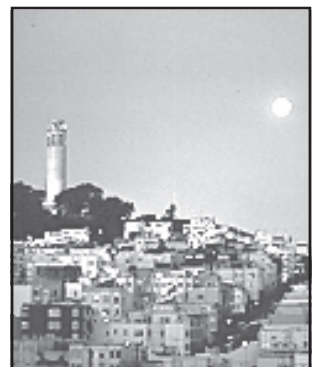
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to 4 p.m. (510) 237-2821 or see www.richmondyc.org.

Mar. 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.

Apr. 1 — Seventh Annual Marine Flea Market at Anderson's Boatyard in Sausalito. Limited space, call (415) 332-5432. Proceeds benefit Sausalito YC juniors program.

Apr. 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.sdy.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.

Feb. 26 — Island YC Sadie Hawkins Race on the Estuary. Woman skipper, full crew. Chowder Challenge afterwards at the clubhouse. Joanne McFee (510) 521-7442 or iycracing@yahoo.com.

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.heineneregatta.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 McFee, (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 Doublehanded Race



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CALENDAR

from San Francisco to Attu Island in the Aleutians and back. Sounds great to us, but if it's cold in Alaska, we're just going to round the Farallones and call it good. See www.sfbama.org 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.

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

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

Midwinter Regattas

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

BALLENA BAY YC — Post Midwinter Series: 2/12, 3/19, 4/16. Ward Fulcher, (510) 522-0274.

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

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

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

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

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

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

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

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

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

SANTA CRUZ YC — Midwinters: 2/18, 3/18. SCYC, (831) 425-0690.

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

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

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

TIBURON YC — Midwinters, 2/18, 3/18. Ian Matthew, (415) 883-6339.

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 mañanaland for two reasons: to have fun, and, more importantly, to raise money for the Netzahualcoyotl 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.



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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."



The new Alerion 38.

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.

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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.

February Weekend Currents

date/day	slack	max	slack	max
2/04Sat		0234/2.8F	0537	0842/3.9E
	1247	1543/2.7F	1852	2109/2.1E
2/05Sun	0031	0330/2.4F	0627	0943/3.9E
	1358	1706/2.7F	2013	2221/1.5E
2/11Sat	0045	0317/1.9E	0611	0904/2.6F
	1146	1508/4.5E	1905	2212/3.6F
2/12Sun	0119	0342/2.1E	0649	0940/2.7F
	1227	1542/4.5E	1939	2241/3.5F
2/18Sat		0109/2.3F	0408	0718/3.2E
	1059	1350/2.1F	1659	1938/2.2E
2/19Sun	2232	0150/2.0F	0442	0807/3.3E
	1200	1450/1.9F	1812	2032/1.7E
	2314			
2/25Sat		0149/2.2E	0452	0747/2.8F
	1033	1358/5.3E	1754	2059/4.2F
2/26Sun	0016	0237/2.7E	0543	0839/3.4F
	1129	1448/5.6E	1837	2139/4.5F

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Island Packet 38, 1990

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ELLIOTT TOURER 46, 1997, *Bravado* Incredible racer/cruiser all set up to cruise, and she sails like a dream. Asking **\$375,000**.



CATALINA 36, 2000, *Nova* One of the most popular boats to sail the Bay. The Catalina 36 is the perfect size to take you anywhere you want to sail. Asking **\$120,000**.



MUMM 36, 1994, *Little Wing* Fun, fast and exhilarating, the Mumm 36 is an exciting one design and IMS racer providing high performance sailing for great racing. **\$49,500**.

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53' J/160, '02, *La Aventura** 899,000
48' One Design 48, '96, *Irene*** 250,000
47' J/145, '03, hull #9** 545,000
47' Wauquiez Centurion, '89, *ATENRA* Reduced 145,000
46' Elliott Tourer (14m), '97, *Bravado* 375,000
45' Wauquiez Centurion 45s, *Angelline* Reduced 360,000
43' C&C Landfall, center cockpit** 129,000
42' Moody, '01, *Jezebel*** Reduced 275,000
42' Beneteau 42s7, '98, *Just in Time* 220,000
40' J/120, '94, *Valkyrie* Reduced 194,900
40' Cal 40, '66, *Kismet*** 49,000
40' J/120, '01, *Kookaburra* 249,500
39' Farr C/R, '96, *Yankee*** 150,000
38' Island Packet, '90, *Bella Cartolina* 164,900
36' Mumm, '94, *Little Wing* 49,500

36' Catalina 36 Mk II, '00, *Nova* 120,000
36' Beneteau 36.7, '02, *Summer & Smoke*...Reduced 134,900
35' J/109, '03, hull #50, *Hi Jinx*** 225,000
35' J/105, '01, hull #403, *Mudlark*** New Listing 125,000
35' J/105, '01 *Trickster** 119,000
35' J/105, '00, *Pendragon** 127,000
35' J/105, '98, *Dulcinea*** 99,000
35' J/35, '84, *Uncle Bill*** Reduced 43,000
35' J/35, '85, *Shaken Not Stirred*** Reduced 39,000
35' J/35, '90, *Unusual Attitude*** New Listing 62,500
35' Cal MkII, '80, *Calliope*** 45,500
35' Saga, '02, *Windsong*** New Listing 199,000
34' Sabreline Sport Sedan, '01, *Roundabout* Reduced 259,000
33' J/33, '89, *Phase Loc*** Reduced 52,000

33' Aphrodite 101, '78** 25,000
32' Melges, prototype 95,000
32' J/32, '02, *Loon** 168,000
32' J/32, '97, *Stringendo** 134,000
30' J/30, '79, *Circe*** 21,000
30' J/30, '79, *Garuda*** 29,900
30' J/92, '92, hull #10, *Triple Dog Dare** Reduced 53,500
30' Sabre 30 MkIII, '86, *Tamarin* New Listing 54,500
29' J/29, '81, *Macs** 26,900
24' Melges, '99 32,000

* Indicates Southern California Boats
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LETTERS

↑↓ FATHER OF THE 'LIGHTHOUSE IN THE SKY'

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 C. Getting, (son of Ivan A. Getting)
University of Colorado
Boulder, Colorado

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 inconvenienced 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 get it 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.

The lighthouse in the sky fits in the palm of your hand.

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.

↑↓ WE CAN EXPLAIN WHY OUR JIB WAS BACKED

How cool is it that our boat *Fetchin' Ketch* should end up



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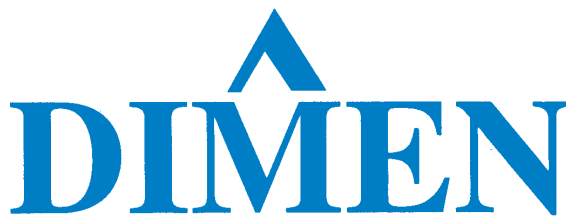
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LETTERS

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 hove to waiting for the container ship to pass so we



The January cover.

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



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LETTERS

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 co-operative 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 *Sundeer* 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"**

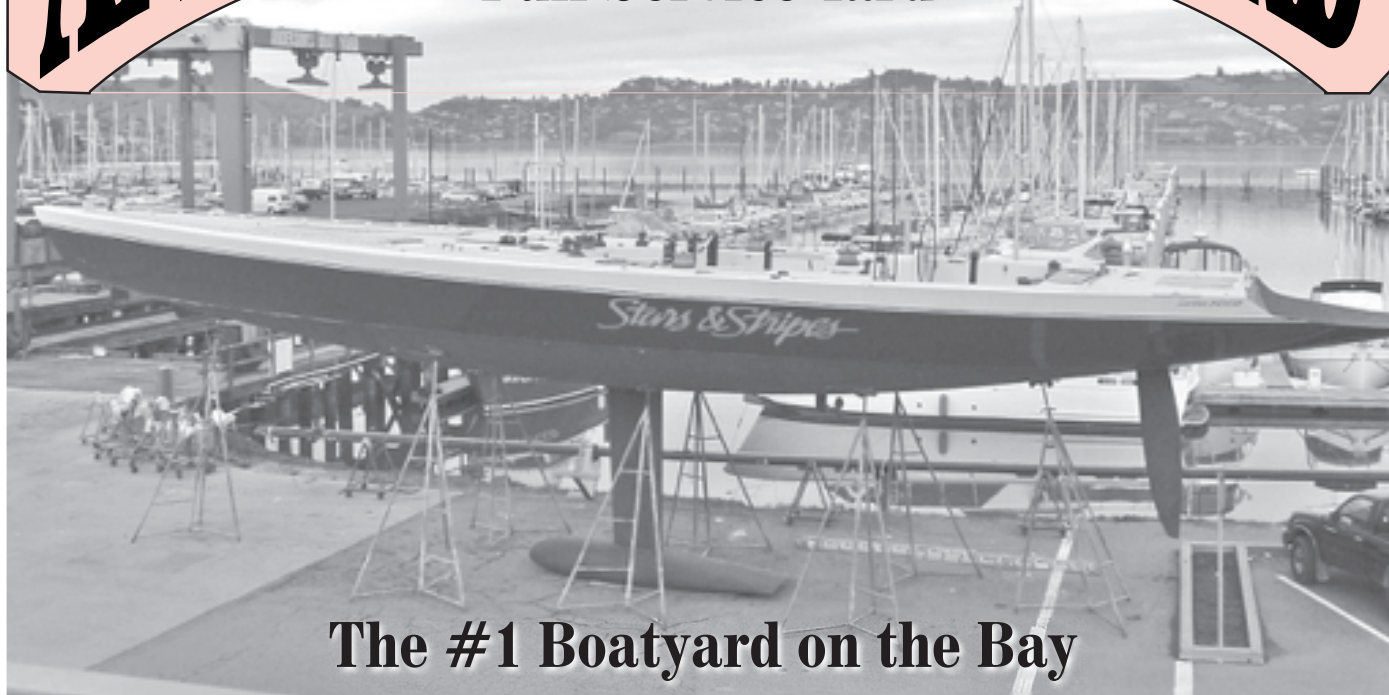
Mac and I enjoyed reading the suggestion made in the January issue about using the well-named Rehusa Channel to avoid a small piece of the Baja Bash.

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

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What would you do?

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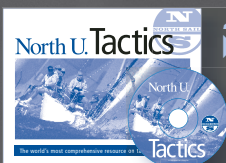


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LETTERS

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

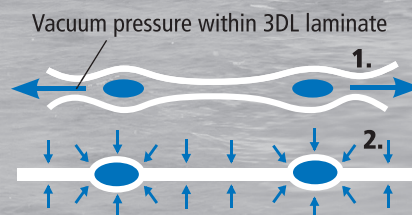
I would never have brought this up were it not for the fact that the Wanderer announced that his New Year's resolution was to become a more superficial person. In the vein of superficial goals, for a long time my boyfriend and I — we hope you'll allow us to remain nameless — have been working on being 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

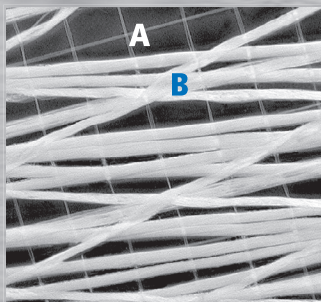
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Vacuum pressure pulls films tightly around yarns and yarn clusters.



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

laminate voids.

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



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BoatingShots photo



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?)



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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 orgasms 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 liftoff, 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 as 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

J and J — The Wanderer salutes your ignoble endeavour.

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.



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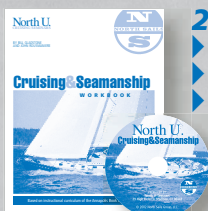


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LETTERS

↑↓ PERMANENTLY ANCHORED AT CLIPPER COVE

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.

↑↓ BEATING THE SYSTEM

I have little sympathy for liveaboard anchor-outs because you'll never be able to convince me that they religiously empty their holding tanks into an approved shore station. 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

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 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.

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LETTERS

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.



The wonder drug for mal de mar — but not available in the United States.

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 Aerobe toss by Ben, aka Sir Tossalot, while running free

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down a beach. Of course, I had to dive for it, and it would have been ecstasy 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

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LETTERS

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 VonMcscurvypuss, 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 Nettleship
Kellowyn, F-31 trimaran
Idaho

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 sardonic smile. "Oh yeah, that list. It hasn't changed, sorry."

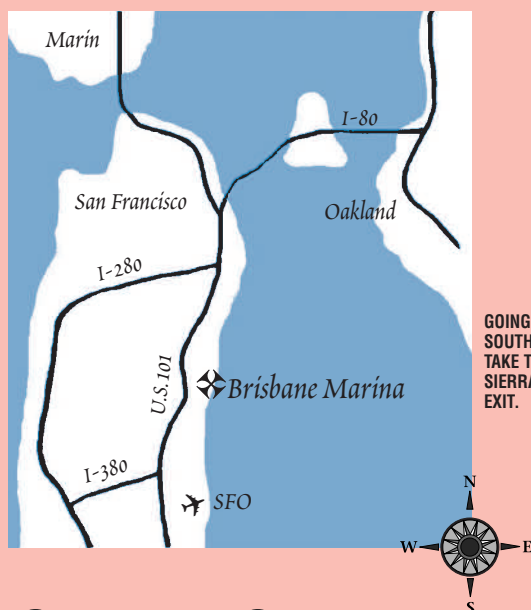
"If the list hasn't changed," replied Suzie, "why are all these new boats in the harbor?"

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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 boatowner 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 afloat if smaller, easier-to-own, and easier-to-use boats got more attention in the sailing media.

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Leg 4	Pago Pago - Tonga - Fiji	900 miles	Sept 13 - Oct 2, 2007	18 days
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LETTERS

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

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LETTERS

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 *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



DYLAN BOYE

John enjoys a lazy winter sail on about the only sunny day the Pacific Northwest had this winter.

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 shakey 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

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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-

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LETTERS

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 motoryacht 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.



LATITUDE ARCHIVES

Jean and Stuart doing the Ha-Ha.

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

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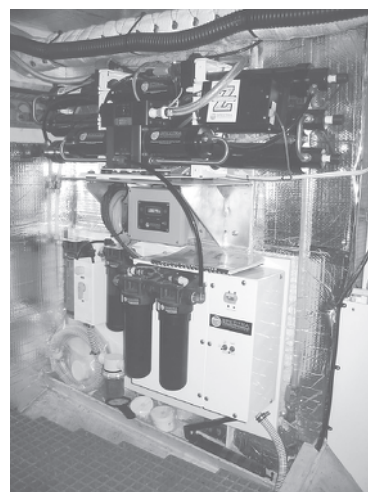
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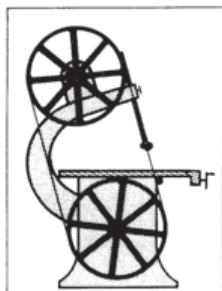


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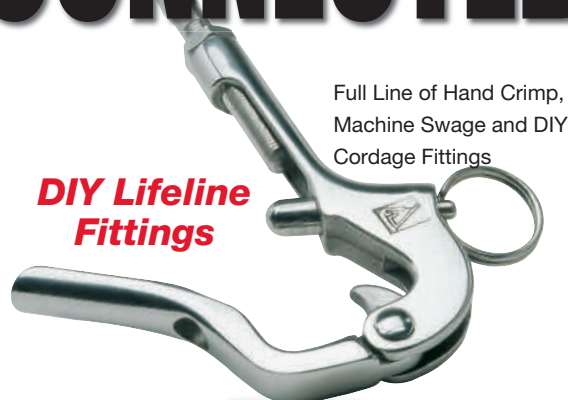
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LETTERS

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

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LETTERS

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.

