Latitude 38

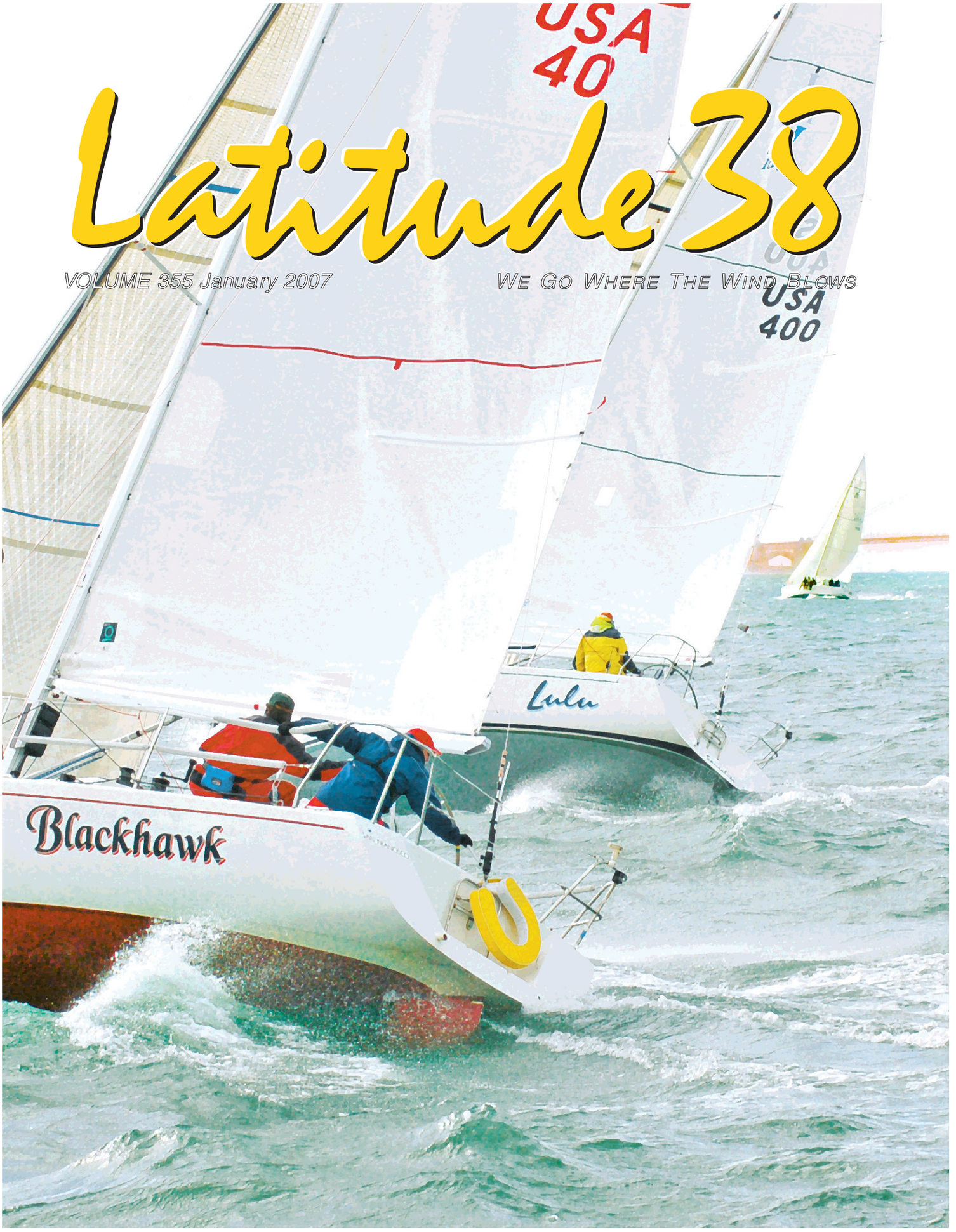
JANUARY 2007

VOLUME 355

Latitude 38

VOLUME 355 January 2007

WE GO WHERE THE WIND BLOWS



New Year's Resolutions are hard to stick with…

"This year I'm going to cut down on the chocolate…"
"Go to the gym more often…"



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Bay Island Yachts	7
Bay Marine Diesel	218
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Pacific Coast Canvas	89
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We have also re-opened our waiting list for liveaboard status.

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Take His Word for It

Happy New Year from all of us at Pineapple Sails. We'll be closed from December 23 through January 1.

"In 1993 I made my first trip to Mexico. High on my list of required gear was a cruising spinnaker from Pineapple Sails. We had wind on the nose all the way to Cabo San Lucas and didn't get to use it until the crossing from Cabo to Puerto Vallarta. What a great sail; fun and easy to fly. I was so happy with my new spinnaker and the great service from Pineapple I had them make a new main and jib when I returned.

"Fast forward 13 years. While preparing my new Catalina 470 for my 4th trip to Mañana Land, naturally a new cruising chute from Pineapple Sails was once again high on the list. Pineapple worked overtime to have the sail ready for our departure from San Francisco for the Baja Ha-Ha XIII. But as luck would have it, it was upwind all the way to the start in San Diego. *Déjà vu* all over again? Fortunately, no. XIII turned out to be our lucky number. This trip *Stainsby Girl* sailed days and glorious nights under our new spinnaker.

"Whether cruising down the coast to Cabo or cruising down the Oakland Estuary to Marina Village, a Pineapple cruising chute adds the finishing touch to a fun day on the water.

"Thanks Pineapple." – *Garry Dobson*



PHOTO: ROGER HAYWARD

Stainsby Girl*

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

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*Powered by Pineapples

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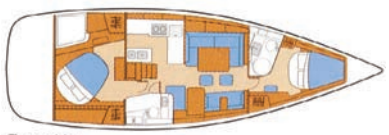
Visit the Marina Village Boat Show Jan. 12-21

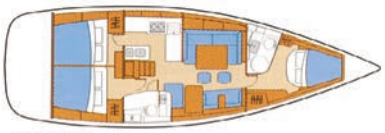
There is always something exceptional aboard a Beneteau

BENETEAU 49



More than 60 Beneteau 49s have been sold in the U.S. since September. The boat sails great, is well equipped, and is the best value in its market segment. The mega-yacht styling and gorgeous interior will knock your socks off. Call to view both 3-cabin and 2-cabin models.







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Interior Design by Nauta Yachts

Call about Great Winter Boat Show Incentives



Beneteau 46



2007 Beneteau 343



2007 Beneteau 323



First 44.7



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Island Packet 440



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Wauquiez 47 Pilot Saloon



2006 Wauquiez 41 Pilot Saloon



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Charles Tobias

Charles Tobias, Chairman

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Cover: Dashing through the blow.

Photo by: Latitude 38/JR

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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.

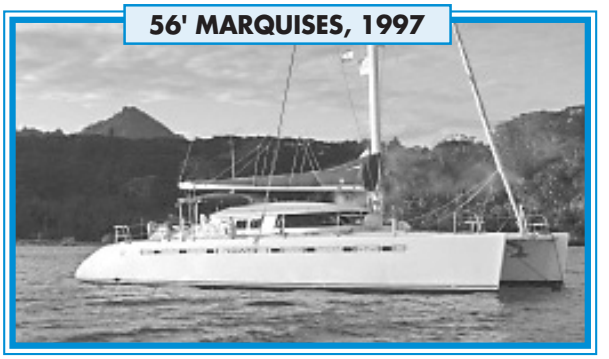
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Gorgeous! Equipped! Immaculate!
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32' PEARSON, 1982



Very clean, 400 hrs on engine.
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NONSUCH 30



Classic. New sail!
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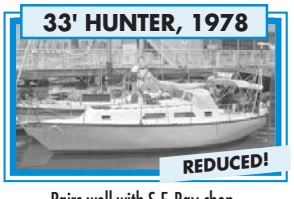
Full keel cruiser, nice condition.
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Sleek and fast, liveaboard equipped.
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Pairs well with S.F. Bay chop.
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1983. $52,000, tools and instant soup included.

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Ready for next Pacific cruise.
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Hunter 42 - Bluewater ready. 2 Avail from $159K

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2005	Hunter 27	$59,950	2001	Hunter 340	$95,000	1980	Islander Peterson	$84,500	1989	Irwin 43 Mark III	$145,000
1974	Ericson 29 Sloop	$16,000	1983	Hunter 34	$35,000	2005	Beneteau First 40.7	$210,000	1979	Ta Shing Mason 43	$139,500
1999	Hunter 290	$49,900	2001	Catalina 34 mkII	$119,000	2003	Beneteau 40.7	$205,000	2003	Hunter 426	$230,000
1988	Hunter 30	$35,000	1983	Hunter 34	$41,900	1988	Beneteau First 405	$99,500	2006	Hunter 44 DS	$279,000
1999	Hunter 310	$49,995	1988	Schock 35	$55,000	2000	Catalina 400 II	$184,900	1998	Hunter 450	$210,000
1997	Hunter 310	$59,900	1985	Schock 35	$45,000	2004	Jeanneau 40.3	$199,000	1999	Hunter 450	$213,000
2001	Hunter 320	$69,500	2006	Hunter 36	$169,000	2004	Hunter 41 AC	$229,900	1999	Hunter 45	$225,000
2001	Hunter 320	$58,000	2006	Hunter 36	$164,500	2005	Hunter 41	$199,995	2001	Hunter 450	$199,000
2002	Hunter 326	$79,500	2002	Tartan 37	$259,000	1999	Hunter 410	$165,000	2004	Hunter 466	$215,900
1987	Ericson 32 MK III	$44,900	2002	Tartan 3700	$239,000	2005	Hunter 41DS	$239,900	2004	Hunter 466	$279,000
1990	Hunter Vision	$46,000	2004	Jeanneau SO 37	$189,000	1999	Hunter 410	$169,000	1996	TPI ID 48	$149,500
2005	Catalina 320	$139,000	1994	Jeanneau SO 37.1	$89,000	1981	Albin Nimbus	$79,000	1999	Tayana 48	$385,000
2005	Catalina 320	$130,000	2002	Gozzard 37	$315,000	1996	Hunter 42 Passage	$169,900	2005	Jeanneau 49 DS	$449,900
2003	Jeanneau SO 32	$95,000	2005	Hunter 38	$199,500	1993	Hunter 42 Passage	$159,995	2000	Jeanneau 52.2	$429,900
2005	Hunter 33	$119,500	1998	Catalina 38	$129,000	1996	Catalina 42	$159,500	2001	Jeanneau 52.2	$379,999
2005	Hunter 33	$115,900	2004	Hunter 386	$169,995	1993	Catalina 42	$129,995	1981	Pearson 530	$289,000
1983	Hunter 34	$35,500	2002	Hunter 380	$137,500	2002	Jeanneau 43 DS	$259,000	2005	Jeanneau 54DS	$711,000
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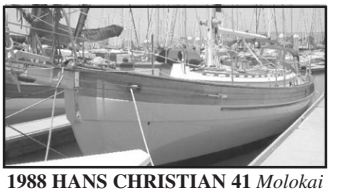
2000 CATALINA 42
Pristine condition, extensive electronics, canvas, Vacuflush head, and more. Two stateroom model. **$190,000**



1999 TAYANA 48 CC. Beautiful dark blue hull, less than 250 hours on Yanmar 88 hp. Custom 2 cabin layout. Generator, refrigerator, many elect. Bristol! **$385,000**



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1982 • $70,000



38' CATALINA
1980 • $49,500



36' CATALINA
1998 • $95,000



35' C&C
1984 • $52,500

SAIL

47'	TAYANA, 1990	$280,000
40'	OLSON, 1983	$74,500
38'	BENETEAU, 1999	$129,500
36'	CATALINA, 1987	$59,000

POWER

80'	SAN LORENZO, 1993/2003	$1,890,000
53'	CUSTOM BARGE, 2004	$65,000
49'	HAMPTON TRI-CABIN, 2000	$425,000
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48'	NAVIGATOR, 2003	$455,000
46'	VIKING, 1996	$419,500
44'	SYMBOL, 1983	$149,000
44'	CARVER 444, 2001	$343,000
42'	PT, 1986	$129,000
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39'	CALIFORNIAN 39 SL, 2002	$269,000
38'	RIVIERA, 1987	$190,000
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27'	PRO LINE, 2001	$69,950
27'	SEA SPORT, 1997	$65,000



32' ALOHA
1984 • $49,000



31' CAL
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31' HUNTER
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30' WYLIE CAT
1997 • $95,000



28' SHANNON
1980 • $59,900

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MEGA UNSHOW! JANUARY 12-21 MEGA UNSHOW!













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Catalina 42 Mk II
Catalina 36
Catalina 350
Catalina 34

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Catalina 36	2000	118,000
Catalina 36	1985	53,500
Catalina 320	2002	99,500
Catalina 320	2004	119,000
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Hunter 36	2004	130,000
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Nonsuch 30	1981	49,000
Ericson 27	1973	9,500

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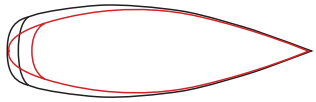
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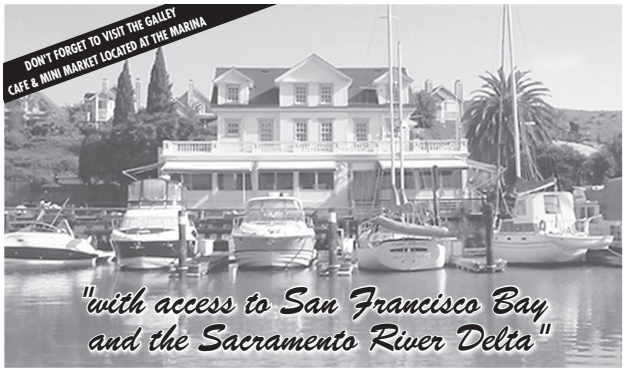
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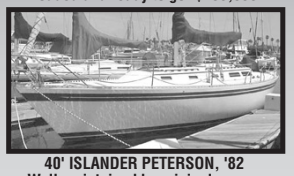
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44	Miller 44 CC Cutter	1980	138,000
43	Spindrift Cutter PH	1981	85,000
42	Hylas Sloop	1987	169,000
42	Passport Cutter	1985	175,000
40	Acapulco Cutter	1988	97,500
40	Hardin Sea Wolf Ketch	1978	92,000
37	Endeavour 'A' Cutter Ketch	1979	65,000
37	Tayana Cutter	1976	79,000
37	Tayana Ketch	1975	84,500
37	Islander Motorsailer	1970	39,900
36	Chung Hwa Magellan Ketch	1979	53,000
36	Chung Hwa Magellan Ketch	1977	55,900
36	Westerly Conway Ketch	1976	45,000
36	Islander Sloop	1972	28,000
36	Columbia Sloop	1968	29,000
35	Endurance PH Cutter	1988	49,900
35	Ericson Sloop	1976	32,900
35	Fuji Ketch	1974	59,900
35	Piver Catamaran	1970	11,000
34	O'Day Sloop	1984	37,900
31	Mariner Ketch	1969	17,500
30	Ta Shing Baba Cutter	1985	77,900
30	Simpson-Wild Retractable Tri	1970	18,000
POWER			
71	Custom Passenger MY	1980	199,000
52	Hatteras Conv. Sportfish	1985	349,000
52	Carvel Trawler	1984	160,000
48	Bluewater Coastal	1991	172,000
45	CHB Sedan	1981	169,000
40	Hatteras Conv. Sportfish	1968	95,000
37	C&L Marine Trawler	1978	49,000
33	Knight & Carver	1997	97,500



57' Crealock PH Ketch, 2005
$190,000



42' Passport Cutter, 1985
$175,000



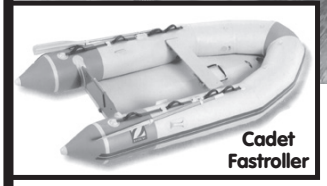
40' Hatteras Convertible Sportfisher,
1968
$95,000



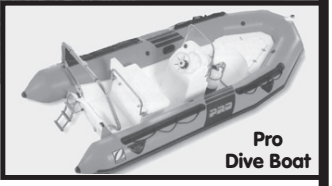
52' Carvel Trawler,
1984
$160,000



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1997 Ta Shing Tashiba
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1986 Passport 40
$179,500



2002 Farr 395
$220,000



1989 Sabre 38 MkII
$173,000



1977 Tayana 37
$91,700

SABRELINE



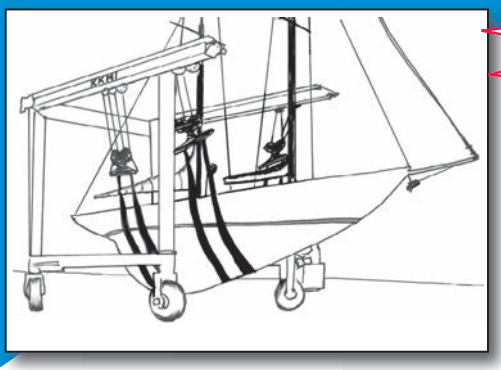
1991	72'	Viking CPMY	$1,095,000
2002	52'	Custom Schumacher	615,000
1996	47'	Bayliner 4788	270,000
1996	47'	Beale sloop	259,000
1999	44'	Outbound	347,000
1999	41'	Beneteau 411	179,000
1986	40'	Passport	179,500
1996	40'	Sabre 402	SOLD
1997	40'	Ta Shing Tashiba	250,000
2002	39'	Carroll Marine Farr 395	220,000
2007	38'	Sabre Hardtop Express	525,000
1989	38'	Sabre MkII	173,000
1977	37'	Tayana cutter	91,700
1975	35'	C&C MkII	33,900
1980	35'	CHB twin cabin	SOLD
2007	34'	Sabre Hardtop Express	398,000
1997	32'	Silverton 312 sedan	59,000
2000	32'	Monterey 302	79,500

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Three Seawind 1000s headed south in the 2007 Baja Ha-Ha. The Seawind 1000, Australia's most successful cruising catamaran, offers a unique combined saloon & cockpit, outstanding performance, and the all-around comfort and style now appreciated by sailors on all the world's oceans. They have sailed all around the globe, including through the South Pacific, Hawaii, Alaska, and, of course, Mexico.



Seawind 1000 owner Joe Weathers: "After 30+ years of Bay sailing and ocean racing, my knees were getting a bit tired, so the hunt was on for a level platform to continue my love for sailing. After three years and two Ha-Has, I'm convinced this is the perfect boat for me.

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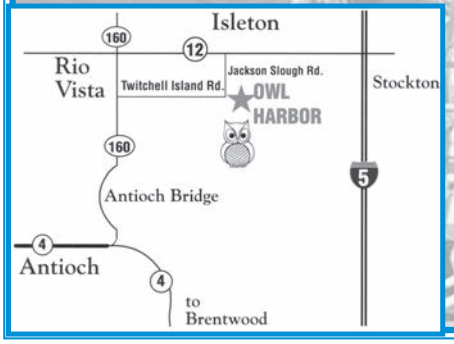
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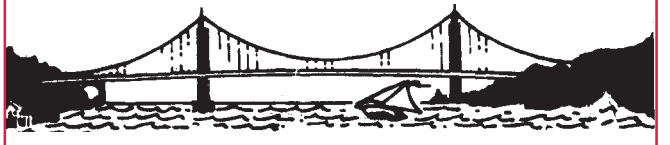
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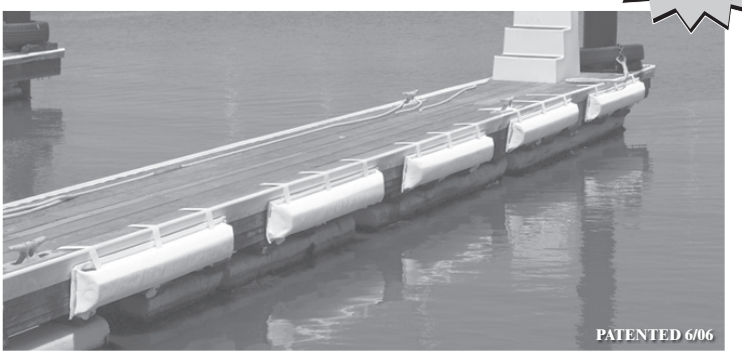
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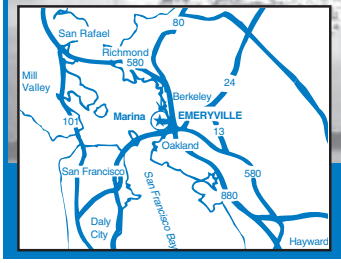
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Monterey Bay	(831) 624-3333	Santa Rosa	(707) 793-0538
Oakland	(510) 814-1092	Stockton	(209) 951-3862
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San Francisco	(650) 871-4447	Walnut Creek	(925) 377-2628

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SIGN UP FOR THE 2007 RACING SEASON

Entry Form next page!