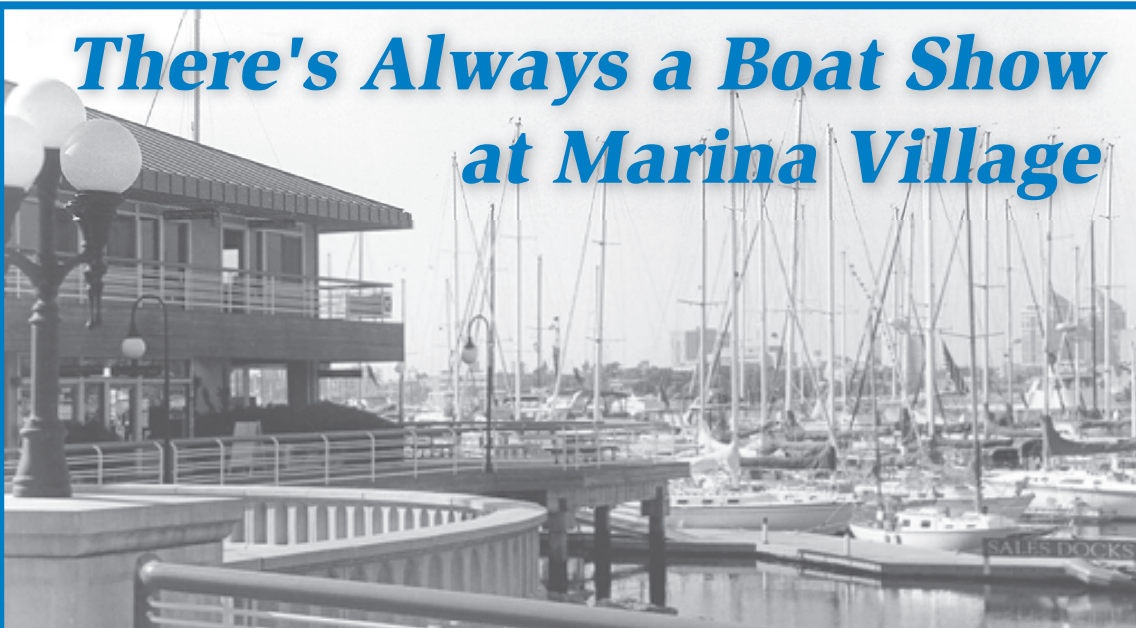
An Australian friend of ours was treated in a hospital emergency room for several hours after receiving serious burns while working in his engine room. The total charge for his treatment was about \$35. As in Mexico, medication costs in France are affordable. Sadly, the French government is looking at 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,

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LETTERS

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

the baddest
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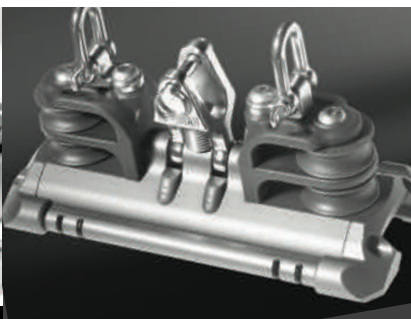
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LETTERS

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



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LETTERS

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

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

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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. When they complained that it took him a long time to get to their patrol boat, he explained that he was rowing. 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



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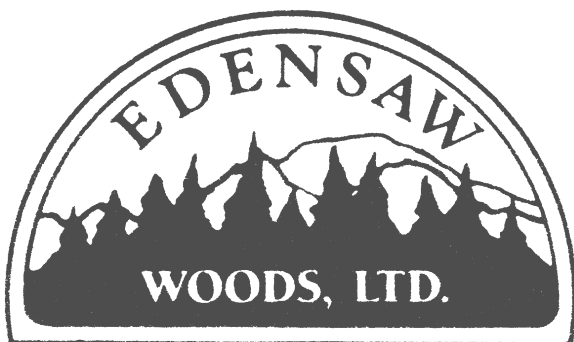


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LETTERS

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

Lance — We can't give out addresses, but we'll publish your request and email address.

↑↓**MEDICATION FOR CRUISERS**

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

David and Carolyn — We've sailed our boats to Mexico close to 20 times, but not once has anybody asked us to declare any prescription drugs. Nonetheless, this isn't our area of expertise, so we'll throw your question out to our readers.

And good luck with Aztec. We remember first meeting Bob and Ginny Towle aboard her at English Harbor in Antigua. It must have been 15 years ago.

↑↓**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

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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.

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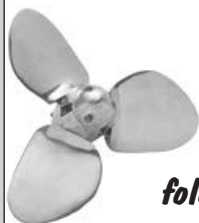
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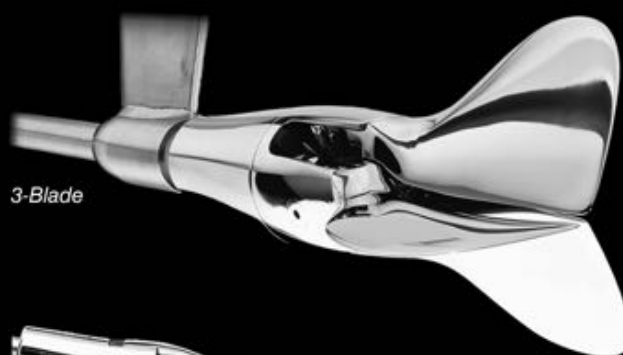


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LETTERS

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 yachties 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



'Morning Light' heads south with Ha-Ha XII.

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

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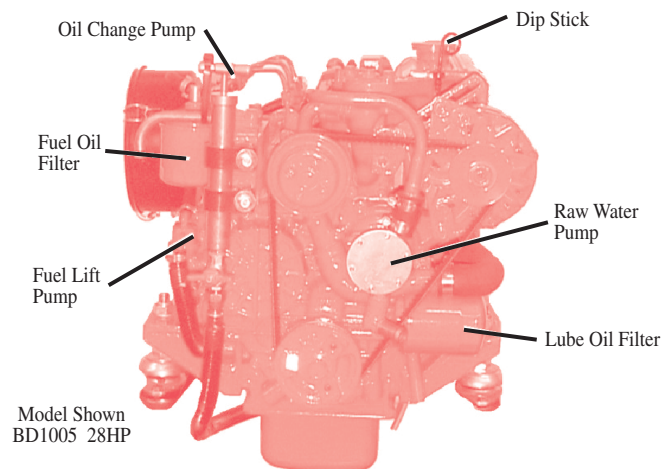


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LETTERS

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



CHRIS CRINGLE

To your health!

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,

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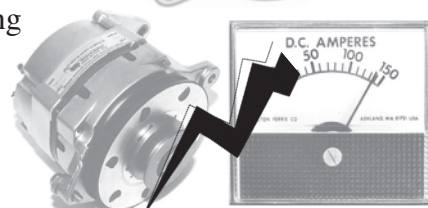
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LETTERS

I will say that I forgot to mention that the free road from Navajoa 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 Synder
Panama

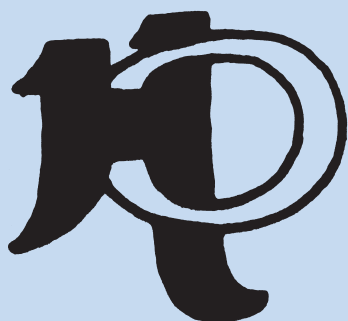
↑↓ **HIT HEAD-ON WHILE DRIVING IN MEXICO AT NIGHT**

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

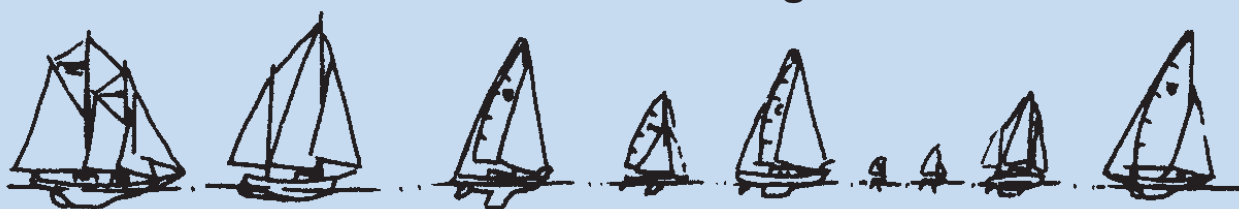
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LETTERS

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 useless '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

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LETTERS

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-land 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 commu-



AYU

nication 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.

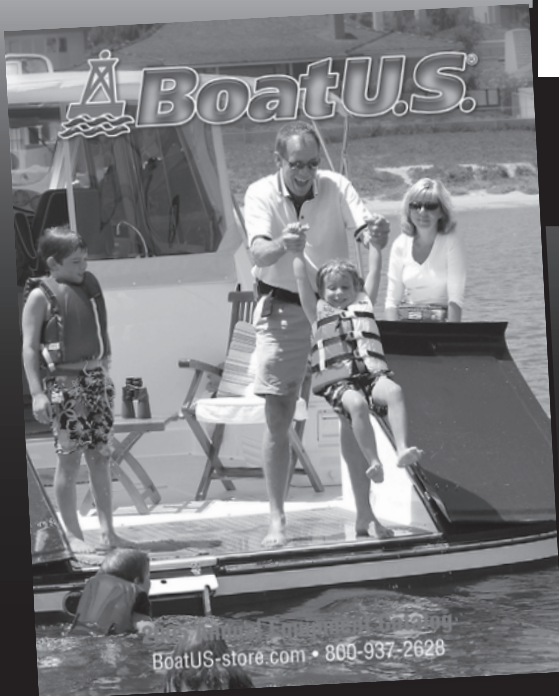
However, we also want to report that the actual shipping was great, and the folks in the corporate office of Dockwise were exceptional in the manner in which they responded to customers and their complaints. In the end, we feel satisfied with Dockwise's performance.

Despite some problems, the Zaslaws were satisfied.

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.



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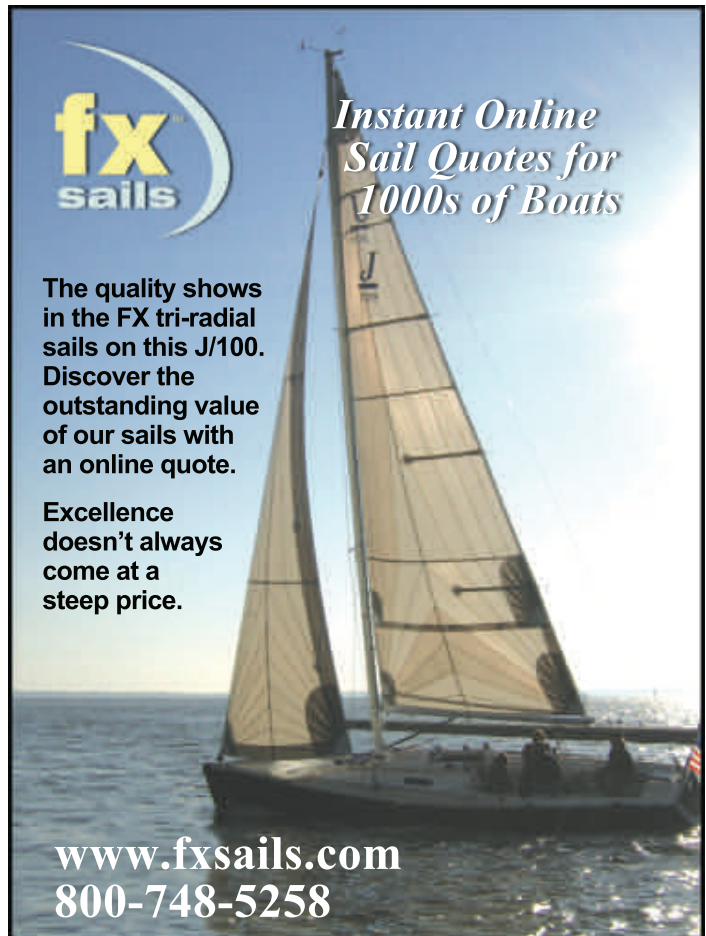
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LOOSE LIPS

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.



Rolex winners Nick Scandone and Sally Barkow.

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.

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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

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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.



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SIGHTINGS

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-

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Atalanta	Custom 53	Ray Lotto	San Francisco
Basic Instinct	Elliott 10.50	Jan Borjeson	Tiburon
Bequia	Beneteau 411	Dennis Ronk	Vallejo
Bounty	S&S 52	Daniel Spradling	San Francisco
Cayenne	Passport 40	Michael Moradzadeh	Belvedere
Celebrity	Cal 40	Jerry Finnegan	Redondo Beach
Cirrus	Standfast 40	Bill Myers	Kaneohe
Compromise	Elite 37	David/Sandy Englehart	San Francisco
El Tiburon	Passport 42	Michael Downing	Pt. Richmond
Elyxir	Santa Cruz 52	Skip Ely	Santa Cruz
Free Range Chicken	Perry 59	Bruce/Sharon Anderson	Yakutat, AK
Giant Slayer	Santa Cruz 27	David Garman	Seattle
Green Buffalo	Cal 40	Jim Quanci/Mary Lovely	San Francisco
Hooligan	Westail 11.8	Alice Martin	Sausalito
Humdinger	Acapella 35 tri	Larry Olsen	San Francisco
Ikaika	Tartan 3700	Tony Miller	Honolulu
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Kyynos	Custom 56'	Frederic Laffitte	Woodway, WA
Locomotion	Express 34	Edward Morgan	Seattle
Mary Frances	Passport 40	Matt Sponer	San Diego
Medicine Man	Andrews 61	Bob Lane	Long Beach
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Morpheus	Schumacher 50	Jim Gregory	San Francisco
Oregon Native	Oyster 53	Frank Delfer	Portland
Orizaba	J/130	John Hanna	Portland
Pegasus 52	Transpac 52	Philippe Kahn	Honolulu
Plus Sixteen	Olson 911S	Paul Disario	Richmond
Promotion	Santa Cruz 40	West Marine	Santa Cruz
Recidivist	Schumacher 39	Ken Olcott	Palo Alto
Relentless	Sydney 32	Arnold Zippel	San Francisco
Riva	J/46	Scott Campbell	Portland
Sapphire	Synergy 1000	David Rasmussen	Pt. Richmond
Scorpio	Wylie 42	John Siegel	San Francisco
Siderno	Beneteau 473	Fred Vitale	San Francisco
Sonata	Morgan 38	Neal Berger	Sausalito
Spirit	S&S 33	Lewis Family	San Francisco
Stray Cat Blues	J/35	Bill Parks	San Francisco
Syngé	Synergy 1000	Mike Amirault	Shilshole, WA
The Contessa	Swede 55	Shawn Throwe	Alameda
Tutto Bene	Beneteau 38s5	Jack Vetter	Vallejo
Twice Daily	Moore 24	Jeff Duvall	Portland
Valis	PSC 44	Paul Elliott	Sausalito
Victoria	Jeanneau 54	David McFarland	San Diego

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

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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

You can't jam with the Rolling Stones, you can't putt with Tiger Woods, and you can't take laps with Dale Earnhardt, Jr., but you can sure sail along with the rock stars and the super boats of yacht racing — in the West Marine Pacific Cup.



issue

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.

pac cup — cont'd

turquoise water surrounded by palm trees. The bay is calm, the mood is serene, and you are greeted warmly upon arrival at the Kaneohe YC. And once there, you can stay by the pool, listen to Hawaiian music, dance, drink cold beer — without a highrise hotel in sight. So fellow racers tend to mingle on the huge lawn and tell stories. At night — it's still plenty warm, of course — the parties just keep going. And while in the bunk of your boat, you hear the sound of gentle wind, not the hum of cars and hotels. To my mind, the biggest difference between the Pacific Cup and the TransPac is that the former's finish is tranquil, while the latter's isn't.

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

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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.

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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.



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

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PHOTOS COURTESY JAMES DILWORTH

SIGHTINGS

farallones — cont'd

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

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marina village

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 'dockminium' 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

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.



— 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."

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farallones — cont'd

be something that could be done reeeeeeally 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. *Far 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.

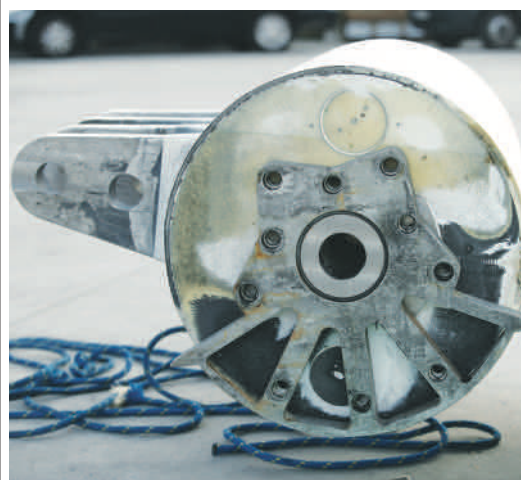
SIGHTINGS



SIGHTINGS

volvo ocean race, leg 2

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 Chevis piloted by good ol' boys, they're multimillion-dollar,



Left, 'Ericsson' before the fall. Note the keel canted to starboard in this photo. Above left, sailing 'Brasil 1' under jury rig. Above center, by the time he arrived in Melbourne, Paul Cayard was beginning to look like a pirate. Above right — smoking gun? This is the top part of the keel canting structure from the Australian boat 'ING Real Estate Brunel.' Others look similar.