Thank you for participating in the YRA! We offer you a choice for racing both on the Bay and local ocean:

NEW THIS YEAR! ***THE YRA PARTY CIRCUIT!***



- This new series of regattas includes The Vallejo Race (Saturday and Sunday), the Summer Sailstice Regatta, and the 2nd Half Opener (Saturday and Sunday). All fun-filled events with great parties on Saturday night!
- Series Champions will be awarded at the November 15th YRA Year-End Trophy Party.
- To qualify for a series championship, boats must race at least one race day of both Vallejo and the 2nd Half Opener, as well as the Summer Sailstice Regatta (3 race days total). In addition, 50% of the fleet or class must qualify for awards to be given.
- All Bay-Area sailors are invited to sign up! We will have divisions for PHRF racers as well as One-Design Classes. If your One-Design Fleet is interested in signing up, please contact the YRA office.
- When entering, simply list your NCPHRF rating on the "Fleet" line, or, enter your One-Design Fleet.
- Sailing Instructions for each race will be available on the YRA Website: www.yra.org. If you have any additional questions, contact the YRA office at (415) 771-9500 or info@yra.org.

FLEET INFORMATION

HDA (Handicapped Divisions Association)

- Bay Racing on various courses for boats with a current NCPHRF rating
- Divisions are determined by grouping similarly rated boats. If you are unsure of your division, please write your NCPHRF rating on the "Fleet" line.
- HDA divisions are invited to race in the Crewed Lightship I race for an additional $5.00 per racer. A signed Minimum Equipment List must be included with entry. Entry into the Crewed Lightship I race must be made at the time of season entry or individual race fees will apply.

ODCA (One Design Class Association)

- Bay racing for qualified one-design classes
- The Vallejo and 2nd Half Opener Regatta's are included in the ODCA Season Racing if the individual class has included the races on their race schedules. Current Fleet schedules can be found on http://www.yra.org
- If you are not sure if your fleet is a current ODCA fleet, or would like to sign your fleet up for ODCA, please contact the YRA office at (415) 771-9500 or info@yra.org.

OYRA (Offshore Yacht Racing Association)

- Approximately 12 ocean races ranging from 15 to 51 nautical miles in length
- OYRA racers are invited to race in the Vallejo race for an additional $5.00 per racer. Entry into the Vallejo race must be made at the time of season entry or individual race fees will apply.
- Racers must choose from one of the following 5 divisions:
    - PHRO 1a – NCPHRF of 0 or less
    - PHRO 1 - OVER 34.5 Feet, D/W ratio Less than 200
    - PHRO 2 - OVER 34.5 Feet, D/W ration 200 & over
    - MORA - 34.5 Feet & Under
    - SHS – Shorthanded division, Specifically Requested

WBRA (Wooden Boat Racing Association)

- The WBRA is a Golden Anchor member in US Sailing and includes US Sailing membership dues in its entry fee
- Bay racing for one of the following 4 fleets:
    - Bird Boats
    - Folkboats
    - IODs
    - Knarrs

GENERAL INFORMATION

- **YRA Sailing Instructions are available on the YRA website at www.yra.org**, or at the YRA office. Sailing instructions are normally posted approximately 2 weeks prior to the first race for each charter association. If you do not have access to the internet and need to have your race instructions mailed to you, please contact the YRA office at (415) 771-9500 or info@yra.org
- A YRA sailing membership and a membership in a YRA member yacht club is required to register a boat for any YRA regatta.
- Please fill out your entry form completely, sign, date and return it to the YRA office along with your payment. If you need additional assistance completing this form, please contact the YRA office.

Yacht Racing Association of San Francisco Bay

Quarters 35 S, Fort Mason
San Francisco, CA 94123
Phone: 415.771.9500
Fax: 415.276.2378
email: info@yra.org

Name: _____ Boat Name: **Sail #**

Address: Boat Make/Model: _____

YRA Member #:

Daytime Phone: US Sailing Member #:

Evening Phone: Yacht Club Affiliation:

Email: *YRA Member Yacht Club affiliation required to race in a YRA race*

Skipper's Jacket/Shirt Size: _____ Marina: _____ Berth: _____

Membership Fees:	YRA Membership: *Required for YRA Racing*	$40		$
NCPHRF Fees:	Renewal of 2006 Certificate:	$30	*Please attach NCPHRF*	$
	New Certificate or Renewal of 2005 or earlier Certificate:	$40	*renewal form or application*	$

Season Racing Fees:	**US Sailing Members**	**Non US Sailing Members**	**Fleet** *See back from more fleet information*
Handicap Division Association (HDA) Season	$170	$185	$
One Design Class Association (ODCA) Season	$170	$185	$
Ocean Yacht Racing Association (OYRA) Season *	$185	$200	$
Wooden Boat Racing Association (WBRA) Season *(includes US Sailing Membership)*	$180	N/A	$

Single Race Fees:	**US Sailing Members**	**Non US Sailing Members**	**Fleet** *See back from more fleet information*
HDA season racers entering Lightship I *	$5	N/A	$
OYRA season racers entering Vallejo	$5	N/A	$
Vallejo Race (YRA Season Opener)	$75	$80	$
2nd Half Opener	$75	$80	$
Drake's Bay *	$75	$80	$
NEW! YRA Party Circuit *includes 5 race days! See Back for Details*	$100	$115	$
All other YRA Races (write in race name):	$50	$55	$

Racing Late Fees:	**1st Deadline**	**2nd Deadline**	
Vallejo Race (YRA Season Opener): 1st deadline- 4/23, 2nd deadline- 5/2	$35	$75	$
Lightship I: 1st deadline- 3/12, 2nd deadline- 3/21	$35	$75	$
All other YRA Races: Rec'd after 5pm Mon and before 5pm the Wed before race	$35	N/A	$

No entries accepted after 5pm the Wednesday before the race

** All YRA Racers entering an ocean race or series must submit a signed OYRA Minimum Equipment Requirement List. See http://www.yra.org/OYRA/ocean_safety.html or contact the YRA office for more information.*

TOTAL _____

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

Signed: _____ Date: _____

Make check payable to YRA. To pay by credit card (MC or Visa) please provide card information below, including billing zip code

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Card Holder's Signature: _____ Billing Address: _____

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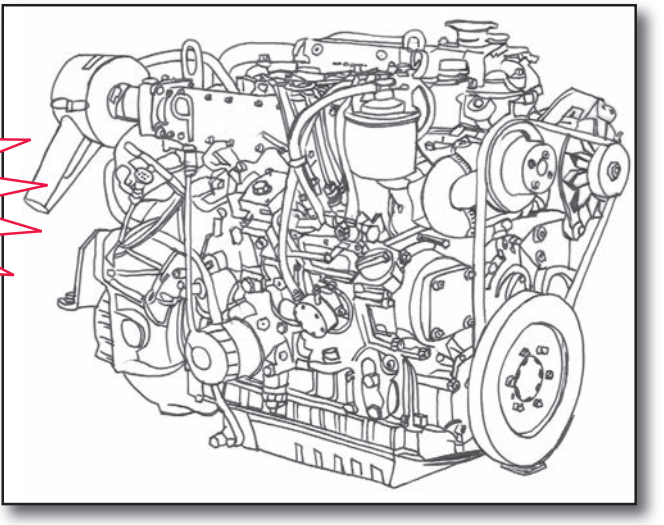
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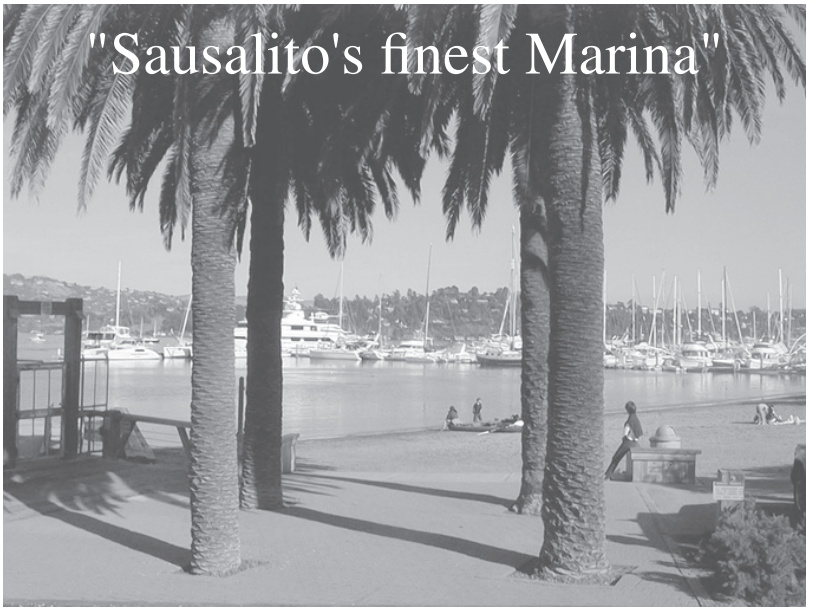
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CALENDAR

Non-Race

Jan. 1 — New Year's resolution: Sail more!

Jan. 3, 10, 17, 24, 31 — Yachtsmen's Luncheon Series at St. Francis YC, 12-2 p.m., $12. Enjoy lunch and a dynamic speaker every Weds. Any YC members welcome. Go to *www.stfyc.com* and click on 'Regatta Information'.

Jan. 3, 17 — Pt. Fermin Single Sailing YC invites singles to two monthly meetings. 6 p.m. at Acapulco Restaurant in San Pedro. Info, (310) 427-4817 or *www.pfsyc.com*.

Jan. 5-14 — Northern California Boat Show at the Alameda County Fairgrounds in Pleasanton. Nearly 1,000 boats from 7 to 70 feet, though most sailboats are on the smaller side. Adults, $10; Kids under 15 free. Info, *www.ncma.com*.

Jan. 7 — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, *www.cal-sailing.org*.

Jan. 7-28 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or *www.baads.org*.

Jan. 9 — Boating Skills and Seamanship course, offered by USCGA Flotilla 12. Class meets on Tuesdays, 7:30-9:30 p.m. at Sausalito Cruising Club. $75 fee includes text. Info, John Sullivan at *resull@pacbell.net*.

Jan. 9, 10, 16, 17 — Boat Smart Class, Marin Power & Sail Squadron at Kell Educational Center in Novato, 7-9 p.m. Info, (415) 883-6777.

Jan. 11 — If you want to meet other single sailors, learn to sail or need crew, Single Sailors Association's monthly meeting is at Oakland YC, 6:30 p.m. Info, *www.singlesailors.org*.

Jan. 12-21 — Mega Sailboat Unshow and Sale at Marina Village in Alameda. Take advantage of boat show pricing in January! Contact your Marina Village broker or Harbormaster Alan Weaver at (510) 521-0905.

Jan. 13 — Amateur Ham Radio Class at Coyote Point YC, 8 a.m. All-day study session ending with the test. Graduates earn a Technician License. Registration required, $30 fee. Info, *rossbowling@sbcglobal.net* or *www.baears.com*.

Jan. 17 — Back in 1773, Captain Cook's *Resolution* became the first vessel to cross the Antarctic Circle at 66° 33' S.

Jan. 19 — Full moon on a Friday night.

January, 2001 — It Was Five Years Ago Today, from a *Short Sightings*:

Early last month, the Marin section of the *San Francisco Chronicle* ran an interesting and somewhat lyrical article by Alex Horvath about living aboard on the hook in Richardson Bay. Two of those interviewed were Jim Allison and Corie Cotton of the 29-ft Pearson *Montana*. Allison used to pay $400 a month to keep the boat in a marina — presumably Pelican — until they started to rebuild the harbor. Allison and Cotton noted some pros and cons of living on the hook. On the positive side, it's cheap. On the negative side, they say it's 10 degrees colder than ashore, on stormy nights you don't get any sleep, and sometimes when you return to your boat, it isn't where you left it. "This is not a viable alternative for someone who is simply looking for cheap housing," warned Allison. They said the tough living conditions did result in a strong sense of community.

Another featured anchor-out was Robert Legere of the well-equipped 75-ft schooner *Chantal*. Legere claims to have cruised much of the world, but says he likes to come back to Sausalito "because it's one of the greatest places in the world to meet women who just want to go cruising." Legere admitted he was looking for a "long-haired heater" — his term for a new girlfriend. Preferably a blonde. It seems to us that Sausalito used to be one of the greatest places to meet women who wanted to go cruising, but that was in the '60s and '70s.

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Lifting Davit

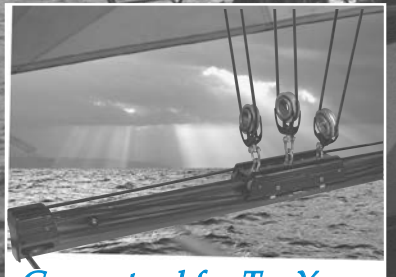
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Garhauer
Mainsheet Travelers

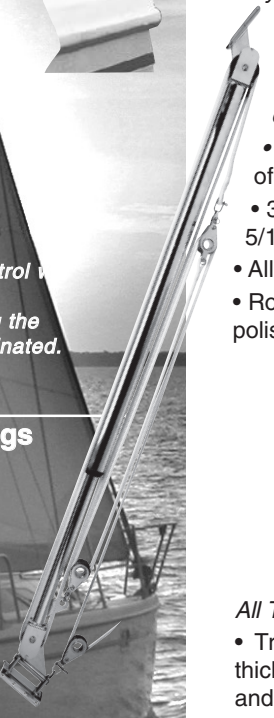


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boat size	purchase
18-25 feet	12 to 1
26-27 feet	16 to 1
28-33 feet	20 to 1
34-36 feet	20 to 1
37-45 feet	20 to 1

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CALENDAR

Of course, maybe Legere knows something we don't.

Anyway, we thought it was a fairly accurate and balanced article — with one exception. Horvath neglected to mention that it's illegal to keep a boat on the hook or a mooring in Richardson Bay without a permit. And no permits have been issued. Not that this seems to have stopped anyone.

Jan. 23 — Boating Safety class taught by the Santa Clara Power Squadron. Wilcox HS Library in Santa Clara, 7-9 p.m. $30 text fee. To register, call DeWayn at (408) 255-6097 or go to *www.usps.org/localusps/santaclara/PE.htm*.

Jan. 25-Feb. 3 — Seattle Boat Show at Qwest Field Event Center and the Boats Afloat Show at Lake Union's Chandler's Cove combine to create the largest boat show on the West Coast. Visit *www.seattleboatshow.com* for more info.

Jan. 29 — Join a SF Maritime Park Ranger for a free tour of the unique collection of small craft berthed on Hyde Street Pier's docks, 9:30 a.m.-2:30 p.m. Info, (415) 447-5000.

Jan. 31-Feb. 21 — BoatSmart course taught by Peralta Sail & Power Squadron in San Leandro, Weds. nights. $24. Info, (510) 577-6080 or *www.peraltasquadron.org*.

April 18-22 — Strictly Sail Pacific, Jack London Square. As the West Coast's really big all-sailboat show, this is a must-see for sailors. Info, *www.strictlysail.com*.

Racing

Jan. 1 — Master Mariners' New Year's Day Race, Chili Potluck and Tacky Trophy Exchange, San Pablo YC. (415) 364-1656 or *www.mastermariners.org*.

Jan. 15-19 — 20th Acura Key West Race Week, the best regatta in the country. Info, *www.premiere-racing.com*.

Jan. 20 — Richmond YC Little Daddy Regatta. Big Daddy isn't until March 10-11. Info, (510) 237-2821.

Jan. 21-27 — US Sailing's Rolex Miami Olympic Classes Regatta (OCR), a Grade 1 ISAF event with competition in 13 Olympic and Paralympic classes. Info, *www.ussailing.org*.

Jan. 27 — Three Bridge Fiasco, one of the oddest and most entertaining races ever invented, the first SSS event of the season. Info, *www.sfbaysss.org*.

Jan. 27 — Racing Trim seminar presented by North U. Brickyard Cove Marina in Pt. Richmond, 9 a.m-5 p.m. This all day class will teach you the latest in racing skills with an emphasis on practical, proven, real world techniques that will help you win. Info, *www.northu.com* or call (800) 347-2457.

Jan. 28 — Racing Tactics seminar presented by North U. Brickyard Cove Marina in Pt. Richmond, 9 a.m-5 p.m. This all day class will teach you latest in racing strategy and tactics using an interactive multi-media format which allows you to learn and test your new knowledge at the class. Info, *www.northu.com* or call (800) 347-2457.

Feb. 10 — Singlehanded South Bay Race, Sequoia YC. You learn better and faster with one hand than a whole crew. Using just one hand, dial (650) 361-9472 for information.

Feb. 21-23 — San Diego-Puerto Vallarta Race, a 1,000-mile downwind race followed by MEXORC. See *www.pv07.com*.

Feb. 24 — 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*.

Apr. 5-9 — Grenada Round-the-Island Easter Regatta. Info, *www.aroundgrenada.com*.

July. 9, 12, 15 — 44th L.A. to Honolulu Race, better known as 'The TransPac'. Info, *www.transpacificyc.org*.

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CALENDAR

Midwinter Regattas

ALAMEDA YC — Estuary Midwinters: 1/14, 2/11, 3/18. M.L. Higgins, (510) 748-0289.

BERKELEY YC — Midwinters: 1/12-13, 2/9-10. Bobbie Tosse, *bobbi@ifcbat.com*.

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

CORINTHIAN YC — Midwinters: 1/20-21, 2/17-18. Info, (415) 435-4771.

ENCINAL YC — Jack Frost Series: 1/20, 2/17, 3/17. Charles Hodgkins, *rearcommodore@encinal.org*.

GOLDEN GATE YC — Seaweed Soup Series: 1/6, 2/3, 3/3. Gary Salvo, (916) 215-4566.

LAKE MERRITT SC — Robinson Memorial Midwinters: 1/14, 2/10, 3/11. Peggy, (510) 452-4477.

OAKLAND YC — Sunday Brunch Series: 1/7, 1/21, 2/4, 2/18, 3/4. Craig, (510) 522-6868.

REGATTAPRO — Midwinter One Design: 1/13, 2/10. Midwinter Keelboat: 1/6, 2/3. Info, (415) 595-8364 or *info@regattapro.com*.

RICHMOND YC — Small Boat Midwinters: 1/7, 2/4, 3/4. Kers Clausen, (510) 237-1307.

SAN RAFAEL YC — Midwinters: 1/20, 2/17, 3/10, 3/24, 4/14, 4/28. Info, (650) 759-1134.

SANTA CRUZ YC — Midwinters: 1/20, 2/17, 3/17. Info, (831) 425-0690.

SAUSALITO YC — Sunday Midwinters: 1/7, 2/4, 3/4. J. Rigler, (415) 332-6367.

SEQUOIA YC — Winter Series: 1/6, 3/3. Redwood Cup: 1/21, 2/11, 3/11. Charlie Watt, (650) 430-5567.

SOUTH BAY YRA — Midwinters: 1/6, 2/3, 3/3. Larry Westland, (510) 459-5566.

SOUTH BEACH YC — Island Fever Midwinters: 1/13, 2/10, 3/10. Nancy, (415) 409-1071.

TIBURON YC — Midwinters: 1/13, 2/10, 3/10. Ian Matthew, (415) 883-6339.

TREASURE ISLAND SC — Midwinters (Vanguard 15s, Lasers, Laser Radials): 1/27, 2/24, 3/24. Sally, *sailsally@gmail.com* or Catherine, *sailflat@earthlink.net*.

VALLEJO YC — Midwinters: 1/13, 2/10. Info, (707) 643-1254.

Mexico, The Season Ahead

Jan. 31-Feb. 4 — 6th Annual Zihua Sail Fest in Zihuatanejo, Mexico. Five days of parties, contests, potlucks, races, BBQs, auctions and chili cook-offs are what attracted over 100 boats to last year's event, but the real payoff was raising money for the Netzahualcoyotl School for indigenous children. These kids, many of whom are orphaned, can't attend Mexican schools until they learn to speak Spanish. Last year nearly $57,000 U.S. was raised — thanks in large part to matching funds rasied by the Bellack and Underwood Foundations. To join in the fun and help some needy kids — even if you can't make it to the parties — go to *www.zihuasailfest.com*.