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

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PHOTOS COURTESY VOLVO OCEAN RACE

SIGHTINGS

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 MacDonald), 12.5; 7) **ING Real Estate Brunel** (Australia, skipper: Grant Wharington), 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 berthholders 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

that sinking feeling

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 Tehuanepec 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 *Opal 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?



Rich and Jetti — hoping to re-unite with 'Eclipse' sometime soon.

— cont'd

switching to condominium berths was included in the sale of the marina, the public hearing must, by law, still take place. It is scheduled for February 13 at the Alameda City Hall council chambers, at 2263 Santa Clara Avenue in Alameda, at 7 p.m. Please note that this is a re-scheduling of the original meeting in late January. We'd advise anyone planning to attend to call (510) 747-6850 a day or two beforehand to make sure the time, date or location has not been changed again.

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

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SIGHTINGS

hard aground — cont'd

on the morning of the 14th.

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.



Life's a beach — Above and below right, the container ship '*APL Panama*' went onto the beach off Ensenada on Christmas Day. Bottom, seven tugs tried unsuccessfully to pull her off. Below, big surf puts extra stress on the hull, which has developed a crack.



ALL PHOTOS CAPTAIN LONNIE RYAN



SIGHTINGS



Cormorants scatter off their Southampton perch as 'Emily Carr' rounds close by during last month's Corinthian Midwinters.

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.

continued on outside column of next sightings page

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,

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 ladder 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 to 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. Geez, 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 . . . ?"



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

continued middle of next sightings page

SIGHTINGS

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: _____

BOAT TYPE / SIZE _____

I / WE PLAN TO RACE:

(check as many as apply)

- | | |
|--|--|
| 1) _____ San Francisco Bay | a) _____ Handicap |
| 2) _____ Monterey/Santa Cruz | b) _____ One Design |
| 3) _____ Ocean Series | c) _____ YRA Season |
| 4) _____ 2006 Pacific Cup | d) _____ Specialty Events
and/or occasional YRA |
| 5) _____ Coastal Race(s) | e) _____ Beer Cans |
| 6) _____ Mexico Race(s) | f) _____ Anything & everything |
| 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, Racing Crew List,
15 Locust Ave., Mill Valley, CA 94941
by **FEBRUARY 15, 2006**

crew list

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.

HAVE SAILBOAT, WILLING TO TAKE OTHERS OUT FOR CASUAL DAYSAILING

NAME(S): _____

AGE(S) _____ SEX: _____

PHONE OR OTHER CONTACT: _____

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 scarf 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.

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

I AM / WE ARE:

(check as many as apply)

- 1) _____ Single 4) _____ Would like to
bring kids
2) _____ Couple 5) _____ Going sailing to
escape kids
3) A group of _____ (state number) friends
interested in sailing

Mail completed form and \$7 to:
Latitude 38, Attn: Daysailing 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

continued middle of next sightings page

I / WE WANT TO CREW ON A RACING BOAT

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

I / WE WANT TO RACE:

(check as many as apply)

- 1) _____ San Francisco Bay 4) _____ 2006 Pacific Cup
2) _____ Monterey/Santa Cruz 5) _____ Coastal Race(s)
3) _____ Ocean Races 6) _____ to Mexico

I / WE PREFER:

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

MY/OUR EXPERIENCE IS:

(Check/underline where appropriate)

- 1) _____ None
2) _____ A Little: **a)** Little or no racing, little other sailing experience;
b) Little or no racing, one or more years of general sailing;
c) Little or no racing, lots of cruising and/or daysailing.
3) _____ Moderate: **a)** Less than one full season; **b)** Out of area racing experience, but 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 lots of experience
6) _____ Do grinding, I've got muscle
7) _____ Do lunches/provisioning

Mail completed form and \$7 to:
Latitude 38, Attn: Racing Crew List,
15 Locust Ave., Mill Valley, CA 94941 by
FEBRUARY 15, 2006

SIGHTINGS

crew list

I / WE WANT TO CREW ON A CRUISING BOAT

NAME(S): _____

AGE(S) _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

SAILING EXPERIENCE:

- 1) _____ None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, seasick, mad at the owner and wish like hell I was anywhere but on the boat. I'm still game
- 2) _____ Some. At least **a)** 5, **b)** 10, **c)** 20 sails on the Bay or equivalent while being active and suffering the normal cuts, bruises and hollering
- 3) _____ Moderate. Several years active crewing on the Bay or equivalent, or at least one long coastal or trans-ocean trip
- 4) _____ Lots. Several long ocean passages

I / WE WANT TO CRUISE:

(check as many as apply)

- | | |
|--------------------------------------|---------------------------------|
| 1) _____ SF Bay and/or Delta | 8) _____ Caribbean |
| 2) _____ Monterey Bay | 9) _____ Mediterranean |
| 3) _____ Southern California | 10) _____ Anywhere warm |
| 4) _____ Mexico this fall/winter | 11) Other destination(s): _____ |
| 5) _____ Hawaii and/or South Pacific | |
| 6) _____ Pacific Northwest or Alaska | |
| 7) _____ Antarctica | |

I / WE CAN OFFER:

(check as many as apply)

- 1) _____ At least a month of shared expenses
- 2) _____ Mechanical skills: engine, electronics, refrigeration, etc.
- 3) _____ Elbow grease for bottom work, varnishing and upkeep
- 4) _____ Cooking and cleaning skills
- 5) _____ Language skills — I'm reasonably conversant in **a)** Spanish; **b)** Other(s): _____
- 6) _____ Ornamental skills — I look good in a bikini/speedo
- 7) _____ Personality skills — I don't get pissed when awoken at 3 in the morning and can maintain a sense of humor in most situations
- 8) _____ Other skill(s): _____

Mail completed form and \$7 to:
Latitude 38, Attn: Cruising Crew List,
15 Locust Ave., Mill Valley, CA 94941
by **MARCH 15, 2006**

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:

(Check as many as apply)

- 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 just pushing buttons on the GPS
- 6) _____ Have mechanical skills for the engine, refrigeration, etc.
- 7) _____ Have language skills: **a)** Spanish, **b)** Other: _____
- 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

I / WE WANT TO BOAT SWAP

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

WHERE AND WHEN:

My/Our boat is a _____

I/we would like to swap boats with the owner of a similar vessel in the (Pacific Northwest, Caribbean, SoCal, Mediterranean, etc.) _____

area.

I/we would like to cruise this area for about _____

weeks in the month of _____

_____, 2006.

Mail completed form and \$7 to:
Latitude 38, Boat-Swapping Crew List,
15 Locust Ave., Mill Valley, CA 94941 by
MARCH 15, 2006

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.

I / WE WANT TO CO-CHARTER

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

WHERE AND WHEN:

I/we want to co-charter for _____ weeks in the (spring,

summer, fall, winter) _____ of 2006.

SAILING EXPERIENCE:

(Check one from each column)

- | | |
|--|---|
| 1) _____ Little or none | a) _____ I'd like co-charterer to skipper and give me direction |
| 2) _____ Moderate. I sail regularly and have chartered before | b) _____ Prefer co-charterer of at least equal proficiency |
| 3) _____ Lots. I've sailed and/or chartered many types of boats and am a competent skipper | c) _____ Would be willing to co-charter with less experienced party |

I/WE PREFER TO CO-CHARTER:

(check as many as apply)

- 1) _____ Bareboats (we sail)
- 2) _____ Crewed (professional skipper and/or crew)
- 3) _____ With other couples
- 4) _____ With other singles
- 5) _____ With my/our well-behaved kids, age(s) _____
- 6) _____ A smaller (30-40 ft) boat with one or two other people
- 7) _____ A medium (40-50 ft) boat with four to six other people
- 8) _____ A large (60 ft or more) boat, the more co-charterers the merrier

I/WE WANT TO CHARTER IN:

- | | |
|------------------------------|----------------------------|
| 1) _____ San Francisco Bay | 6) _____ Pacific Northwest |
| 2) _____ Monterey/Santa Cruz | 7) _____ Caribbean |
| 3) _____ Southern California | 8) _____ Mediterranean |
| 4) _____ Mexico | 9) Other: _____ |
| 5) _____ Hawaii | |

Mail completed form and \$7 to:
Latitude 38, Attn: Co-Charterer Crew List,
15 Locust Ave., Mill Valley, CA 94941
by **MARCH 15, 2006**

SIGHTINGS

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.

continued on outside column of next sightings page

big multihulls

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 dismantled during the Oryx Cup last year (Fossett was not aboard) and put into



Winter, schminter — the sailing's great in San Francisco Bay. Top, 'Gute Fahrt' frolics near Angel Island. Right, 'Tweety Bird' makes a splash. Bottom, a pretty ketch visits great grandma.



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.



ST. BARTH

When Christmas rolls around, we don't want any presents under the tree or any of that chestnuts roasting



The anchorage at Baie St. Jean — at the end of the runway, next to the Eden Rock Hotel, and rimmed by a white sand powder beach.

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 shuck '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 big 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 **At La Gamelle restaurant, Chef Filou and his partner Mimi propose a tuna tartar salad and a delicious pumpkin soup. Mmmmmmm.**



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 racing 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 Doña de Mallorca 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 yachting. The guy does everything, and makes the 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.



BOATS, BEACHES, BOOBS AND BUFFETT



The victorious charter family!

ALL PHOTOS ELECTRONIC/RICHARD

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

Above; On his 41st day on charter with 'Leopard', Capt. Chris leaves the 135-ft 'Victoria of Strathern' behind. Below, Gustavia Harbor.

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



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Danny Nystrom, formerly of Los Gatos, was the main man on 'Leopard's main sheet.

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 de-

The new three-story port captain's office with 'frisbee roof' is dazzling.



with the likes of the new 98-ft R/Ps *Alpha Romeo* and *Wild Oats*. We're not permitted to disclose any details of Slade's new boat other than to say she's going to be a very different concept from the R/Ps, but we can

spair, 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.

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 rig while they were going around a second time, the couple took the money, and marched down to the harbor to buy an engineless 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 deck-hand 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 right down on the sloop *Charivari*, Yoyo and Edith's floating home. As for their Marquesas-born son Gail, now in his early 20s and already the veteran of many sailing adventures, he just bought his first home. She's a 29-foot sailboat he keeps in the same neighborhood as his parents.

Then there's Tom Reardon,

skipper of the legendary 72-ft Herreshoff ketch *Ticonderoga* for the last 18 years, who goes by the book and has a thing for punctuality. For example, he settles the boat's books to the penny on the last day of every month, doesn't drink after dinner, surfs before his 8 to 5 workday starts on the ketch — and chides us if we haven't shown up by 6 p.m. on December 26. "You're late!" he'll cry. Then we sit on the foredeck, have a beer, and catch up on the latest news from the Northeast and the Caribbean. There are few things as entertaining as the annual update on the doings of sailing friends and great yachts. Because so many great sailors and yachts call on St. Barth each winter, there is always plenty of news.

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-



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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 Honeysett, 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 it's easy to 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

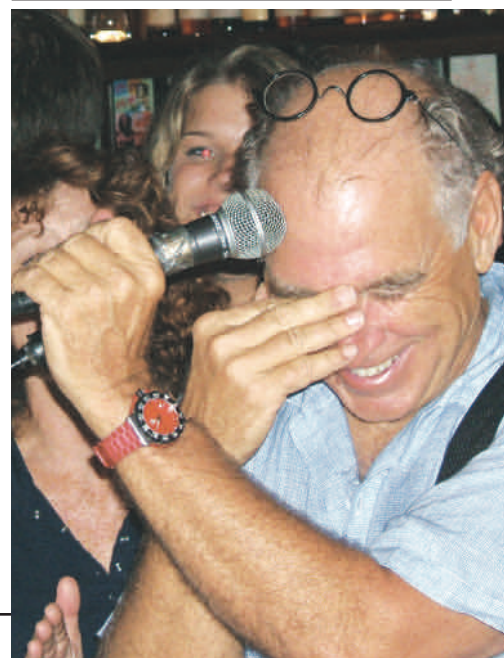


If you like beef the way the Wanderer does — raw — nobody makes it better than Jean-Louis at L'Entra'cte.

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..."



ST. BARTH



Fashionistas — such as this young woman from New York — love St. Barth.

Repass was too smart and did it himself. The investment banker's new *Best Revenge* was built in France for uncommon luxury and comfort. For example, all the showers have about eight nozzles, the cockpit cushions are leather, she has sumptuous furniture in the salon — and on and on. We will say that we think she's one of the better-looking cats we've seen. *Best Revenge* charters for \$22,000 to \$24,000 a week, and Josh says she's almost fully booked.

A special guest aboard *Best Revenge* was an attractive young Aussie woman named Tania, who was about to make her debut on Wall Street. After we discussed the merits of individual private retirement accounts such as the Aussies have been required to have since '92, Tania asked Doña if she'd like something to drink. Even though it was a warm day, de Mallorca asked for room temperature water. "You're very smart," replied Tania. "Did you know the reason that so many middle-aged Aussie guys have huge beer bellies is that they drank ice cold

Conceived in the mid-Pacific and born in the Marquesas, Gail now lives aboard in the Gustavia anchorage.



by Josh, a boutique investment banker from New York and a frequent visitor to the island. Josh, who once bought Dennis Conner's Privilege 52 cat, told us that he tried to take West Marine public, but Randy

beer when they were young? It expanded their organs."

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.

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, it was early December and they were shoveling 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-



BOATS, BEACHES, BOOBS AND BUFFETT

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, Anck at La Plage, Manu at La Piment — and it goes on and on. Oh yeah,

Spread; Capt., Lama and Melissa wave from the bow of 'Safari'. Inset left; Pub and 'Safari' owner Tom, with his captain and crew. The Caribbean may never be the same. Inset right; The great 150-ft gaff schooner 'Elenora'. Everybody loves to look at her, but nobody wants to maintain her.



The 2:30 p.m. Windward Air flight lands the 'wrong way', scattering folks on the beach at Baie St. Jean. And he's not even low.

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



ST. BARTH

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 tradewind days are good for visiting La Plage, a rough hewn chichi 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 Nureyev — 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 Spaniard 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 Caribbean*.

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.

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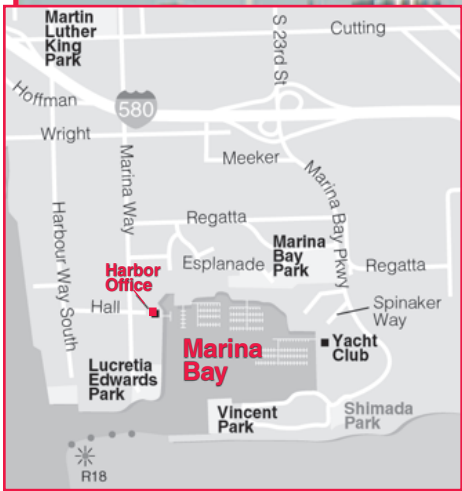
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HELLUVA HOMECOMING

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,

hard in Raiatea 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

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 they 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



ALL PHOTOS JUDY MEEKS

Last 4th of July, Jim (left) and Judy had a crab fest in the Tuamotus with friends Charlie and Suni of 'Cosmos', and Mikey of 'Just Dessert'.

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

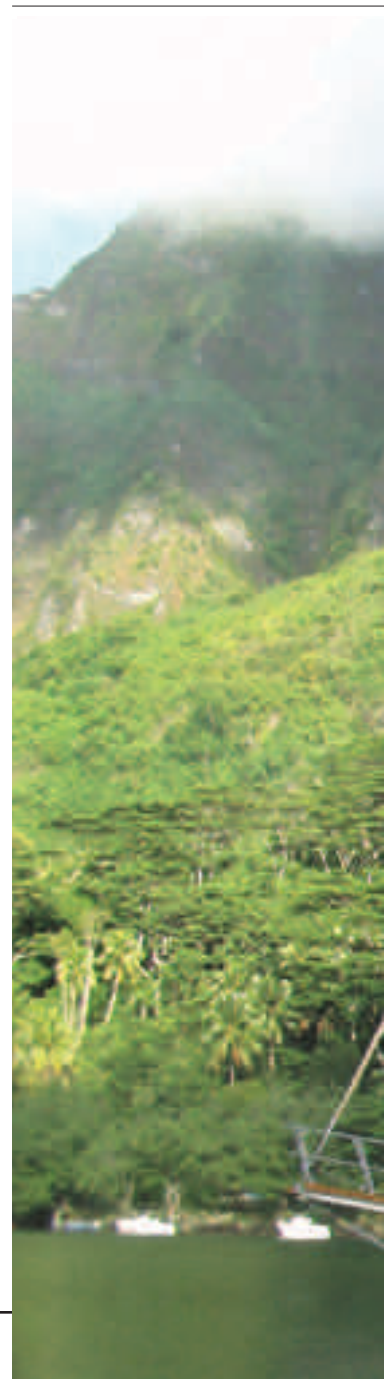
When two Honolulu police officers showed up, I knew things had taken a turn for the worse.

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

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



— JAILED IN HONOLULU

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

Over the years, Jim and Judy have visited a countless number of tranquil anchorages. Here, 'Desire' lies off Nuku Hiva in the Marquesas.

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 men-



Jim Welch in happier times.

tion 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



HELLUVA HOMECOMING



Hangin' with the locals. After spending so much time with friendly islanders, Judy couldn't believe the reception Jim got in Hawaii.

time later, two small chocolate-covered donuts were shoved through my cell door. They would be the sum total of my sustenance for the next 10 hours.

No attorney, no bail, no food. I felt like I was in a scene from a prison movie in a Third World country, and that I was the star, wrongfully accused of drug trafficking or some other crime punishable by death. I thought that sort of treatment only happened in other countries, because in the United States we are innocent until proven guilty. Aren't we?

A few hours later I was transferred to the court building, where I was placed in a cell with 24 other men for another

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.

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No amount of bureaucratic nonsense can take away the fond memories of that special voyage from me.

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

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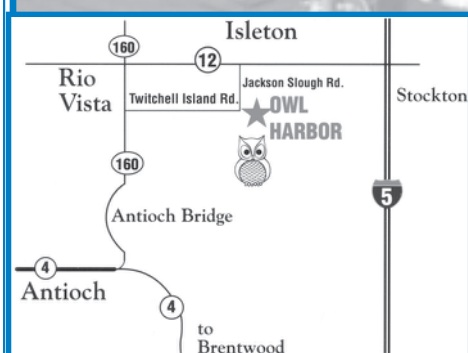
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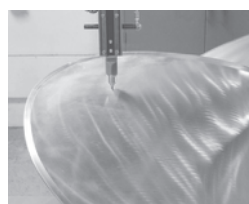
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CAN ANYBODY PLAY?

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

*To our way of thinking
there's no better way to get
started than to simply jump
right into the frying pan.*

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



LATITUDE / ANDY

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.

— A BAY AREA RACING PRIMER



At the beginning of May, the annual Vallejo Race draws all sorts of boats, crewed by sailors of all skill levels — even a few toddlers. After one short beat from the starting line, you'll reach or run all the way to Vallejo.

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?



LATITUDE / ANDY

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 doublehanders and singlehanders. 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 singlehanders 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.sfbayss.org for complete details.



LATITUDE / ANDY

— A BAY AREA RACING PRIMER

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*



LATITUDE / JR

Distance in the Bay Race, a true enduro which takes its fleet from the Cityfront to the San Francisco Airport, almost to Vallejo and back.

- *The Windjammers Race* (September 1), which takes entrants from the Cityfront out the Gate and down the coast to Santa Cruz, where they can relax for a day before heading home on Sunday.

- *The Jazz Cup* (September 2), from Treasure Island to Benicia.

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

Shorthanded sailing is demanding, yet rewarding. Here two stalwarts tough it out during a rainy Vallejo 1-2.

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.



CAN ANYBODY PLAY?

favorites' listed above.) 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,



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.

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**

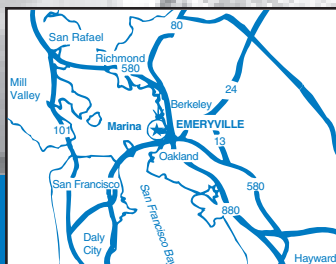
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THE LATITUDE 38 INTERVIEW

'Dead Man Swimming'

CRAIG McCABE

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 motoryacht, 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 singlehandeding and spending time by ourselves, so we were mostly on a lark.

"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."

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. 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



LATITUDE/RICHARD

HEATHER PHOTO BY J.J. POINDEXTER

Kimmie, Craig, and 'Heather' on the rocks.



St. Francis YC windbreaker with the fleece lining, and that helped.

38: You're still a member of the St. Francis?

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

the latitude interview:

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'd gotten *Heather* as a salve following a difficult divorce eight years before. She'd become a big part of my ego.

38: Is it mutually exclusive to be an advocate for 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 too 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 I 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's wasn't very big, but I reached out and grabbed it, and found it was enough to keep me afloat.

[One has 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 Kellie, 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 Duree, 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

craig mccabe

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 *Braveheart*. 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? Rectally! 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

*"The Coast Guard called
my daughter and told her my body
had been found."*

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

the latitude interview:

really weird — I called a press conference for the next morning. I wanted to tell everyone my story, and there were hundreds of members of the press that showed up. The story had made CNN national news, and they later went out with me on Heather to reenact what happened for a 10-minute feature. And for two

"The second time I thought I was going to die was worse than the third."

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 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 was at Buoy #2 and the sea lions were barking at me and I was completely out of it. My brother and the others showed up.

Actually, the second time I thought I was going to die was the worst. I was flailing my arms in a panic and kept going under. At first I thought, 'Why me?' But then I thought, 'Oh shit, I can think of plenty of reasons why me.' I started bargaining

with God. 'If you'll just save me, I'll do this and that'. But that didn't work. What worked was repeating the 23rd Psalm.

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 and prop fixed, and right this minute I'm motoring her north past Pt. Fermin — on the very same schedule I'd been on when I started out from Marina del Rey.

38: So you're against singlehanded 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.

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craig mccabe

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.

[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.]

"Craig spent hours floating around Catalina in his inner tube. Maybe he's acclimated to the cold."

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.

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CORINTHIAN MIDWINTERS

— **W**e 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





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 Satur-

day 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-Spinny 1 on Sunday and cumulatively lies in fourth place out of



Corinthian spirit (clockwise from above) — 'Aleta' leads this charge around Southampton — the smelliest mark in sailboat racing; you don't see too many WylieCat 30s with spinnakers, but 'Uno' flies one; winch aerobics on 'Phantom Mist'; heavy traffic at Blossom Rock; checking jib trim on 'Howl'; 'Quiver' (blue kite) takes a first-to-finish in PHRF 1, just in front of 'Howl'.

11 boats.

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

ALL PHOTOS LATITUDE 38/JR

CORINTHIAN MIDWINTERS

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; 5) **Eclipse**, Express 37, Mark Dowdy, 11. (15 boats)

PHRF 2 — 1) **Yucca**, 8 Meter, Hank Easom, 3 points; 2) **Faster Horses**, J/100, Doug Holm, 6; 3) **Flexi Flyer**, Soverel 33, Mitch Wells, 8; 4) **Mintaka**

4, Farr 38, Gerry Brown, 9. (11 boats)

PHRF 3 — 1) **Silkye**, WylieCat 30, Skinner/Seal, 3 points; 2) **Desperado**, Express 27, Mike Bruzone, 3; 3) **Lynx**, WylieCat 30, Steve Overton, 7; 4) **Carlene**, WylieCat 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)

PHRF 5 — 1) **Wuvulu**, Islander Bahama 30, John New, 4 points; 2) **Fast Freight**, Newport 30, Bob Harford, 5; 3) **Elaine**, Santana 22, Pat Broderick, 6. (7 boats)

IOR — 1) **True North**, Baltic 42DP, Jeff Dunnavant, 2 points; 2) **Tiger Beetle**, N/M45, Rob Macfarlane, 4; 3) **Infinity**, Holland 47, Gary Gephart, 7. (5 boats)

ALERION EXPRESS 28 — 1) **Mil Besos**, Chris Vaughn, 3 points; 2) **Eagle**, Chuck Eaton, 4; 3) **Dream**, Kirk Smith, 6. (5 boats)

BENETEAU 40.7 — 1) **Shaddy Daddy**, Joel Davis, 3; 2) **Phantom Mist**, Gary Massari, 4; 3) **White Fang**, Mark Howe, 7. (5 boats)

J/105 — 1) **Tiburion**, Steve Stroub, 5 points; 2) **Joyride**, Bill Hoehler, 5; 3) **Orion**, Gary Kneeland, 9; 4) **374**, Mазzie Obermeyer, 11; 5) **Jabberwocky**, Brent Vaughn. (14 boats)

1D-35 — 1) **Zsa Zsa**, Chris Bush, 3 points; 2)

Sweet Sensation, Gary Fanger, 6; 3) **Great Sensation**, Bojo Pehlivanov. (5 boats)

MOORE 24 — 1) **Frenzy**, Lon Woodrum, 4 points; 2) **E-9**, Peter Schone, 4; 3) **US101**, Rudy Salazar, 5. (4 boats)

SYDNEY 38 — 1) **Double Trouble**, Andy Costello, 2; 2) **Copernicus**, Michael Kennedy, 5; 3) **Absolute 02**, Langer/Stimson, 6. (4 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, Bissont/Jones, 8. (8 boats)

NON-SPINNAKER 1 — 1) **Youngster**, IOD, Ron Young, 3 points; 2) **Veronese**, Beneteau First 47.7, Chris Dawson, 6; 3) **Ganesha**, Saber 36, Tom Bauch, 8; 4) **La Calou**, Ericson 38, Bruce Powell, 9. (11 boats)

NON-SPINNAKER 2 (CRUISERS) — 1) **Windhover**, Pearson 10 Meter, John Dodge; 2) **Ka-Nina**, Catalina 34, Gary Stypulkoski, 7; 3) **Aria**, Grand Soleil, Dan Carrico, 7; 4) **Smogen III**, Custom 36, Julie LeVicki, 8. (11 boats)

NON-SPINNAKER 3 — 1) **Red Hawk**, Hawkfarm, Gerry Gunn, 4 points; 2) **Roeboat**, Catalina 30, Rod Decker, 6; 3) **Little Feet**, Cal 20, Crowe/Snow, 7; 4) **Tension II**, Cal 20, John Nooteboom, 8. (11 boats)

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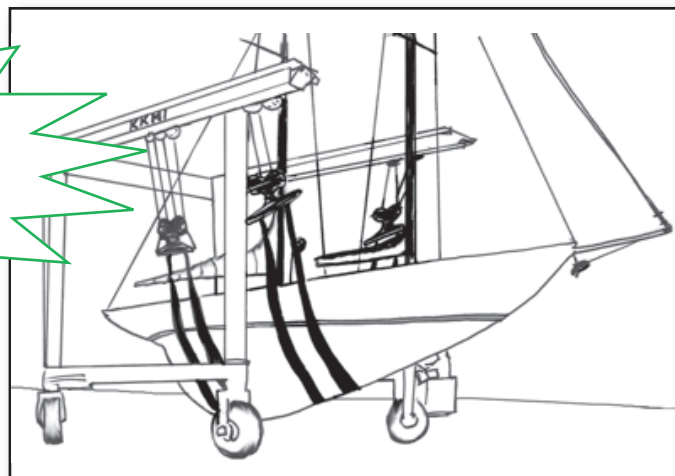


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MAX EBB — IF YOU RACE IT,

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

"What we need is a handicap system based on actual performance."



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,

THEY WILL COME



*Warm weather, good breeze, sailing downwind, beautiful destination, cool shirts, leis, halfway party (above, on 'Morpheus') — what's **not** to like about sailing to Hawaii?*

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 Phillippe 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 Phillippe: 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."

"Ah," 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

MAX EBB — IF YOU RACE IT,

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 than usual, then 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 said.

“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 casseroles.”

“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

“You can tell she doesn’t play golf.”

THEY WILL COME

satphones instead of SSB?" I asked.

"No, and some people say they never will, because the 'party line' aspect of the SSB is important. But like, when high bandwidth internet becomes cheaper than an SSB — and way more reliable if 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

"Um, we're not exactly, like, club members."

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THE RACING

*Reports this month include a quick summary of another magnificent **Acura Key West Race Week**, a snapshot of the **Sydney-Hobart**, and a selection of midwinter regattas here at home, including those of **South Beach YC**, **Berkeley YC**, **RegattaPro** and the **Richmond YC Small Boat Midwinters**. Plus the usual 'sound bytes' in **race notes**.*

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, which whipped the azure water into a liquid obstacle course and sent numerous boats into teeth-rattling broaches, 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

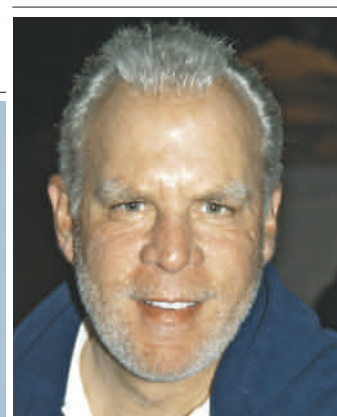
in the nine-race, no-throwout series (their worst finish was fifth) against a largely East Coast-based fleet. Another California boat, Rich Bergmann's San Diego-based *Zuni Bear*, got second.

In PHRF-3, *El Ocaso* flew over the course, also posting five firsts, and two seconds. (The only better score was in the Mumm 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-Comifin*.

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 3/1000ths 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



Wet and wild action at Key West — spread, 'Ramrod' (#43) takes a flyer in the Farr 40 fleet. Inset, J/105 winner Tom Coates.

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 Simoneschi. Ullman pulled out the win with a

2,3, while Simoneschi'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.

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.

DIVISION 1

SWAN 45 — 1) **Bellicosa**, Massimo Ferragamo, New York, 43 points; 2) **DSK-Comifin**, Danilo Salsi, Scarlino, ITA, 44; 3) **Goombay Smash**, William Douglass, Newport, RI, 45. (16 boats; 9 races, no throwouts)

FARR 40 — 1) **Mascalzone Latino**, Vincenzo Onorato, Napoli, ITA, 58 points; 2) **Fiamma**, Alessandro Barnaba, ITA, 61; 3) **Warpath**, Fred/Steve Howe, San Diego, 61. (25 boats; 9 races, no throwouts)

MUMM 30 — 1) **TeamBOLD**, Nelson Stephenson, Southport, CT, 13 points; 2) **Turbo Duck**, B&N von der Wense, Annapolis, 26; 3) **Black Seal**, Kevin

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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 throw-out 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*.