Late February — Pacific Puddle Jump Kick-Off Party. *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 poeple who are Puddle Jumping this year. For details, email *andy@latitude38.com*.

Sometime in March — Pirates for Pupils Spinnaker Run

Sailboats in Pleasanton?



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CALENDAR

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 to raise money for the schools in the village of Emiliano Zapata in Punta Mita as well as other schools 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. 22-25 — The 15th 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*.

April 13-15 — La Paz Bay Fest. This will be the third year for this descendant of the (in)famous La Paz Race Week. After Race Week died, Club Cruceros created a new event for area cruisers that includes races, potlucks, cruising seminars and lots of other fun activities for the whole family. More info on Bay Fest 2007 will soon be found at *www.clubcruceros.org*.

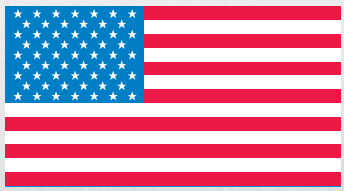
May 3-6 — Loreto Fest. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for Ham tests, dinghy and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise 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 calendar@latitude38.com. If you're totally old-school, mail them to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941 or fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

January Weekend Currents

date/day	slack	max	slack	max
12/30 Sat	0309	0609/2.8F	0902	1225/**4.8E**
	1630	1938/3.6F	2253	
12/31 Sun		0104/1.9E	0406	0702/2.7F
	0950	1319/**5.1E**	1723	2034/3.8F
	2352			
1/01 Mon		0201/1.8E	0458	0753/2.7F
	1038	1409/**5.3E**	1814	2126/4.0F
1/06 Sat		0020/3.6F	0341	0553/2.1E
	0909	1152/2.3F	1436	1755/4.3E
	2154			
1/07 Sun		0059/3.3F	0420	0636/2.2E
	1002	1241/2.1F	1526	1839/3.8E
	2234			
1/13 Sat	0221	0520/1.9F	0814	1132/3.5E
	1553	1858/2.4F	2206	
1/14 Sun		0002/1.3E	0315	0611/1.9F
	0859	1224/3.9E	1641	1950/2.7F
	2303			
1/20 Sat	0238	0451/2.5E	0751	1048/2.9F
	1333	1700/**5.3E**	2048	2350/4.1F
1/21 Sun	0315	0536/2.9E	0844	1139/2.9F
	1426	1746/**5.0E**	2128	
1/27 Sat	0145	0446/2.3F	0739	1104/4.3E
	1519	1831/3.1F	2145	2350/1.4E
1/28 Sun	0254	0550/2.3F	0837	1209/4.5E
	1620	1935/3.4F	2249	







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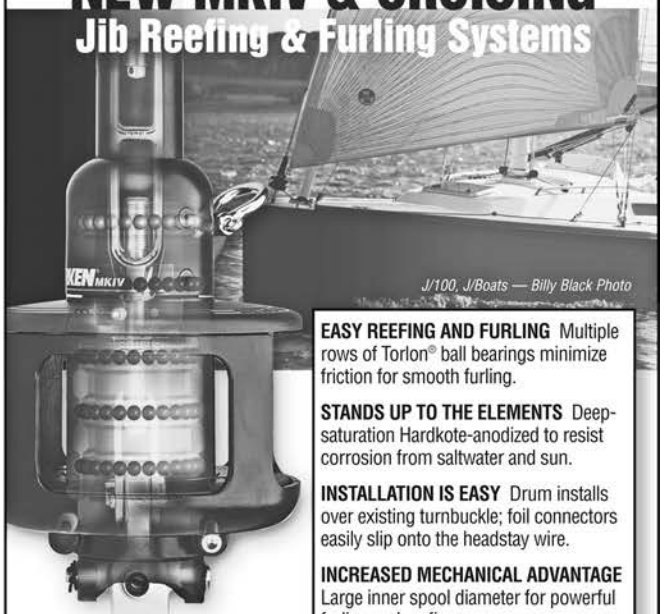
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LETTERS

⇑⇓IT'S NOT THAT YOU HAVE THEM, IT'S WHAT YOU DO ABOUT THEM

Okay, I had a nervous breakdown a little while back. My career was fading and my marriage was rocky. I said to myself there is one thing will make this stress go away — at least temporarily — a jaunt out to the Lightbucket aboard my Hobie 20! Just as the thought hit my mind, Jeff, my childhood friend, popped in. I told him to get his wetsuit, gloves and PFD because we were going to go blasting out under the Gate on a Hobie.

He said it sounded interesting, but wanted to know where we were going.

"The Lightbucket," I replied.

"What!?!" he responded. He knew it was 11 miles outside the Gate in the ocean.

One day later we pushed the Hobie off the ramp and headed toward the Gate. Ten knots of wind filled the mainsail, and we were off. As we passed under the Gate, the sounds of the cars and trucks above were eerie. We flew over the Pacific rollers, hulls coming out of the water, landing hard, with spray everywhere. I couldn't have been further from my worries.

But as we flew past Mile Rock and toward Land's End, my stomach got a little queasy. The wind was now closer to 25 knots, the seas were easily eight feet and I debated turning back. Just then, the skipper of an Ericson 29 stared at us in awe. There it was, the reassurance we needed to push on.

Jeff, who was on the wire and starting to grin from ear to ear, laughed at the situation. Positioning myself as far aft as possible, and easing the mainsheet way out, I knew it was time to head back or face the consequences. As we tacked downwind, the Hobie took off like a bat out of hell — surfing at speeds over 25 knots. The hulls were making a humming noise that only Hobie sailors can appreciate. We both positioned ourselves so far aft that the tiller was in front of me.

Shortly after sailing under the bridge, we beached the Hobie at Crissy Field. Jeff and I looked at each other and couldn't help but laugh.

As I drove home that evening, I remembered why I have that shitty job and why I work so hard — to pay for the fun of banging around on the Bay and ocean, which is my true passion. As for my marriage, once we get a bigger boat my wife will be fine. Floating around Raccoon Strait, sipping wine off Angel Island, or heading back from Sam's, she'll get the passion, her own passion, for sailing. It might be a different passion than mine, but being on the water, whatever the reason, is a must.

D.H.
San Francisco Bay

D.H. — We don't want to sound like a kill-joy or an old crank, but taking a Hobie outside the Gate in high winds and big seas in order to assuage one's anger and frustration is pretty risky business. It's certainly not something we'd recommend to others — unless they had a suitable chase boat.

As for buying a larger boat being the solution to your marital problems, we hope it's that simple for you.

We wish you nothing but the best of luck with your job and marriage, and think that sailing is a great way to recreate and relax, but don't fool yourself, it's not going to be the solution to your problems.

⇑⇓SORRY FOR THEIR LOSS — BUT NOT THAT SORRY!

We were disheartened to read in *'Lectronic* that Dennis and Leslie Downing lost their Islander Freeport 41 *Christabella* on the coast of Mexico off Punta Colonette. Despite our sincerest

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LETTERS

condolences, we're not so choked up as to want to allow them to get a new boat and butt into the coveted 'first on the list' for the Baja Ha-Ha this fall. As many readers will remember, the Ha-Ha Honcho and the Grand Poobah have already agreed — based on our mutual love of sushi and lust for cruising — that our *Pacific Wind* should be the first entry in Ha-Ha 14.



STEVE DANA

"We're number one! We're number one!" says Lori from the bow of a charterboat in the Caribbean.

However, should there be a challenge to our number one position, we feel there should be a competition. We suggest that there either be: 1) A burp-off between Lori and representatives of any other boats, or 2) A match race between *Pacific Wind* and other boats that might want the slot. I pity anyone who thinks they can out-burp Lori, as she's the best. But let them try.

By the way, we had a wonderful, wonderful time on the Ha-Ha this year crewing on another boat.

Steve & Lori Dana
Pacific Wind, Sceptre 43
Mill Valley

Steve and Lori — Our condolences to the Downings also. We hope they are able to find a replacement boat soon. As you state, the Ha-Ha Honcho and Grand Poobah have already given you the number one position for this fall's Ha-Ha. However, a burp-off — say at the Strictly Sail Pacific Ha-Ha Seminar — sounds so entertaining, in a gross way, that we're willing to accept challengers.

By the way, we realize that a segment of the readership has pretty much had their fill of the Ha-Ha for the year, so we've placed all other letters with that as a subject at the end of this month's Letters.

⇑⇓BEWARE OF TRYING TO TRICK THE TAX MAN

A bit of a clarification/observation on the subject of sales and use tax on boats as discussed in the November issue. Under California law, citizens and non-citizens of the state are treated differently for use-tax purposes. With some minor exceptions — such as weather making it unsafe to be at sea, and so forth — a California citizen has to keep a boat — or airplane — out of the state for the first 12 months of ownership before she can be brought back into the state without any taxes owed. However, a non-California resident only has to keep a boat out of the state for six of the first 12 months, and can use her in California for the allowable portion of the first 12 months. But remember, it's the 'intent' that counts. You still have to have the intention of using the boat — not just parking it there — out of the state for the period, and should keep receipts, plane tickets, and so forth to document the use of the boat.

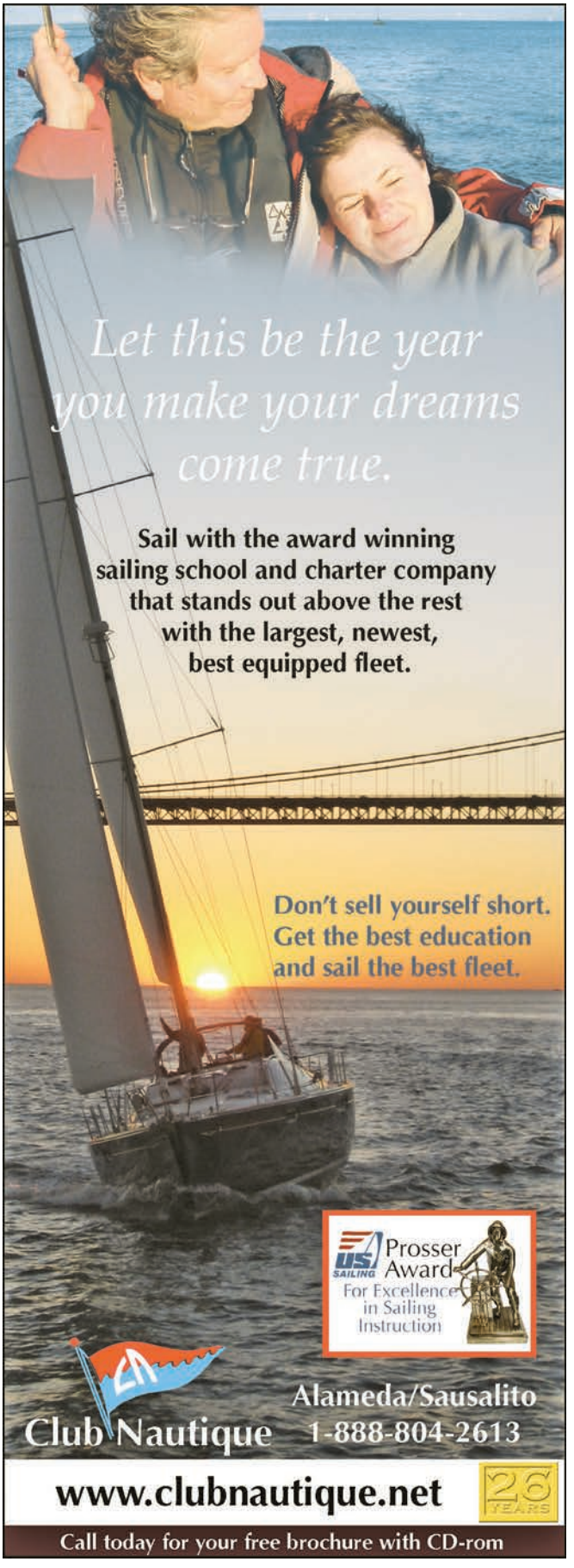
Reggie 'the Tax Man' is partially correct in that, for a non-California resident, their LLC would only have to have the boat out of California for six out of the first 12 months. The tax is a 'use' tax, not sales tax, so I guess the state figures if you buy a boat to use her here, they want their pound of flesh.

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LETTERS

Reggie's out-of-state LLC approach might work — except for one little hitch. Apparently every marina is required, twice a year, to send the state a list of all vessels in their marina. It seems like it may not be so much that the taxman is all seeing, but that they have forced marina operators to be their snitches.

One good thing that my tax accountant told me many years ago is that the law allows you to minimize the taxes you pay, but not dodge them. One will get you into an argument with a bureaucrat, the other could land you in jail. Besides, Mexico is a pretty cool place to hang out with a boat. The money you save in use taxes pays for a lot of airline tickets and margaritas.

Name Withheld By Request
Southern California

Readers — It goes without saying that opinions expressed about tax law in the Letters *section are just that, and should not be relied on as professional advice.*

⇑⇓A MAJOR CAUSE OF BREAKING WAVES ON AN EBB

I enjoyed Max Ebb's October article on waves and the ebb tide. However, the formation of a river plume, an important process that can be a major cause of breaking waves on an ebb tide, was not mentioned. On an ebb flow, the warmer, less saline — and thus less dense — water flows over the colder sea water as it moves toward the Golden Gate. This plume is often seen as a brown patch with a very distinct boundary on the water surface. There is often also a distinct boundary under the plume. The forces of water movement generate 'internal' waves in this light-heavy water surface, and these internal waves destabilize the air-water surface, causing breaking waves.

When looking out over the area of the Point Stuart Shoal — mentioned in the *Max Ebb* article — you often see patches of breaking waves on top of the river plume. As an example of a distinct plume see *http://www.scienceisart.com/B_Tides/Plume/Plume.html#PlumeFolder.*

Michael Konrad
Northern California

⇑⇓FLIPPING DINGHIES IN THE SURF

I saw the photos in *Latitude* of the dinghy going vertical in the surf. Great shot! While my photograph doesn't compare, the side view is pretty interesting, as it shows how a crew can get drenched by even the face of a small breaking wave.



ROB SICADE

The side view dramatically shows that even little waves can create a big splash.

Rob Sicade
Yohelah, Baba 40
Seattle / Ensenada de los Muertos

Rob — Your photo perfectly illustrates the concept of how a small wave — even without an ebb flow — can create a big splash. We don't mean to be critical, but it appears that, for whatever reason, the crew was neither quick nor timely enough to make it out in the 10 seconds or so between waves. Time, tide — and waves — wait for no man or woman.



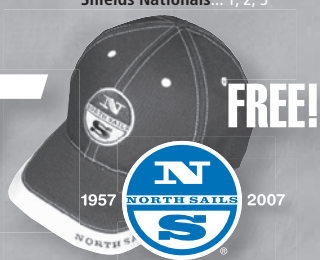
Fast company...

The following list represents a fraction of the racing success North Sails customers enjoyed in 2006. To show our appreciation, we are offering a *FREE North Crew Cap* to every North customer who finished 1st, 2nd or 3rd in a North American regatta in 2006, whether or not they are listed here. See below for details!

Acura Key West Race Week
Swan 45... 1, 2, 3
Farr 40... 1, 2
Mumm 30... 1, 2
TP52... 1, 2
IRC-1... 1, 2, 3
PHRF-2... 2
Melges 32... 1, 2
IRC-2... 1
PHRF-3... 1, 3
Melges 24... 3
J/105... 1
J/80... 1
J/109... 1, 2
Acura Miami Race Week
TP 52... 1, 2
IRC 1... 1, 2, 3
Farr 40... 2, 3
Melges 32... 1, 2, 3
Mumm 30... 2
PHRF 2... 1, 2
J/105... 1
PHRF 4... 1, 3
Rolex Farr 40 Worlds
... 1, 2, 3
Belle Mer Farr 40 Breitling TP52 Med Cup
...1, 3, 4, 5, 6, 7
Pre-Worlds ... 1, 3
Mumm 30 NAs ... 1, 3
Farr 395 NAs ... 1, 2
Frers 33 NAs... 1
1D35 Nationals ... 1, 2, 3
Olson 25 Nationals ... 1, 2
San Diego-Puerto Vallarta
Overall:... 1, 2
Americap Division 1... 1
Americap Division 2... 1
Americap Division 3... 1
Cruising A... 1
Rolex Big Boat Series
IRC C... 1, 2, 3
1D35... 1, 2
IRC A... 1
IRC B... 1
J/105... 1
J/120... 1, 2, 3
Sydney 38... 2
St. Francis Spring Keel/One-Design
J/24... 1
Express 37... 2
Melges 24... 1, 2, 3
J/105... 1, 3
J/120... 1, 2
Beneteau 40.7 SoCal Championship... 1
Beneteau 36.7 SoCal Championship... 1
Cabo Race
PHRF A / Amer A... 1, 2
San Diego PHRF Champ.
Class 4... 1, 2
Class 1... 1
CRA Beer Can Series
PHRF-F... 1
PHRF-G... 1
PHRF-H... 1
Oregon Offshore
Overall... 1, 2
Class B... 1, 2, 3
Class C... 1
Class E... 1
Swiftsure Race
Class G... 1
Class T... 1
Chicago Mackinac Race
Overall... 1
Great Lakes Championship
Farr 395... 1, 2
J35... 1, 2, 3
GL 70... 1, 3
Chicago Verve Cup
GL70... 1, 3
FARR 40... 3
PHRF 1... 2, 3
PHRF 2... 1, 2
Beneteau 40.7... 3
J109... 2, 3
Beneteau 36.7... 1
J105... 2
PHRF 4... 2, 3
PHRF 5... 1, 2, 3
J30... 1, 3
T/10... 1. 3
PHRF 8... 2, 3
PHRF A... 2
Chicago BOTY Buoy Races
Beneteau 36.7... 1
Beneteau 40.7... 1, 2
T10... 1, 2
J/105... 1
Land's End Chicago NOOD
GL70... 1, 2
Melges 32... 1, 2
PHRF 1... 1, 2, 3
Beneteau 36.7... 2
Beneteau 40.7... 1, 2
Farr 395... 1, 3
J/109... 1
J/35...1, 2, 3
PHRF 2... 3
PHRF 3... 2
PHRF 4... 1
S2 9.1... 1, 2, 3
T/10... 1, 2
Etchells... 1
Shields... 1, 2, 3
MultiHull... 3
Chicago PHRF Boat of the Year overall... 1
Land's End Annapolis NOOD
J/105... 1
Heineken Regatta
Spinnaker 1 & Overall... 1
Spinnaker 2... 1
New York YC Race Week
IRC 1... 1, 2, 3
IRC 2... 1, 2, 3
PHRF 3... 1, 2
IRC 4... 3
PHRF 5... 2, 3
PHRF 6... 1, 2, 3
Swan 45... 1, 2, 3
Farr 40... 1, 2, 3
Melges 32... 1, 2, 3
Farr 395... 1, 2, 3
J109... 3
Beneteau 36.7... 3
J105... 1, 2
Newport-Bermuda Race
ORR Division/Gibbs Hill Lighthouse Trophy... 1
1st To Finish
IRC Class 3... 1, 2, 3
IRC Class 5... 1, 3
IRC Class 6... 1, 2, 3
IRC Class 7... 2, 3
IRC Class 8... 2, 3
IRC Class 9... 1
IRC Class 10... 2
IRC Class 12... 2, 3
ORR Class 3... 1, 2, 3
ORR Class 5... 2, 3
ORR Class 6... 1, 2, 3
ORR Class 7... 1
ORR Class 8... 1, 2
ORR Class 9... 2
ORR Class 10... 1
ORR Class 14... 1, 3
Around Long Island Regatta
Division 1 Non Spinnaker...1
Division 3 Non Spinnaker... 2, 3
Division 5 Spinnaker... 1
Mount Sinai YC High Point
Division B... 1, 2, 3
Division C... 1, 2, 3
New Jersey ORC Conference
Division 1... 1, 2
J/109... 1, 2
Division 3... 1
Division 4... 1, 2
Non Spinnaker Div 1... 1
Atlantic Highlands Blue Water Regatta
PHRF A1... 1, 3
J/109... 1, 2
PHRF Non Spinnaker... 1, 2
Martha's Vineyard 'Round the Island Race
IRC 1... 1
PHRF 2... 1
PHRF 4... 1
J/105 North Americans .. 1
J/105 Canadian Champ .. 1
Massachusetts Bay SA Championships 2006
J-105... 1, 2, 3
Class A... 1, 2
Land's End Marblehead NOOD
J/105... 2, 3
2006 Vineyard Race
1st to Finish
1st Overall
Setauket YC Harbor Cup
Class A... 1
Class B... 1, 2
Class C... 3
Class D... 1
Setauket YC Challenge Cup
Class A... 1
Class B... 1, 3
Class D... 2
Miami Columbus Day Regatta
PHRF 1... 1, 3
PHRF 2... 1, 3
Suncoast Race Week
1st Overall
Squan TriSail Regatta
PHRF Division 1... 2
PHRF Division 2... 1, 2, 3
PHRF Division 3... 1, 2, 3
PHRF Non Spinnaker 1... 2, 3
PHRF Non Spinnaker 2... 2, 3
Charleston Race Week
J/109... 1
Beneteau 36.7... 1
PHRF B... 1
PHRF HD... 1
Southeast Florida PHRF Championship
PHRF 1... 1
PHRF 2... 1, 3
Miami-Key Largo Race
PHRF 1... 2
PHRF 2... 1, 2
Ft. Lauderdale-Jamaica
1st to Finish (new record)
1st Overall
Ft. Lauderdale-Key West
1st to Finsh
IRC... 1
PHRF A... 1
PHRF C... 1
Miami-Nassau
1st to Finish
J/80 Worlds... 1
J/109 East Coast Champ... 1
J/30 North Americans... 1
Lands' End Houston NOOD
J/105... 1
J/109... 2
Voile de St. Tropez
IRC 1... 2
12-Meter North Americans
Grand Prix... 1
Classic Division... 1
Vintage Division... 1
Modern Division... 2
Edgartown 12-Meter Regatta
Grand Prix... 1
Nantucket 12-Meter Regatta
Grand Prix... 1
Classic Division... 1
Lake Ontario LYRA
Beneteau 40.7... 1
Beneteau 36.7... 1
Land's End Toronto NOOD
Farr 40... 1
Beneteau 36.7... 1
J/35... 1
Lightning NAs... 1, 2
J/22 Midwinters... 1
MC Scow Nationals... 1, 2, 3
A Scow Nationals... 1, 2, 3
E Scow Blue Chip... 1, 2, 3
Melges 24 NAs... 1, 3
505 Midwinters... 1, 3
505 Mid-Atlantics... 2, 3
Windmill Midwinters... 1, 2, 3
Windmill Nationals... 1, 2, 3
FD Nationals ... 1, 2, 3
FD NAs... 1, 2, 3
Optimist Orange Bowl... 1
Optimist E.Coast Ch.... 1
Optimist W.Coast Ch.... 1, 2, 3
Sabot Jr. Nationals... 1, 2, 3
470 Worlds Men... 1, 2, 3
470 Olympic PreTrials... 1, 2, 3
Flying Scot Midwinters... 1
Etchells Midw. East... 1
Highlander Nationals... 1
Daysailer NAs... 1
Star North Americans ... 1, 2
Soling Worlds... 1
Shields Nationals... 1, 2, 3