THE RACING



ALL PHOTOS LATITUDE/JR

Young, Lakeside, OH, 32. (11 boats; 9 races, no throwouts)

DIVISION 2

TRANSPAC 52 — 1) **Stay Calm II**, Stuart Robinson, London, 20 points; 2) **Rush**, Thomas Stark, Newport, RI, 26; 3) **Windquest**, Doug DeVos, Holland, MI, 27. (8 boats; 9 races, no throwouts)

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;

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**, 1D35, Brendan Brownyard, Oyster Bay, NY, 18. (8 boats; 9 races, 1 throwout)

MELGES 32 — 1) **New Wave**, Michael Carroll, Tampa, 11; 2) **Star**, Jeff Ecklund, Ft. Lauderdale, 16; 3) **Crash Test Dummy**, Tim Kimpton, Stamford, 20. (8 boats; 9 races, 1 throwout)

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)

DIVISION 3

MELGES 24 — 1) **Pegasus 505**, Dave Ullman/Team Pegasus, Newport Beach, 22 points; 2) **Blu Moon**, Franco Rossini, SUI, 26; 3) **Pegasus**



492, Jeff Madrigali/Team Pegasus, Honolulu, 31. Other West Coast Boats — 12) **Rock N Roll**, Argyle Campbell, Newport Beach, 89; 20) **Personal Puff**, Dan Hauserman, Lake Tahoe, 161; 23) **USA 493**, Matt Frymier, Tiburon, 171; 25) **Smokin**, Kevin Clark, Alameda, 207; 29) **Lester the Nightfly**, Nigel Donnelly, San Francisco, 233. (60 boats; 9 races, 1 throwout)

J/105 — 1) **Masquerade**, Thomas Coates, San Francisco, 16 points; 2) **Zuni Bear**, Rich Bergmann, San Diego, 34; 3) **Savasana**, Brian Keane, Marion, MA, 41. (29 boats; 9 races, 1 throwout)

J/80 — 1) **Synergy**, Jay Lutz, Houston, 15 points; 2) **Rumor**, John Storck Jr., Huntington, NY,

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 Hudgins, Stuart, FL, 13; 3) **Hot Flash**, Bob Gleason, Wareham, MA. (12 boats; 9 races, 1 throwout)

J/109 — 1) **Mojo**, Steve Rhyne, Kemah, TX; 2) **Phoebe's Phling**, Charlie Milligan, Newport, RI, 22; 3) **Storm**, Rick Lyall, Wilton, CT, 22. (10 boats; 9 races, 1 throwout)

PHRF-4 — 1) **Temptress**, SR33, Robert Hibdon, Charleston, 11 points; 2) **Kokopelli**, Olson 29, Fred McConnel, Panama City, FL, 12; 3) **The Wagon**, Evelyn 32-21B, Richard Hallett, Falmouth, ME, 29. (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, 27; 3) **Rhumb Punch**, J/29, J&L Edwards, Solomons, MD, 31. (12 boats; 9 races, 1 throwout)

PHRF-7 — 1) **Mistress**, S2 7.9, Bryan Coon, Huntington, NY, 19 points; 2) **Circus**, J/30, Wurtzbaach/Bird, Chicago, 20; 3) **Blah Blah Blah**, J/24, Mark Milnes, Key West, 24. (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 brunch 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 bulletted all seven races in the Laser Radial class.

Here are the mid-midwinter 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**; 5) **Alex Moody**, 47. (14 entered; 9 races)

SNIPER — 1) **Alberto Amenuel/Page Flood**, 23 points; 2) **Doug Howson**/(crew not noted), 28; 3) **Doug Cefali/Katherine**, 34; 4) **Phyllis Harzell/Sherry Eldridge**, 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)

I-14 — 1) **Kirk Twardowski/Anders Petersson**, 11 points; 2) **Joel Truher/Stam 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 Flick/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;

THE RACING

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)
 WYLIE WABBIT — 1) **Greg Byrne**, 17; 2) **Colin
 Moore**, 26; 3) **Andy Hamilton**, 27. (8 boats)
 CORONADO 15 — 1) **David Runbugh/Anne
 Jaeschle**, 13; 2) **Kevin Wasbauer/Erika Takada**,
 21; 3) **Alex Fishman/Steve Fishman**, 23; 4) **Craig
 Lee/Catherine Lee**, 36. (12 boats; 7 races)
 LASER RADIAL — 1) **Claire Dennis**, 7 points;
 2) **David Blackett**, 30; 3) **Cody Young**, 32. (6 boats;
 7 races)

*not all entered boats race every race.

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 Blossom 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 Tenyson; 2) **Tule Lost**, Olson 911SE, John Burnett; 3) **Fancy**, Ericson 33, Chips Conlon. (6 boats)

* indicates series leader after three races

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

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.

Next month is the last of this series. It has been a lot of fun for us, and we hope for the racers as well. With one more race completed there will be two throw-outs, so who's going to win is still up in the air for most of the fleets.

— *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)

1D35 (did not race on Saturday, results from first two weekends only) — 1) **Great Sensation**, Grand Prix Sailing Academy, 5 points; 2) **Jazzy**, Bob Turnbull, 5; 3) **Zsa Zsa**, GPSA, 6. (5 boats)

BYC Mids — Weird and Wonderful

Despite some pretty dire weather forecasts, 69 boats showed up and enjoyed good breeze the whole day for their damp romp around the 8.8 mile Circle course with buoy F as the windward mark.

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 spinnaker? 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 spinnakers 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*

SATURDAY, 1/14

DIVISION A (PHRF 0-96, 8.8 mi.) — 1) **Bodacious**, Farr 40 one ton, John Clauser, 4 points; 2) **Flexi Flyer**, Soverel 33, Mitch Wells, 7; 3) **Advantage 3**, J/105, Pat Benedict, 14. (14 boats)

DIVISION B (99-141) — 1) **Expressway**, Express 27, Michael Robinson, 4 points; 2) **Lilith**, WylieCat 30, Tim Knowles, 12; 3) **Cookie Girl**, Ultimate 24, Nicholas Roosevelt, 14. (9 boats)

DIVISION C (144-168) — 1) **Boogie Woogie**, Ranger 33, G. Michael Yovino-Young, 8 points; 2) **Chesapeake**, Merit 25, Jim Fair, 8; 3) **Loose Lips**, Merit 25, Phill Mai, 9. (11 boats)

DIVISION D (>171) — 1) **Ypso**, Cal 2-27, Tim Stapleton, 3 points; 2) **Latin Lass**, Catalina 27, Bill Chapman, 8; 3) **Starkite**, Laurie Miller, 9. (7 boats)

OLSON 30 — 1) **Hoot**, Andy Macfie, 6 points; 2) **Family Hour**, Bilafer family, 7; 3) **Naked Lady**, Jeff Blowers, 10. (9 boats)

SF 30 — 1) **Shameless**, Custom Schumacher 30, George Ellison, 4 points; 2) **Wishful Thinking**, TartanTen, Lester Gee, 6; 3) **Prime Mover**, J/30, Lloyd Burns, 12. (7 boats)

MOORE 24 — 1) **Flying Tiger**, Vaughn Seifers, 4 points; 2) **Hot Rod Lincoln**, Charles Witcher, 11; 3) **Topper II**, Brendan Meyer, 14. (15 boats)

OLSON 25 — 1) **Balineau**, Don Coleman, 5; 2) **Clean Sweep**, Tom Nemeth, 5; 3) **Vivace**, Frank Van Kirk, 8. (7 boats)

J/24 — 1) **Snow Job**, Brian Goeprich, 4; 2) **TMC Racing**, Michael Whitfield, 7; 3) **Casual Contact**, Ed Walker, 11. (12 boats)

NEWPORT 30 — 1) **Zeehond**, Gary Boell, 7 points; 2) **Harry**, Dick Aronoff, 7; 3) **Achates**, Robert Schock, 9. (5 boats)

SANTANA 22 — 1) **Carlos**, Jan Grygier, 4 points; 2) **Bonito**, Michael Andrews, 10; 3) **Fuschia Schock**, Shawn Rowland, 10. (6 boats)

SUNDAY, 1/15

DIVISION 1 (0-99) — 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. Bursleson, 11. (10 boats)

DIVISION 3 (168) — 1) **Snowjob**, J/24, Brian Goeprich, 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 Deneisha, 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 squeaky 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 Fast-net 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



Game, set, match — 'Wild Oats IX' got first to finish, first on corrected, and set a new course record in the Sydney-Hobart.

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.

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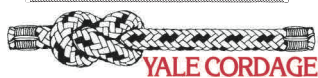
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WORLD

With reports this month on **The Reasons Why We Love North Country Chartering**, a grandpa's fond memories of **Elderhostle Schooner**, the introduction of our **'3G&P' Campaign**, and miscellaneous **Charter Notes**.

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 '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



ALL PHOTOS LATITUDE / ANDY

Comox — 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 chateaux, 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

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.



OF CHARTERING



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.

Another (man-made) 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.

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

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 im-

If you like to hike through pristine landscapes, you'll love the Northwest. Inset: It's common to sight playful orcas in Haro Strait.



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



WORLD



ED BODINGTON

For decades, neophyte helmsmen have been given a chance to pilot the famous schooner 'Zodiac' through Northwest waters.

portant 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 chartering in the Pacific Northwest high marks.

And, of course, it has the obvious advantage of being practically in our own backyard!

— *latitude/aet*

An Elderhostile 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,

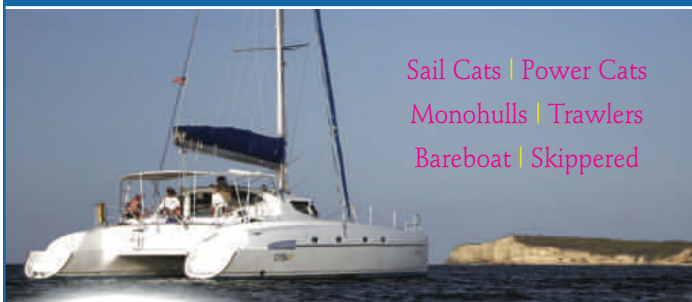
yet its citizens took on the big job of organizing the celebration which was part of the multi-port 2005 Tall Ship Challenge.

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.



On a spectacular day, the fleet rendezvoused at Port Alberni.

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ED BODINGTON

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

OF CHARTERING



ED BODINGTON

Participation isn't mandatory, but who could resist the urge to tug on a few lines, flake a few sails and perhaps even sing a chantey or two.

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,

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WORLD

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 just 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

On a sailing vacation, the view in any direction is often 'pretty as a picture'. Left to right: a charter cat approaches St. Martin in the French West Indies; the pristine waters of Airisto, Finland; approaching a Chesapeake lighthouse outside Annapolis; an aerial view of a Tongan reef.

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 his-



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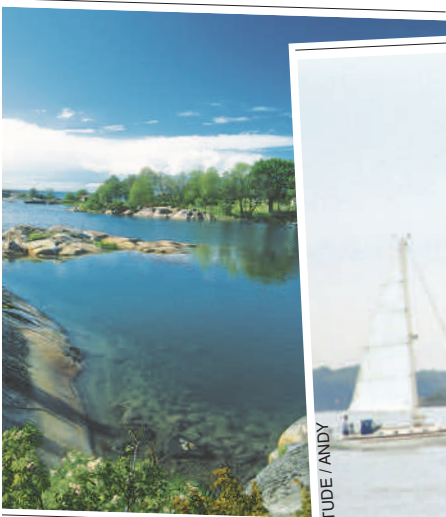
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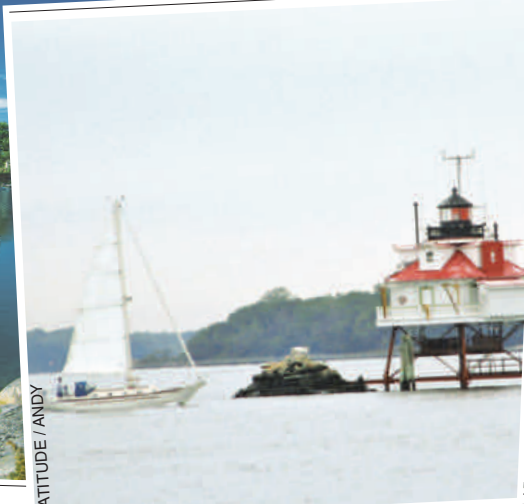
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OF CHARTERING



LATITUDE / ANDY



KATHERINE PHINAM-PAUL

tory of Santorini

— 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-*

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WORLD OF CHARTERING

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

LAGOON AMERICA



We haven't seen the new Lagoon 420 yet — no one has. But we sure like the idea of powering it with a genset rather than hot, noisy diesels.

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. Score 10 points for Lagoon! Perhaps other manufacturers will follow suit.

In other chartering news — and par-

ticularly 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.portofbelllingham.com.



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CHANGES

With reports this month from **Nepenthe** in Malaysia; **Manu Kai** in South Africa; **Viva** in Venezuela; **Windsong** in Costa Rica; **Elsewhere** in French Polynesia; **Reflections** in Thailand; and more Cruise Notes than ever before.

Nepenthe — Folkes 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 any 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

The ever-peaceful Tom Scott strikes a threatening pose as he prepares for yet another year of cruising in luxury and ease. Hedonist!



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 Africa.

1992 — South Africa 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 replat 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



COURTESY MANU KAI

Jennifer and Harley take a well-deserved break in South Africa following a relentlessly windy crossing of the Indian Ocean.

\$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

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

Harley and Jennifer pose at the fabled Cape of Good Hope, the southwesternmost point of the continent of Africa and home of gales.



MANU KAI

CHANGES

more detail — I would just have figured I was experiencing the normal hallucinations that come from a combination of a lot of hard living in my younger days and the sleep deprivation of shorthanded sailing.

And then there was the sleeping humpback whale that we plowed into in broad daylight a couple of weeks deeper into the ocean. In fairness, he was just below the surface and 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 smelly 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 still had to make the 800-mile trip down the coast and around Cape Agulhas before we could say that the weirdness of the Indian Ocean was actually behind us. This passage is typically done in increments during favorable weather windows — all in an effort to avoid the southwesterlies that blow up every couple of days against the south-setting Agulhas Current. The first of these legs for us was the 340 miles from Durban to Port Elizabeth. Between the wind and the current, we managed a 220-mile day — hitting a somewhat unbelievable 13.5 knots over the ground at

We ran an almost identical photo of Harley and Jennifer when they were in Hawaii — but they weren't wearing foulies then.



MANUKAI

one point. Our ancient clunker of a GPS hasn't had to light up that second digit of double figures in quite a while, but now we know what you multihulls and big boat sailors get to enjoy on a regular basis.

Anyway, we've had our share of other misadventures — including riding our 20-ton surfboard on a nice breaking wave between 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

Viva — Grand Soleil 39 Steve & Pam Jost Venezuela (San Pedro)

As 2005 draws to a close, we begin our seventh year of cruising aboard *Viva*. After a whirlwind 10-week visit back to California — where we spent most of our time with all the usual medical checkups, parts procurement, photo assignments, and visiting family and friends — we returned to our boat in Venezuela in October. Were we in for a surprise! The mechanic with whom we had contracted to overhaul our engine in our absence had decided to hire himself out as an engineer on an 80-ft yacht on the East Coast.

After nearly three weeks of searching for a mechanic who wasn't booked and was willing to take the responsibility for someone else's work, we finally got the engine back in and running — to a certain degree. There were a few parts missing and a couple of bolts left over, but hopefully all will be well in a few days. After that, it was time for the annual bottom job, changing a couple of thru-hull ball valves, and then getting the boat back in the water.



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 learned that teak decks and the tropics don't mix. Besides the wear factor, they are hot to walk on, and add at least 10-15 degrees to the temperature belowdecks. Removing the decks involved the tedious work of chipping the wood off using a hammer and chisel. Luckily, we found Jose Luis, a great young Venezuelan guy, to do the chiseling and chipping, and after nine days the old decks were gone. Of course, residing below during this process was like living inside a tree that's home to a family of woodpeckers! That's been followed by grinding and sanding — which our contractor says he'll have completed in 20 days.

Since marinas frown on the noise and amount of dust associated with such a project, we had to find a slip in front of a private home on the lagoon, the owners of which were away at work most of the day. The privacy and our newly acquired air conditioner made life as bearable as possible.

What we hadn't counted on was a visit

IN LATITUDES



CHRIS LEWIS

If you've ever been to Auckland, New Zealand, you're no doubt familiar with Westhaven Marina, foreground, and Viaduct Basin, in the background. City authorities have wisely agreed to remove the storage tanks in the center to create parks and space for expanded marine services.

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 new-found 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.



VIVA

CHANGES

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 oc-

Losing a dinghy when cruising is a very serious problem. How are you supposed to get to and from shore? Where can you buy another?



cured 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 traveling 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

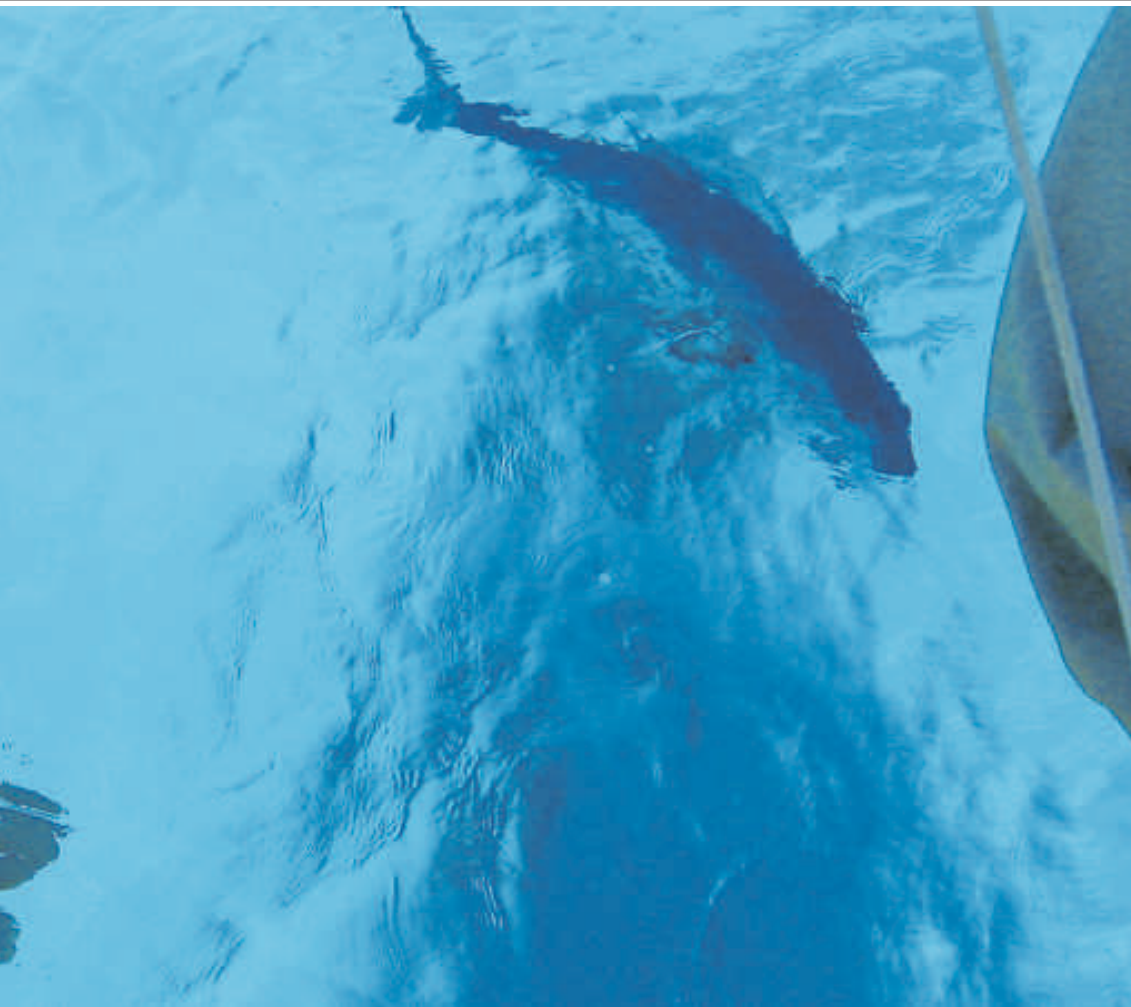
Leaving Our Boat In Polynesia

(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



ELSEWHERE

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 out of 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 haven'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 Tuamotos — 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

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.



MARYLEE

CHANGES



A small sacrificial pennant turned out to be the perfect solution for wear and tear on the clew of the genoa.

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 December 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'.



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 concern 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 crewmembers 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 addition, 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 surprised 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 restaurants 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 co-sponsor of the Phuket King's Cup Regatta, which takes place the week before 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, Russia, 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

REFLECTIONS



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.

doorstep to Thailand's world-class Phang Nga Bay. This is home to the famous 'James Bond Island', as well as Phi Phi and Krabi Islands, where Leonardo de Caprio's *The Beach* and Brigitte Jones's *Edge of Reason* were filmed. There are hundreds of deserted tropical islands, so the area ranks as one of the world's premiere cruising grounds, with nearly year 'round boating.

I can't express how wonderful the cruising experience has been for me. I think I'm going to stay longer than I thought. For further information, visit www.royalphuketmarina.com.

— max 01/08/06

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 [\[tion-for-life.com\]\(http://tion-for-life.com\)?](mailto:alien@organ-dona-</p>
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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.**



LATITUDE/RICHARD

CHANGES

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 Rehusa," report Myron and Marina Eisenzimmer of the San Geronimo-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. **Delphis**, 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 doing 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 her 'almost' home — 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."

"I'm sure that many readers both sympathize with the plight of Don Ferrell

This is 'Xterra 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 Mazatlan," 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.rideforclimate.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 swim-



mers, 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.

IN LATITUDES



MAHINA TIARE

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.



CHANGES

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 SC 52 **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 experi-



JOHN PETTIT

Loretta, the Ha-Ha's 'dancing dentist', as she appears on the cover of the *Pusser's Rum newsletter*.

ences 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 Med-tie 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

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BoatUS Cooperating Marina

IN LATITUDES

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



Spread; Noel's Outremer 43 'Laia' anchored off the Spanish island of Formentera. Inset; One of his naked, naked, naked crew.

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

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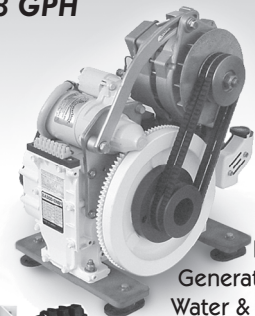


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CHANGES

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 recognition last year was winning the Perry Bowl Award from the ASTA for our racing accomplishments 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 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 others, 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 34 underprivileged Mexican children for the



Cactus and Betsy Bryan have had a great year — and also had tens of thousands of people come aboard to visit 'Talofa'.

sail of their lives. The wind and seas in Cabo Bay really piped up to treat the children to a real Tall Ship experience. Some even got seasick while learning to tie 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 different 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 www.bajaschoonercruises.com.

Readers Steve and Teri Dale wrote in to ask how difficult it would be to get crew positions for the **Pirates For Pupils Spinnaker 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 coast 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

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IN LATITUDES

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 *Profligate*, and hope that you will, too.

Connie **Sunlover** down at Puerto Escondido, Baja, reports that there have



"ELECTRONIC LATITUDE/R.S."

When cruisers pull out the 'international tool' to clean their boat bottoms, you can be sure that the Banderas Bay Regatta is coming up.

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.

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CHANGES

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



LATITUDE/ANDY

What the Northwest lacks in blue skies and warm waters, it makes up in green vegetation and . . . well, cold water.

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

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IN LATITUDES

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



ROGUE

If it weren't for 'Casablanca', it would have been very lonely for 'Rogue' at Catalina during the Christmas holidays.

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



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CHANGES

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



INTERLUDE

Every kid in America becomes a ham in front of a camera. But that's not the case at Abaiang Atoll in Kiribati.

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

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IN LATITUDES

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-



LATITUDE/RICHARD

The historic docks at English Harbor, a fine place to find information on how to best cross the Atlantic to the Med.

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-

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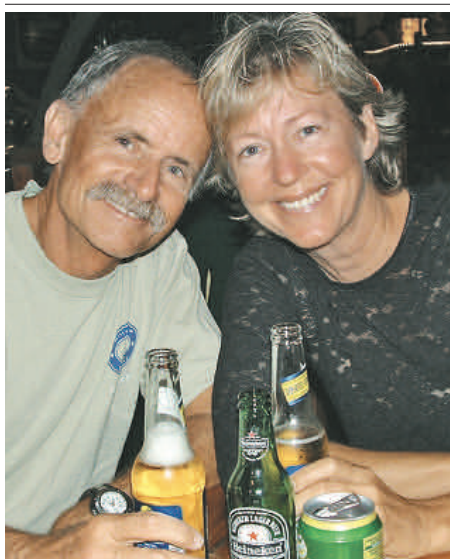
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CHANGES

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



LATITUDE/RICHARD

John and Lynn Ringseis of Novato keep returning to the British Virgins to run their Lagoon 410 charter cat 'Moonshine'.

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 than 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-



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IN LATITUDES

ing the 2004 Sydney to Hobart Race on Whitworth's 33-ft **Berimilla**, the self-described "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



Think there are no more fish in the sea? Check out the mahi the folks on 'Cheval' caught while crossing the Pacific.

in the London Marathon in April. Good on ya, guys!

"It's hard to believe that we did the Ha-Ha in '03 and have continued on to Brisbane, Australia," write Henry and

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, travelled 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 weekends of sailing in San Francisco Bay, followed 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.

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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.

24 FEET & UNDER

17-FT SLOOP. Sleeps 4, 3 hp outboard. 1981 Vagabond. Good condition. \$3,200/obo. (916) 224-7937.

MONTGOMERY 17, 1980. Boat is in good shape with new trailer and very good sails, 2 hp Honda, extras, and ready to sail. \$6,500/obo. Andy (925) 640-5484 or email: hinz1@llnl.gov.



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: tairifunk@yahoo.com.

SAN JUAN 23. New sails, topsides. For complete spec sheet call (406) 686-4188 or email: hrsckr@mcn.net.

BRISTOL 24 with 10,000-lb trailer. 90% restored. Must sell. Will split. \$5,800/obo. (805) 434-2135.



CORONADO 23 Mk II, 1974. Super sweet starter boat including practically new spinnaker with sock and 4 hp 4-cycle Mercury outboard. Roller furling jib. Lots of upgrades. Ready to sail today. Located Alameda. Call (408) 203-8270 or email: sailsfca@ureach.com.

J/24, 1987. Ready to sail. 2 sets of sails, spinnaker. Outboard motor and trailer. Dry-stored in Point Richmond location. \$7,900. Many extras. (415) 272-1029 (days) or (415) 389-1404 (eves).



CLIPPER MARINE 21, 1976. F6Z Yamaha YR2K outboard engine. Full boat canvas cover, trailer, 3 sails, new mainsail/boom cover. Folsom Lake, J-43. \$4,000/final. (916) 967-3777 (lv msg).

WEST WIGHT POTTER 14. Glass, original lines, early Gunter rig, batten main with reef, jib, anchor/rode, 5 new cushions, Seagull. \$2,800/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.

25 TO 28 FEET

HUNTER 260, 2000. Swing keel, water ballast, wheel steering on pedestal with autopilot. Main, jib and spinnaker, lazy jack, bimini. Honda 8 hp, bottom paint, mast-raising system. Roller furling, compass, depthfinder, knotmeter. AM/FM radio/CD player, 2 speakers. Canvas, fabric cushion, cockpit cushions, head and galley sink, 1-burner stove. 2 batteries, fuel tank, swim ladder, galvanized dual-axle trailer with surge brakes and spare tire. Perfect condition. (408) 578-7700.

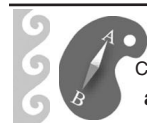
CATALINA 27, 1975. Located in Channel Island Harbor. Tabernacle mast, dodger, tiller, autopilot, rebuilt diesel. \$7,500. (818) 363-6914.

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.

CAL 25 Mk II, 1979. Sea Hunt. Excellent condition, good mainsail, 110% and 90% jibs. New upholstery. Diesel needs work. Moving, must sacrifice. \$4,500/obo. Please call (916) 203-0090 or email: bigdave_94403@hotmail.com.

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ERICSON 27, 1973. Tiller, Atomic 4. Major refit over past two years. New running & standing rigging, lifelines, spreader brackets, fuel tank & fuel system, thru hulls & valves, holding tank & plumbing, shorepower, batteries & charger, mast electrical, shaft, cutlass bearing, stuffing box. Sails older but decent. Boat is clean and sails well. Despite 6-ft headroom, owner needs more and bought a bigger boat. San Rafael. \$8,500/obo. Jim (775) 240-5379.

INTERNATIONAL FOLKBOAT, #175, 1969. Owned 27 years, all original, excellent, never neglected. 5 sails, Nissan 8 hp, low hours. Lots of gear. 1 portlight, minor leak, needs haulout. Loch Lomond. No demo sail, diver can check hull. \$7,500. (510) 541-9399.

CAL 25, 1975. Great singlehander, 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 wildduck1975@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 Svendsen pulpit, Harken winches, raft, foot pump, oars. 2 anchors, depthfinder, VHF, new Porta-Potti, tool box with tools, boat hooks, foul weather gear including gloves, life vests, bilge pumps, chains, ropes, many extras not listed. Extensive interior redecoration. Really nice. \$6,500. Email: nurzguy@comcast.net for pictures.

26-FT INTERNATIONAL FOLKBOAT. Espresso. See: <<http://www.clickbert.com/IFboat/techtips/vigor.html>> Fiberglass hull, aluminum spars, good to excellent sails: 2 mains, 3 jibs. 10 hp Volvo, new standing rigging and LED masthead light. \$14,175. (707) 599-5955 or jdarh@lycos.com.



BRUCE ROBERTS 28, 1981 by Hanawalt. Excellent condition. OMC stern drive 18 hp inboard rebuilt. All new riggings, head, upholstery. 2 batteries, 1 mainsail, 3 jibs. Lots of extras. Excellent liveaboard. Richmond Marina Bay. \$8,000/obo. (510) 772-0340 or shoyu@sbcglobal.net.

MacGREGOR 26X, 2001. 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.

PACIFIC SEACRAFT ORION 27, 1979. Cutter, SSB, solar, refrigeration, propane stove, new sails, spinnaker, furling jib, new standard rigging. CQR, 150' chain, dodger, Yanmar, tiller or wheel, other extras. Solid bluewater cruiser. \$35,000. In Alameda. (510) 377-6728.

RANGER 26. Plastic Classic in excellent condition. New Awlgrip on hull and mast. All new standing rigging. Full suit of sails, main, headsails, spinnakers, pole etc.. Ready to race or cruise. Great opportunity. Best offer. Call Ron or Tom. (415) 332-5432.

26-FT RHODES MERIDIAN. Classic fiberglass sloop. Sturdy built, full keel forefoot cutaway. Great Bay boat. 2 mainsails, 4 jibs. Yamaha 9.9 4-stroke outboard. Growing family needs bigger boat. Make offer. Call Sully (925) 777-1802 or email: sullyman@pacbell.net.

PEARSON ARIEL, 25'7", 1965. \$3,500/obo. Classic Alberg design with full keel. Great for daysailing on SF Bay. Solid boat, easy to singlehand. Roller furling jib. Interior needs work. See pictures at: <www.PearsonAriel.org> under Discussion/Gallery/F.S. Ariel #336. <<http://www.pearsonariel.org/discussion/showthread.php?t=1100>> (925) 370-7970.



WATKINS 27 Mk II, 1983. Perfect Bay and Delta sailboat. 10' beam and 3'8" shoal keel. Huge inside. Sleeps 5. Brand new North sail and jib, Harken furling, full dodger, autopilot, bat charger, pressure water. New Origo cooktop, custom cockpit cushions, ducted heating and AC, TV and DVD/CD player in custom cabinet. Custom companionway hatch doors. Way better than a C27. See more pics: <http://www.fotki.com/Sailorick/yare_my_sailboat/yare_for_sale/> Asking \$18,000. (916) 718-3789.

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. 9-ft cockpit. New interior cushions and Nissan 6 hp. Full keel. \$9,400. Pics at: <www.tytiamorgan.com/boat> (415) 823-4521.

COLUMBIA 26, 1970. Never blistered. 9.9 Honda electric start, remote control, 24 hours. New main, 2 jibs, LectraSan head, legal liveaboard possible. Custom cabinets, salon makes into king bed. Mini blinds, Truecharge 20 amp. Berkeley berth. Great bay boat. \$4,900. Please call (775) 224-4738.

BALBOA 27, 1979. Diesel, Trail-Rite trailer, well equipped for inshore cruising and maintained in very good condition. Call/email for details and photos. View and take delivery at Salton Sea for generous discount. \$10,500. (760) 394-1132 or marjak2@netzero.net.



27-FT SS DESIGN, 1968. Built by Bandholm in Holland. New rigging, chainplates, turnbuckles, motor mounts, 40 gal ss fuel tank, plumbing, electrical. New paint on hull, deck and bottom. Full keel, Yanmar 2Qm15. Boat needs finish work, must sell. \$5,000. (831) 325-8183.