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LETTERS

⇑⇓BREEDING COUNTS ON BOATS

First, I would throw a cat overboard — not literally — before I'd get rid of a dog. More seriously, it was sad to hear that it came down to the couple having to choose between their two handsome shepherds, on the one hand, and their dream of cruising on their Freeport 36 on the other.

I can understand the choice they made, but non-dog people may be unaware of vast differences between breeds and the great amount of 'hard-wiring' in a breed. It was not surprising to read about the shepherds' behavior at sea: standing, legs planted apart, heavy panting, etc. After all, they are shepherds. Put them in a field with some sheep, and get out of the way! They may swim after a tennis ball for you, but it's not their favorite thing to do.

In comparison, a lab or Portuguese water dog often has to be restrained to keep him/her out of the Bay, ocean, lake, river, puddle or bathtub. The first thing my lab does at the Bay or beach is dive in — and the colder and rougher the better. When sailing, she is sure-footed onboard but, if not watched, might jump in for a swim. Fortunately, a little training can solve this problem. Dog overboard drills really sharpen the seamanship! You might recall that this breed was developed to help fishermen on the very cold North Atlantic, to swim from one boat to another, to help retrieve nets and such. Porkies are similarly bred.

Shepherds are great dogs and always try hard to please, but the pasture is where they shine. No wonder that, at the British dog shows, the group is called the 'pastoral breeds'.

And to Mark, Liesbet, Darwin and Kali — good luck and happy motoring.

Peter Fowler
Oakland & Richmond YCs

⇑⇓HOW MUCH FOR A PRO TO RESTORE A BOAT?

My Scandinavian ancestry drives me to own a sailboat. But I'm retired and, unfortunately, most of my boat money was lost to dot-com stocks a few years back. As such, the big, new, shiny yacht is out of the question.

I'm now thinking of buying an older boat, say '75 to early '89, about 31 feet long, that is priced somewhere between $25,000 and $65,000. Can you please give me an estimate of what it would cost to have such a boat professionally restored to a safe and appealing condition?

William 'Viking On The Beach' Andersen
Northern California

Viking — Professional boat restorations cost a fortune, so we recommend that you avoid boats that are that far gone. What you should be looking for instead is a boat that was lightly used and has been well maintained over the years. They are around, and you should be able to find a very nice 31-footer in your price range. But remember, the year in which a boat was built is nowhere near as important as how well she was built and/or maintained. Good luck.

⇑⇓A MARINE JUNKYARD MIGHT BE A GOOD BUSINESS

I'm not familiar with the laws pertaining to the disposal of abandoned boats, but I would think that after sufficient time — say six months — something like registration information, serial numbers and so forth might provide a way for getting in touch with the owner to get him/her to do something about the boat. If they couldn't be contacted, or the owner refuses to pay for the storage or disposal of the vessel, the vessel should be auctioned off, used for temporary housing, or stripped of everything of value or danger to the environment, and sunk

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2006	65'	J-65 *Brand New Day*	Call For Pricing
1999	53'	J-160 *Ruffian*	$719,000
1997	53'	J-160 *Medusa*	$699,000
2003	48'	J-145 *Baraka*	$639,000
1990	46'	Wylie *Stardust*	$349,000
2005	43'	J-133 *Rum Funny*	$525,000
2005	42'	Renzo PT Runner 4.0	Call for Pricing
2006	42'	Renzo Express 4.0	Call for Pricing
2006	42'	Renzo Coupe 4.5	Call for Pricing
2006	42'	Renzo Coupe 4.0	Call for Pricing
2006	40'	Delphia	$199,500
2004	40'	Aqua Pro – Raider 1200 *GR Tender*	(Sale Pending) $149,000
1999	40'	J-120 *Baraka*	$220,000
1998	40'	J-120 *Scamp*	$249,000
2000	40'	J-120 *Secrets*	$249,000
1980	38'	Morgan Banshee	(Sale Pending) $45,000
2006	37'	Delphia	$149,500
2006	36'	Harrier	Call for Pricing.
1996	35'	J-105 *Invisible*	(Sale Pending) $135,000
2001	35'	J-105 *Hay Viento*	$110,000
1997	35'	J-105 *Crabster*	(Just Reduced) $95,000
2002	35'	J-105 *Hibiscus*	(SOLD) $127,000
2004	33'	J-109 *Good Jybrations*	$229,000
2006	33'	Delphia	Call for Pricing
2006	33'	Surfhunter	Call for Pricing
1998	32'	J -32 *Tehani*	$115,000
1995	32'	B-32 *IOTA*	$32,000
1993	30'	J-92 *Zippy*	(SOLD) $46,000
2007	25'	Hunt Harrier	Call for Pricing
2004	22'	Aqua Pro Raider 665	$48,500

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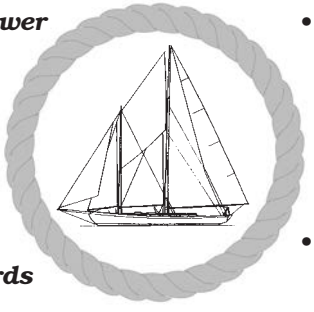
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'Ditch Bag' – Even the best equipped liferaft can often be inadequately supplied. When travelling offshore, a ditch bag with additional supplies quickly accessible in 'abandon ship' situations is a great idea.

LETTERS

where a man-made reef is needed.

If I lived closer to Northern California — say Texas or Southern California — I'd be interested in taking unwanted or abandoned boats off peoples' hands. A marine junk yard might be a good business.

Les Stafford
Northeast Ohio

Les — Since cars abandoned along public highways and freeways are swiftly removed and, if not claimed after a reasonably short amount of time, auctioned off or destroyed, you'd assume the same would be true with abandoned boats. Alas, nothing could be further from the truth. In fact, some of the biggest headaches tormenting harbormasters up and down the coast are getting rid of abandoned and/or derelict boats. Why the laws can't be changed to speed up the process has always been a mystery to us.

Such vessels are completely unsuitable for temporary housing, as in most cases it would cost a fortune to make them habitable. And even if restored, not even poor people would want to live in them. In addition, who would pay the considerable bills for berthing, insurance and maintenance?

The more you know about boats, the less you'd be interested in taking possession of the typical abandoned boat. Almost all of them would require many thousands of dollars to bring them back to even minimally usable conditions, at which point the market value of the boat would still probably be a fraction of what you invested in them. Indeed, unless you know what you're doing, one of the worst things you can do is accept the 'gift' of a free boat.

⇑⇓CAN YOU IDENTIFY THIS BOAT?

Sorry to bother you, but I figured if anyone was to give me a hope of identifying the kind of boat depicted in the accompanying photo, it would be someone from *Latitude 38*. I've been looking for a new boat, and this one caught my eye. I saved the picture to my computer, but then there was a power failure, and I couldn't find the ad again.



She's a Santana 30/30.

By the way, I've heard that it can be a difficult trip bringing a boat like the one in the photo north from California to Vancouver. Is that true?

P.S. I enjoy your magazine so much — although all the photos of the palm trees are a bit hard on me during the Canadian winter.

David A. Brooks, MD
Summerland, British Columbia

David — The boat in the photo is a Santana 30/30 that was designed by Nelson-Marek and built by W.D. Schock Corporation of Corona. They are a relatively popular boat in Southern California. Google 'Santana 30/30' and you'll get all the information you want. We think a 30/30 would be a terrific boat for British Columbian waters, as she was built lightly and given a large sail plan for the waters of Southern California. But unlike other 30 footers, such as the Olson 30, the 30/30 has more accommodations and an inboard engine, which makes them more cruiser friendly.