EXCALIBUR 26, HULL #984. In good condition, 92 Nissan 3.5 outboard, 1997 replaced standing and running rigging, roller furling, includes trailer. \$5,500/obo. In BYC Marina. Call (510) 236-1933.

CATALINA 27, 1974. Excellent condition. New furlow and jib. 9.9 hp electric start O/B. Singlehanded set-up. Sausalito. \$8,000. Call (925) 458-2696 or email: Sequoia-boat@sbcglobal.net.

29 TO 31 FEET

CATALINA 30, 1980, IRISH LADY. Transpac ready. New 3-cyl diesel 40 hrs. All new rig. New interior. Force 10 oven, SSB, radar. To much to list. Alameda. \$29,500/obo. Call Denis (925) 372-0475 or djmahoney@sbcglobal.net.



ISLANDER 30, Mk II, 1973. Seawind. Alcohol stove/oven, refrigeration, dinette with widened bed, BBQs, sleeps 6. Extra navigation lights, 3 anchors, 8 Barient 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).

PACIFIC 30, 1971. Solid cruiser will go anywhere, set up for voyaging. Solar panel, windvane steering, autopilot, VHF, GPS, stereo. All sails in excellent condition, cozy interior, wood heater, new motor, bottom excellent, bullet proof. \$18,000. Call Steve (415) 847-0179.

31-FT DUTCH SLOOP. All steel, Volvo MD2B. 3 jibs, short and tall mains, gennaker. Reefer, 2 burner with oven. Autopilot, vacuflush with holding. Sister to Icebird, first solo Antarctica. Panama/West Indies vet. Perfect, safe singlehander/liveaboard. \$15,000/offer. (510) 821-9630.

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 fusion 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 fitted with kelp cutter on keel. Price reduced to \$49,000. Call (858) 755-6265 for equipment list and pics.

BUCCANEER 29.5 (BAYLINER), 1979. Sleek, fast, roomy, clean, solid sailing vessel. Volvo MD7A diesel, full complement of sails & two spinnakers, auto-PFDs, GPS, nav station, head, plus many extras. Berthed at Alameda Marina. Reduced to \$9,000/obo. Call (559) 565-3115 or email: eric_inman@excite.com.

HUNTER 29.5, 1996. In exc condition. Fully equipped. Bottom paint 6/05, asymmetrical spinnaker & 2 mainsails. Yanmar diesel, Autohelm, AM/FM stereo, etc. See: <<http://www.geocities.com/janusz1us/boat.html>> \$36,000/obo. Call (925) 672-7682.

NEWPORT 30 Mk II, 1982. Excellent condition inside and out, 2-year-old main, 3-year-old 90% jib, spinnaker, Harken furler, lines led aft. New bottom paint, new standing rigging, life lines 5 years old, depth 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, fridge, VHF, AM/FM, compass, Autohelm, depthmeter, enclosed head, two headsails, more. Priced to sell \$13,000/obo. Call (916) 952-3081 or email: Gernaldavie@comcast.net.

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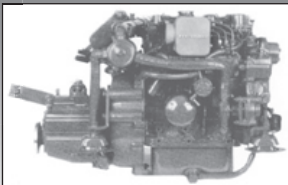
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OLSON 30, HULL #198. Warpath. Very nice boat, ready to race or daysail, double-axe trailer, 5 hp outboard motor. Dry sailed. Good sail inventory. Double spreader. New standing rigging 2003. Lying Santa Cruz. \$15,500/obo. Call Ryan (831) 234-3229 or Geoff (831) 595-4180.



ISLANDER 29, 1967. Pre-70's edition: strong glass. Wayfayer I-29, rare long keel, no bolts. Dinette version, two double berths. Separate bathroom, 6-ft headroom with low profile, VHF, 4-stroke Honda 7.5 hp, and inboard A-4 Universal, will cruise with more outfitting. \$4,950. (510) 689-3432.

NEWPORT 30 Mk II, 1976. Excellent condition, original owner, fully equipped for cruising, sleeps 6, new CNG stove/oven, AM/FM/CD, 45 gallons fresh water, holding tank, rebuilt Atomic 4, GPS, VHF, depthfinder, knotmeter, autopilot, roller furling jib, extra sails, \$18,500/obo. (714) 637-5338.

GO CRUISING IN THIS LIFETIME. Rare Sausalito-built Triton 28.5-ft heavy-built fiberglass, full keel. Sisterships have done many circumnavigations. Featured in many books. 5 sails, 6 anchors, medical/survival gear. Charts, Mexico to Australia. First \$8,900 takes. (619) 277-0593 or (619) 313-1885.

CATALINA 30, 1985. Diesel, 680 hours. L-shaped dinette. Harken furler, dodger, new standing rigging. Built-in refrigerator, CNG stove/oven, lazyjacks, AH4000, knot/depth meter, VHF radio, battery charger, dripless shaft, shower sump pump. Engine just serviced. Excellent condition. Transferable Moss Landing slip. \$29,500. (831) 753-2001 or Skipper030@aol.com.



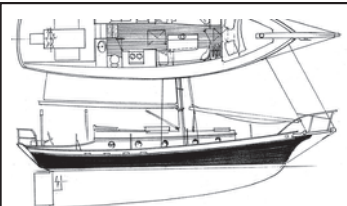
J/30, 1984. Strong boat, excellent condition; bottom paint in June. Blond interior, powder blue upholstery, teak-and-holly sole, galley, ice box, head. Ten racing and cruising sails including spinnaker and genaker. Yanmar 2GM diesel. \$34,000/obo. (510) 232-5142.

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 130% and 150%, carbon 105%, Airex logo'd spinnaker, 1.5 oz Shykite, 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: boellg@ajiusa.com.

32 TO 35 FEET

NEWPORT 33, 1986. GARY MULL design. Just hauled, bottom paint, all new running rigging. New wiring for lights and VHF antenna on mast. Will consider all reasonable offers. Call for all details. (925) 876-3017.

WESTSAIL 32, 1977. Lovely interior. Well equipped and maintained. Outfitted for cruising. 28 hp Volvo 2003. Dual Racors. Stove and oven, refrigeration. Documented. Tools and many extras. Located Sausalito. \$55,000. Call (415) 331-0500.



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. (415) 706-6962.

HUNTER 356, 2002. Very clean, well maintained. MaxProp, radar, Autohelm 4000+. Cruising spinnaker with sock, dodger, standard mainsail, lazyjacks, dual single-line reefing. Balmar 110 amp alternator. San Diego, CA. \$126,500. Call (858) 673-0817 or torch2@san.rr.com.

ALDEN 34 SLOOP. Perkins diesel engine, runs but needs work, good sails, sleeps 4, private head, shower, galley. Could be a nice liveaboard. Berthed in San Leandro. \$7,500. Jim (209) 786-6003.

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 o/b. \$12,000/obo. Call David (831) 595-2292 or david@cyberware.com.



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35-FT COLUMBIA 10.7, 1981. Alan Payne designed, wide body super cruiser. Beautiful interior. 6'5" headroom, sleeps 6. Pressure hot water, double sink, new faucets, shower. New bottom paint, thru-hulls, prop shaft, and diesel engine serviced in September. Recent batteries and charger. VHF radio, radar, Loran, autopilot, compass, depthfinder, wind-speed, windvane, roller furling. 24 gallon holding tank, 88 gallons water, 30 gallons fuel. Dodger, bimini, BBQ, swim ladder, cockpit cushions, recent survey. USCG documented. \$32,500. (510) 388-2441 or (510) 451-4982.



PACIFIC SEACRAFT CREALOCK 34, 1989. Proven passagemaker is located on beautiful Puget Sound. Owned since new but must sell due to poor health. \$90,000. Message phone: (360) 385-0617.

AUTHENTIC, EXTRAORDINARY, Colvin Saugeen Witch. Artful aluminum construction by Greenwich Yachts, Canada, 1973. 34' on deck, 42' overall. Traditional rig with gaff-headed main. Reliable 10 hp Sabb diesel. Capable and versatile. \$39,000. Virginia. View on Yachtworld. Ken (804) 462-7018.

HALLBERG-RASSY RASMUS 35, 1972. Center cockpit. 75 hp Volvo Penta. 70 gal fuel, 70 gal water. Autopilot, radar, etc. Bluewater cruiser or great for all the CA. Channel Islands. Liveaboard ready. \$50,000/obo. (805) 258-6966.

C&C 35 Mk II, 1975. One of the models that made the original C&C their reputation. Rod rigging, roller furling, records for the past fourteen years, custom double spreader spar, Autohelm 4000, renewed electronics. Everything works, buy and sail not buy and fix. Constantly maintained and upgraded by current owners. Sail alone, with friends, race, cruise. Three spinnakers, two poles, Atomic 4, simple systems, solid (not cored) hull. Best value on this model in US, Canada. \$33,550. Call (415) 516-1299.

RANGER 33, 1978. All or 1/2 partnership, excellent condition, great Gary Mull Bay boat, 110% roller, spinnaker, 150%, Atomic 4, full galley. \$22,000/obo. Call DJ (415) 515-1353.

MODERN CRUISING CLASSIC Nicholson 35, rare on West Coast, clean, well laid out, recently rebuilt Perkins 4-107, beautiful, needs some work. \$25,000/firm. Call (510) 520-5947 or email: mbrown@mowat.com.

SPENCER 34, 1978. Built in Vancouver, Canada. Fast, comfortable, and capable offshore boat. 12 hp Yanmar. Tons of quality work and parts within last 5 years: Bottom, rigging, plumbing, roller furling, etc. Very roomy interior. Good sail inventory. Tiller. In Emeryville. (510) 305-0722.

SANTANA 35, 1981. Great condition, beautiful teak inside, clean topsides. Good sail inventory including 2004 North #1 and spinnaker. Volvo 13 hp diesel, GPS with cockpit repeater, autopilot. Race or cruise ready, sleeps 8. Photos and info at: <www.geocities.com/at_ease_for_sale> \$29,000. (650) 270-8933.

CATALINA 320, 1995. This boat has been consistently sailed, maintained and upgraded. Top condition, great value. \$69,750. See: <www.waterhouses.org/Andre.htm> for full details and photos. Call (510) 410-3003.

CAPE DORY 33 SLOOP, 1980. Rare West Coast offering of this classic Alberg cruising design built by the Cape Dory yard in New England. Turnkey boat that turns heads wherever she goes. Mexico vet that is ready for this year's Ha-Ha. Complete refit and upgrade in the last 5 years. Fully equipped for cruising now, AP, radar, SSB, solar, chartplotter and much more. Recent survey. East Bay location. \$59,000. Photos: <http://mace.photosite.com/CapeDory33/> (530) 559-5100 or email: larry.mace@gt.com.

COLUMBIA 10.7. Start your trip in warm Mexican waters. Circumstances force sale of cruise-proven home, currently in La Paz. Self-sufficient upgrades include refrigeration, watermaker, solar bank, wind generator, inverter, Lectrasan. Sailing plan includes cutter stay, windvane, autopilots, full batten main. Living quarters include permanent hot shower, extra storage, sit down nav station, lp oven. Dinghy davits. Westerbeke diesel. Hawaii vet. Much much more. Extra hardware negotiable. Around \$39,000. For full equipment list, try calling 011-52 (646) 117-9830 or email: columbia10.7alchemy@yahoo.com.

36 TO 39 FEET



ISLANDER 36, 1979. \$45,000. Very good condition. New mainsail, new dodger, Harken furler. 1992 Yanmar 24 hp diesel, 500 hours. Recent survey, many more extras. (650) 592-1895 or email: regande@nuevaschool.org.

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 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 hjnorriss@pacbell.net.

NORBELLE 37, 1980. Norwegian-built sloop, classic cruising interior. New Lewmar traveler, Schaefer roller furler, Raymarine ST60 instruments, upgraded electrical. Newer Pineapple spinnaker/genoa. Recent reupholstering/interior refinishing. Photos, details at <www.pearlygate.us> Reduced: \$39,900/offer. Brisbane. (415) 999-8818.



BRUCE ROBERTS 38, 1982. Commissioned in 1996. Fiberglass hull, wood decks, Volvo Penta, 3 cyl with turbo, 50 hours. new sails, 6 heavy duty batteries, aluminum mast, all lines to cockpit. Hauled 10/15/05. New propeller. \$29,900. Tom Barton (650) 948-3800 or (408) 242-1845.

FREE DINGHY with purchase of this well-maintained and cruising-equipped 1980 Ericson 38. Newly-rebuilt diesel engine. New cabin sole and deck paint. Email for complete inventory, photos and recent survey. Currently cruising Sea of Cortez. \$65,000. mexicantango@hotmail.com.



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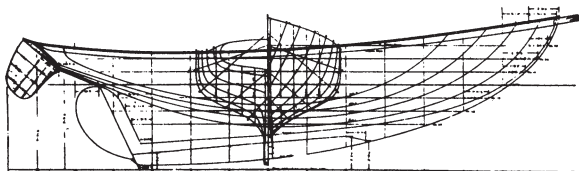


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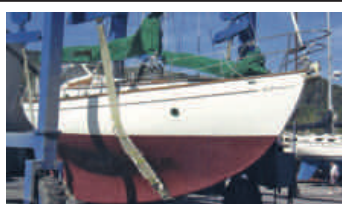
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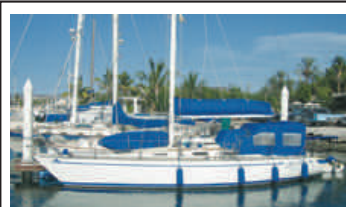
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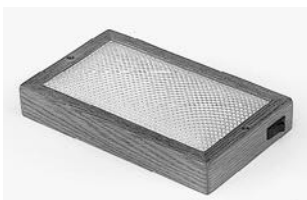
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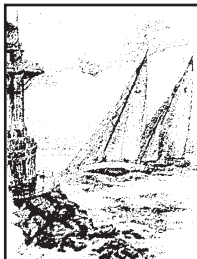
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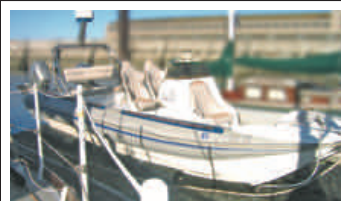


JEFFERSON HERSHINE 42, 1986. Twin 200 Perkins. 2 staterooms, 2 heads, fold-out couch in salon. 11-ft tender and outboard. Was in covered berth in northwest. Turnkey, in pristine condition. Located Emeryville. \$155,000. Call Gary (209) 606-3094.

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MARIN POWER & SAIL SQUADRON promotes high standards of navigation and seamanship, offers members free classes ranging from Seamanship to Celestial Navigation plus cruises and social events. Next classes in Novato, March 14, 15, 21, 22, 7-9 pm. For details and registration call (415) 924-2712.

BOATING SAFETY COURSE. Coast Guard Auxiliary Flotilla 12-2. Feb. 25, 9:30-3:30, Oakland Yacht Club. \$10 fee includes text. Call Nancy (510) 601-6239 to reserve a seat.

THE ENCINAL SAILING FOUNDATION has four boats for sale: 1) Cal 29 in Santa Cruz; 2) Columbia 28, strong inboard; 3) Excaliber 26, outboard; 4) Santana 25, outboard. For details, please call Dave Oliver (925) 284-5828 or Alan Gainey at (925) 838-0363.

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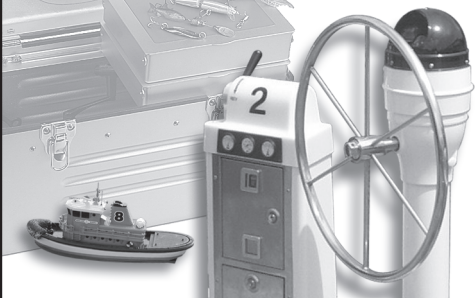
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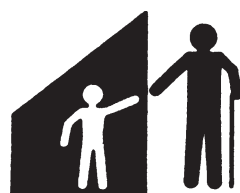
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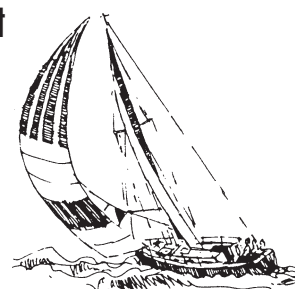
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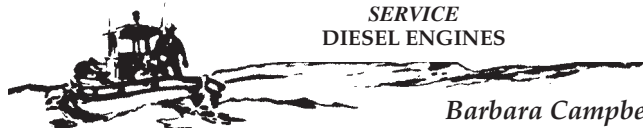
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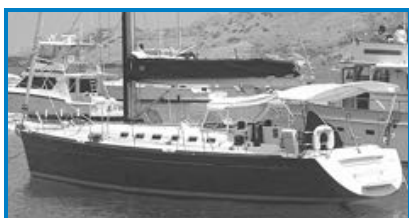
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42' LaCOSTE

S&S design.
New Dyform rigging.



New to Market

42' MURRAY PETERSON SCHOONER

Built in 1980 of cedar, she is well worth
her \$125,000 asking price.



New to Market

41' WILLIAMS TRIMARAN, 1998

A '10' on any scale.



Hunters

HUNTER 380 AND HUNTER 42

Show really well.
Two nice cabin arrangements.



33' SCANMAR SLOOP

An awesome little boat much like a
Hallberg Rassy.



Full keel

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Two for sale.
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Two Available

38' ERICSON SLOOP

A 1988 model and a 1982 model.
Cruise equipped



Coastal Cruiser

31' PACIFIC SEACRAFT

Mariah model, finely built.
Also a 33' Hans Christian.



New to Market

54' CT KETCH

Awesome space. Grand salon area,
huge master.



Reduced

41' BIANCA 414

Swedish-built sloop built to
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SANTA CRUZ 50 Water ballast, deep
cockpit, low hard dodger, recent mast,
great sails and equipment. \$165,000



SANTA CRUZ 50 One of the best. Fast keel,
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COUNTESS 44 KETCH Don't miss this one.
Large diesel, generous cockpit, good deckspace
and interior volume, great cruiser. \$59,500



SANTA CRUZ 40 Set up as a very fast
cruiser. Extensive cruising systems were
professionally installed. \$89,500



35' CENTER COCKPIT CRUISER built in
Finland by Loh-Oy. Diesel, roomy interior,
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See at:
www.marottayachts.com

48' C&C, 1973 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. **\$199,000**



See at:
www.marottayachts.com

42' BENEteau FIRST 42s7, 1999 The last 42s7 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. **Now \$185,000**



See at:
www.marottayachts.com

40' JEANNEAU SUN ODYSSEY, 1999 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/3strms. **\$169,000**



NEW LISTING

See at:
www.marottayachts.com

43' BENEteau 432, 1989 A modern classic and one of the most popular and successful mid-40 footers of all time. This is the three-stateroom version with a rebuilt 50 hp perkins engine as well as new spar, boom, rigging and sails (main & jib) — an investment of well over \$10k. Lovely varnished cherry inter., light/airy w/6'4" hdrm. **\$129,000**



See at:
www.marottayachts.com

40' VALIANT CUTTER, 1975 Equipped for cruising and in nice shape overall. Recent Quantum genoa ('04) on ProFurl roller furler ('94), substantial dodger ('03), engine and transmission rebuilt ('96), etc. Most importantly: NO BLISTERS! SIGNIFICANT PRICE REDUCTION. VERY COMPETITIVELY PRICED. **\$99,500**



See at:
www.marottayachts.com

38' WAUQUIEZ HOOD, 1982 Exceptional performance cruiser, the French equivalent of a Swan. This one is bristol — the interior shows as new. Beautiful teak decks in fine shape. The retractable centerboard allows access to areas inaccessible to most sailboats this size. Transferable Sausalito Yacht Harbor slip. **\$95,000**



See at:
www.marottayachts.com

33' WAUQUIEZ GLADIATEUR, 1984 Classic European sloop in fantastic condition above and below, shows much newer than actual. Major refit '97 including repower, electronics, windvane, sails, dodger, etc. Interior shows as new, no teak decks but teak in cockpit looks new. Transferable Sausalito Yacht Harbor slip. **\$64,900**



See at:
www.marottayachts.com

34' CATALINA, 1987 The Catalina 34, launched in 1986 and still being built, is one of Catalina's most popular boats. She offers the space of a typical 36 footer at a very affordable price. This particular example is very clean and sports the deep keel as well as a keel-stepped mast, RF and dodger, more. **\$54,500**



See at:
www.marottayachts.com

32' ERICSON, 1986 Classic Bruce King design, originally launched in '67, sporting an integral lead keel, spade rudder, deck-mounted mast and a double-spreader rig was years ahead of her time. Even by today's standards, the boat holds her own in terms of aesthetics, build quality and performance. **\$49,000**



NEW LISTING

See at:
www.marottayachts.com

32' ARIES, 1975 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. **\$25,000**



See at:
www.marottayachts.com

28' PACIFIC SEACRAFT, 1976 Charming dbl-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 dsl, sails in good shape, new fuel/water tank, recent Autohelm depthsounder and cushions. **\$18,500**



NEW LISTING

See at:
www.marottayachts.com

28' ISLANDER, 1976 Robert Perry designed racer/cruiser with low-time diesel engine and ProFurl 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! **\$8,500**

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HANS CHRISTIAN 33, 1984
Bristol, recent survey, low hours.
\$114,000.

Also: **HANS CHRISTIAN 43T, \$200,000.**

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JEANNEAU 41s. Both 1986s. One in the SF Bay (pictured). A beauty, prep for PacCup. One in Mexico. Ready for 2006 TransPac. From **\$89,000**.



43' MORGAN, 1985 Center cockpit, two double berths, 2 heads. Greasy Layout. Ask **\$125,000**



TA CHIAO 54 PILOTHOUSE, 1980
4 strm, watermaker, bow thruster, inside helm, blue-water cruiser, liveaboard slip S.F. Bay. **\$217,000**



48' MARINER, 1979
Center cockpit, two nice staterooms fore and aft. Also known as a Mayflower. **\$139,000**



43' SWAN TOURING MODEL, 1986
Perfect for two couples. Two cabins, two heads, great galley. **\$235,000**

SAIL

54' CT.....	'80	217,000	32' Nantucket yawl	'71	15,900
53' Amel ketch.....	'98	440,000	31' Pacific Seacraft Mariah		85,000
52' New Life	'83	159,000	31' Hunter	'98	53,500
52' Hartog schooner	'99	195,000	30' Catalina	'81	24,500
51' Jeanneau	'94	169,000	30' Islander Bahama.....	4 from	20,000
50' Gulfstar, Mex.	'77	89,000	30' Pacific	'71	15,000
49' Gus March Cust.	'91	189,000	30' Nonsuch	'82	57,500
48' Mariner CC	'79	139,000	30' Newport.....	'85	23,000
48' Hughes yawl	'72	60,500	29' Van der Stadt.....	'69	16,000
48' C&C	'73	199,000	28' Islander	'76	15,200
47' Hylas	'86	200,000	28' Islander Bahama.....	'82	19,000
47' Vagabond	'80	150,000	25' Pacific Seacraft.....	'78	18,000
44' Hylas	'86	185,000			
43' Swan	'86	235,000			
43' Slocum	'84	149,500			
43' Hans Christian	'89	200,000			
42' Custom schooner	'72	39,000			
42' Bavaria.....	'05	235,000			
41' Jeanneau (2).....	'86 from	99,000			
41' Newport.....	'79	55,000			
41' Down East PH.....	'81	55,000			
40' Hunter (2).....	'95 from	124,000			
40' Brewer PH	'88	115,000			
40' Cheoy Lee MS	'75	79,000			
38' Catalina (2) ...	'83 & '84 from	41,000			
38' Ericson	'81	37,500			
38' Ingrid.....	'74/84	95,000			
38' Colin Archer.....	'51	58,000			
37' Endeavour	'79	59,500			
37' Irwin CC.....	'80	40,000			
36' Hartog, steel	'92	24,500			
36' Islander	'76	49,500			
35' J/105, NICE	'92	89,000			
34' Islander	'75/'85	31,500			
34' Cal	'69	25,000			
33' Hans Christian	'84	114,000			
33' Newport.....	'84	36,500			

POWER

62' Elco Classic MY	'26	450,000
57' Chris Craft	3 from	119,000
53' Grand Banks Alaskan.....	'77	199,000
50' Stephens (2) '65 & '70 from		149,000
49' Kha Shing	'84	179,000
43' Wellcraft Portofino		Call
42' Post SF.....	'81	97,000
41' Defever	'81	119,000
40' Tiara mid-cabin.....	'96	230,000
38' Californian	'76	45,000
38' Hatteras MY.....	'69	45,000
34' Tollycraft.....	'80	48,800
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30' Sea Ray 305 DB.....	'88	59,900
30' Sea Ray Sedan.....	'79	20,000
28' Bayliner	'59	28,000
28' Bayliner	'95	35,000
28' Maxium	'99	49,000
27' Sea Ray	'83	14,000
27' Sea Ray 270	'88	28,900
26' Calkins	'63	15,900
24' Bayliner	'98	15,900
24' Regal 242, trailer	'98	37,000
22' Grady White 222.....	'02	59,000



J/105, 1992
Hull #41. Priced to sell.
\$89,000



SLOCUM 43, 1984
Turnkey cruiser. Best priced one on the market.
\$149,500



Pictured: **38' CATALINA, 1984**
In Sausalito with slip. **\$46,000.**
Also: **30' CATALINA, '81, gas, \$24,500.**
36' CATALINA, '83, \$54,500.



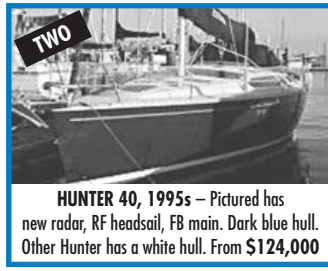
40' TIARA, 1996
Mid-cabin. **\$230,000**
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TOLLYCRAFT 34, 1980
Nice. **\$48,800**



57' CHRIS CRAFT CONNIES
Three from
\$119,000



HUNTER 40, 1995s — Pictured has new radar, RF headsail, FB main. Dark blue hull. Other Hunter has a white hull. From **\$124,000**



PEARSON 365, 1979s
Great cruisers and liveaboards.
From **\$55,000**



40' BREWER PILOTHOUSE CUTTER, 1988
Ted Brewer design, large open salon area with galley. Cruise equipped pullman berth plus V-berth. **\$115,000**



47' HYLAS, 1986 (pictured).
Newer engine, brand new dodger, 3 staterooms.
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32' VALIANT CUTTER Double-ended Bob Perry design, dsl, rollerfurl, solar, vane, dodger, wind gen, heat, full galley, comfort, new sails & more! Ultra clean & loaded to cruise. **\$58,000**

FISHING MACHINE



25' BOSTON WHALER PILOTHOUSE Frontier. Rare VOLVO O/D Duo prop 260 hp V8 plus 9.9 Trol Motor. Rare Commercial Quality P/H Model w/ trailer, radar & more. Clean, fast & seaworthy design. Asking **\$44,900**




38' KETTENBURG sloop. Dsl. Total refit incl. engine reported in 2000 & well kept since. Dodger, spinn, pull-out dbl berth, press. water H&C, AP, RADAR, SSB, GPS, etc. A classic cruiser in fine condition. **\$49,950 Ask**

65' PACEMAKER MY




A very nice 65' yacht. Comfortable, big, well appointed, Cat diesels, 3 decks, F/B, P/H, radar & etc., 3 heads with showers, 8 private berths including double and much more. **Asking \$200,000**



31' MONTEREY BAY EXPRESS. 1991, glass, trailer, Delta canvas, twin 130 hp Yanmars, 40 mph! Sm! galley up, pressure water, autopilot, bait tank & more. Very good condit. USCG documented. **\$44,950/offers**

58' ALDEN MOTORSAILER



58' ALDEN BOOTHBAY Motorsailer Ketch. Aft S/R, PH-center cockpit, dsl, furling, AC, Onan, radar, inflate, lrg. sail inventory, etc. Loaded w/ world cruising gear & amenities. Super boat! Must see! U.S. document. **Ask \$279,000**



33' RANGER SLOOP. A great Gary Mull, NA design. All glass, diesel, enclosed marine head, full lifelines/pulpits, 4 bags sails incl. 2 genoas & more. These are WONDERFUL boats. **\$28,500 Ask**

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42' SPENSER Sloop. F/G, dsl, GREAT CRUISER. Many spares & gear, 6'7" hdm, RADAR & lots of elect. Watermaker, vane, wheel, AP & much more! Excellent boat well set up to cruise. **Asking \$85,000**

- SAIL**
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 - 48' STEEL P/H ED MONK SCHOONER. Dsl, 14' beam, 32 tons... 135,000 obo
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 - 45' FELLOWS & STEWART Clipper. Fine tradit., in great condition... 45,000 Ask
 - 41' BLOCK ISLAND CTR. Proj... 24,950 obo
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 - 34' DUFLOUR sloop. Diesel, spinn, wheel. Great sailer in good shape... Ask 34,000
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 - 28' LANCER sloop w/trailer, Honda, outstanding condition... Ask 7,900
 - 28' MORGAN sloop, diesel, roller furling, roomy & comfortable... Ask 13,000
 - 27' CATALINA sloop, dsl, wheel, ALL GLASS, SUPER BARGAIN!... 3,000
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- 63' FERRY conversion, 671 diesel, 19.5' beam, excellent condition. Ask 28,000
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 - 36' UNIFUTE, F/B, aft cabin, twins, radar, GPS and more!... Asking 59,950
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 - 34' CHB TRAWLER. Fiberglass, big flybridge, 2 private staterooms w/heads, shower, full galley, big salon, diesel, genset, radar, dink and more... Ask 59,850
 - 30' ALUMINUM CREWBOAT, 671 dsl, inside seating, FAST!... Asking 22,000
 - 30' CHRIS CRAFT Constellation, twin V8s, very nice 1967... Asking 14,950
 - 29' TOLLYCRAFT EXPRESS Cruiser. Twins, good boat, runs well, great potential... 3,250
 - 28' SEA RAY Sundancer w/new twins, 3 axle t/d, shower, full cover & more!... 35,000
 - 28' CARVER 2827 Voyager, 1986. F/B, twin 220 Crusaders, glass & more... 37,000
 - 28' OWENS FLAGSHIP. Twins. EXCELLENT 1959 GEM!... Ask 25,000
 - 28' CARVER F/B, 1979, Glass, twin V8s... 12,950/offers
 - 25' APOLLO cruiser. Double axle trailer, V8, refit, very nice!... Try 6,000
 - 25' FARALLON SF w/trailer. New twin 180 hp Volvos, radar, etc... Asking 38,975
- OTHER**
- 2 LIVEABOARD HOUSEBOATS in San Rafael... Starting at 15,500 obo
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54' CT-54 CENTER COCKPIT PILOTHOUSE AFT CABIN KETCH. Dsl, full keel, 7 Barlows, bow thruster, watermaker, genset, inverter, dual helms, full galley, 4 staterooms, 2 heads & more than you can imagine. **Ask \$217,000**



35' CHB TRAWLER. Glass, twin diesels, low hrs, dsl, genset, new tanks, dbl aft cabin, flybridge & P/H helms, 2 heads, full galley, radar, etc. Exceptional condition & more! A VERY GOOD BUY! **Asking \$87,000**

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32' loa, ALDEN MALABAR JR. Lovely classic auxiliary sloop by John G. Alden. 1/B, mahogany, bronze & oak. Cut away forefoot, full keel, full lifelines. Rare offering of a famous design by a master. **\$17,000 offers**

IDEAL CLASSIC LIVEABOARD/CRUISER



65' CLASSIC, '31 WHEELER M.Y. 16' beam. Over \$40K hull refurbishment in October '04, and she is ready for you to finish restoration. Wheel House, diesels, three heads, huge salon, crew's quarters, more. **Asking \$64,500**

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37' GULFSTAR center cockpit sloop. Double aft stateroom, sleeps 6, roller furling, dodger, dsl, solar, full galley, 2 heads w/showers, teak & holly, sole & more. Comfortable & attractive cruiser w/the right features. **\$49,950 Ask**

REDUCED



37' FORMOSA KETCH. Wm. Garden design. Fiberglass, beautiful teak trim & appointments. Strong, heavy cruiser. Diesel, galley, enclosed head w/shower. New cushions & very comfortable layout & more! **Asking \$27,950**

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