Sailing north from California to Vancouver is often a very difficult trip because it's against the prevailing wind and seas, and because those winds and seas are often very strong. You'd

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LETTERS

almost certainly be big bucks ahead by trailering the boat or having her trucked north.

We're sorry about all photos of the palm trees and other evidence of warmth in the tropics — such as in the accompanying photo — but we feel it's necessary to give folks in the dark north a ray of hope that somewhere it really is quite warm in winter. Some of your colleagues claim it's a cure for — not a cause of — depression.

⇑⇓ALL RIGHT, SMARTY, TRY TO IDENTIFY THIS BOAT!

Do you know of any sailboat experts in the Stockton area? I'm asking because I was out on the river watching my two boys going through their crewing/rowing practice near Rough & Ready Island, and I saw a two-masted sailboat that looked as though she could be between 50 and 70 feet. Does anybody know what make and manufacture she is, and what year she was built? I'd be most grateful for the information. Sorry for the grainy photo, but my camera phone was all that I happened to have at the time.

Elton Hartzler
Ocean Springs, Mississippi



ELTON HARTZLER

This photo shows why professional photographers don't use cell phone cameras. Nonetheless, can anyone identify this schooner?

Elton — We can't identify the schooner from the grainy photo, but we're certain that some of our readers — such as Tig Low, Jerry Burns, Merl Petersen or Peggy McDonald — will have an answer in time for the next issue.

⇑⇓FIVE OF US FROM THOSE HALCYON DAYS

Several years ago I wrote a letter to *Latitude* about Tig Low (or Loe) being my skipper on the delivery of the 50-ft motorsailer *Manawanui* from Tahiti to Nassau in 1959, and what a vintage year it had been for being in Papeete. Well, on the weekend of November 29 — December 3, five of us from those old days of sailing in the South Pacific got together at my home in Bel Marin Keys. They were:

• Jerry Burns, who was the photographer on Sterling Hayden's great 100-ft schooner *Wanderer*, and who left Tahiti on the *Reposado* for points east.

• Charles Ehlert, on the *Babboon* out of Acapulco.

• Ray Mead, who had the pleasure of spending a few days in the bastille in Papeete for having spent some time in the Tuamotus without benefit of a passport. He later left on the *Westward Ho!* and later returned to Tahiti on the *Wild Goose* — at which time he was advised to find other ports.

• Warwick Davies, who arrived on the *Crusader* and left with me as crew for Tig on the *Manawanui*.

• And me, Howard Kanter. I'd come down from Honolulu aboard *Tahiti*, which was a Tahiti ketch.

I thought it would be a good time to have a gathering of the clan, as Warwick was passing through the Bay Area on his way home to New Zealand from a business trip to Scotland. Charlie Ehlert came down from Seattle, Jerry Burns from Texas, and Ray Mead from Florida. To say that the stories told were wonderful — and unembellished, of course — would be an understatement.

The point of this letter is to maybe shake a few of our old shipmates out of the rigging. For example, Bill Lemon, the first mate on the *Babboon*, anyone from the *Wanderer* and, of course, Tig. If any of your readers know any of these people or can give us a lead as to their whereabouts, please contact

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LETTERS

me at *mjznana@worldnet.att.net.*

A few of the others from that period we'd like to find are Hank Taft from the *Blue Sea,* who later became Executive Director of Outward Bound, and Nipper Riddell, skipper of the 50-ft Canadian yawl *Romayne*.

Those days were a long time ago, of course, and many of the figures from those glory days — such as Hayden and Spike Africa from the *Wanderer*, and Taffy Sceva and John Karlmark from the *Ho!* — have passed on. But at least five of us are still around, and I'm sure there are others. We'd like to find them. By the way, just before we broke up, we managed to located Russ Nyborg of the *Wanderer*, who now lives in Ukiah.

COURTESY HOWARD KANTER



Forty-six years after kicking around wood boats in Papeete, five of the crew gathered in Novato.

Howard Kanter
Bel Marin Keys

⇑⇓IT TAUGHT ME HOW TO LOVE THE EARTH WE'RE ON

While on your website I stumbled across the *Letters*, and was pleasantly surprised to learn that Merl Petersen is still around and kicking! I live in Fresno now and really need to make the trek north to see my old mentor and his 75-ft schooner *Viveka*.

I crewed on *Viveka* for several years before she left Sausalito for Hawaii. We were even aboard *Viveka* when she participated in the first Tiburon Regatta. It wasn't like today's races, because we had an all-girl crew and battled with cannons. Merle liked it that way. And we 'fought' an all-boy crew aboard the schooner *Shearwater*, which was owned by the Kingston Trio, one of the most popular musical groups of the era. At one point 'Pete' put a whole can of black powder down the barrel of the cannon. It blew so hard that it ripped a cleat right off the deck — and *Viveka* had big cleats. I even have some photos of *Viveka* sailing with the city of San Francisco in the background, and, to show you how long ago it was, Coit Tower was the tallest building. What a laugh!

LATITUDE / JR



Merl taught her how to sail but the schooner 'Viveka' taught her even greater lessons.

Merle taught me a lot about life, and the schooner *Viveka* taught me how to love the earth we're on. Pete deserved to be 'President of the Pacific Ocean' following the death of Spike Africa.

P.S. As soon as I can figure out how to get to her, I'm coming home to *Viveka*. I can be reached at *pndlake@aol.com* for directions.

Peggy (MacDonald) Lake
Fresno

Peggy — We want to know if you were with Merl when he and his friends took an elephant — we've seen the pictures from

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LETTERS

the newspapers — water-skiing on San Francisco Bay. You don't see those kinds of hijinks on the Bay much anymore.

If you've been out of touch for awhile, Petersen moved to Hawaii for a number of years, where Viveka *fell into considerable disrepair. When Merl announced that he was going to refit her and sail her around the world, there was a marina full of skeptics. But son-of-a-gun if he didn't do both, as we recall, taking seven years to circle the globe.*

⇑⇓AND MY GRANDDAUGHTER TURNED OUT GREAT

I just devoured the latest issue of *Latitude* — my favorite magazine — and the section concerning infants at sea jogged my memory. I've enclosed some photos of Lindsay Fagan, daughter of Brian Fagan and Judy Fontana — and my granddaughter. They were taken on the occasion of a two-week cruise in the Bahamas aboard the Valiant 40 *Catticus*. Lindsay was six months old at the time and was an enthusiastic sailor with a cast iron stomach.

Another photo shows Lindsay, who lives in San Francisco, as she is today. Her mother, now retired, is at sea with Phil Holland, her second husband. They are aboard *Fetching Light*,





Left, Lindsay as an infant sailing in the Bahamas, and right, Lindsay with her grandfather Ralph, the oldest crewmember in the '05 Ha-Ha.

a Hylas 46, and are en route to New Zealand via Ecuador.

Fetching Light made her maiden voyage in the '03 Ha-Ha with me aboard. I had the dubious honor of being the oldest crew person in the fleet.

Ralph Fontana
Goleta

⇑⇓MORE DISASTER STORIES THAN BEFORE?

Based on reading recent *Latitudes* and *'Lectronics*, it seems that there are more disaster stories than ever involving folks who are new to the cruising lifestyle. Is this really the case, or do we just hear more about them because the Internet has made the reporting of such incidents so much easier? Or have people, with GPS units held close to their chests, just become more adventurous than before? We're also curious how great a part the lack of experience plays. Just as your Gov. Arnie was warned, "The bullets are real out there."

It would be great if a survey blog was put together so would-be cruisers could learn about the experiences of those that have gone before, and thus learn firsthand the pleasures who pitfalls of the cruising lifestyle.

Mike & Mizuzu Wilson
Tortue, S&S 44
Mazatlan

Mike and Mizuzu — We don't have any hard numbers with which to back it up, but our impression is that, in absolute terms, there are more boats lost these days than 25 years ago, but not in relative terms. The difference is that there are so

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My wife Gail and I have completed several trips to Bermuda and two Atlantic crossings. On both legs of our Atlantic crossing, our heavy-duty, under deck autopilot failed very early in the trip. Thank goodness for our Monitor windvane. We were able to totally rely on 'Monty' in both light air and heavy. While in the North Atlantic we had several bouts with gales, routinely sailing in Force 8 winds, with gusts to Force 9. Our Monitor kept us on course and allowed us to rest and retreat below, making our routine watch checks without the need to man the wheel. What a relief!

An even more entertaining story for us was the 2005 Marion-Bermuda Race. We crossed the starting line knowing that our autopilot was on the blink (again), and felt very comfortable relying on Monty once more. I would estimate that over the four-plus days it took us to get to Bermuda, our Monitor windvane handled the steering duties about 80% of the time. We have consistently found that a Monitor can steer a truer course in difficult seas and shifting winds than any helmsperson. I guess the best proof of this was our fourth place finish out of 70 boats (and we were only 13 minutes out of second!). Above you can see a picture of the entire crew. Monty is the one with the wool hat! I'm in the middle holding Monty. You'll have to guess which one is Gail.

Roy Greenwald
Valiant 42, *Cordelia*

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many more people out cruising now than there were a quarter of a century ago. Back in the early '80s you didn't see 160-boat fleets sailing from San Diego to Cabo, and a circumnavigation was something special. By now, hundreds of folks from the West Coast have completed circumnavigations, some in boats as small as 12 feet, and some on poverty-level budgets.

It's also true that people of all ages are more adventurous than they were in previous generations. Younger folks with little or no sailing experience think nothing of buying a boat and setting off around the world. For example, when we were coming through the Canal in the spring of '04, we crossed paths with Pat and Ali Schulte of Chicago. The young couple had made a bit of money in the commodities markets or somewhere, and decided to sail around the world. Because it was so hot and humid in Miami on the weekend they'd set aside for boat-shopping, they spent all of about three hours looking at boats before settling on a Wildcat 35 catamaran. And it wasn't until they were halfway across the Pacific that they discovered that their winches actually had both high and low gears. You might laugh, but they've been out since '03 and are now crossing the Atlantic to complete their circumnavigation. There are lots of folks like them who are learning as they go.

And let's not forget the rise in the senior citizen population. Thanks to greater conveniences on boats, and people with a passion for more active retirements, it's not that rare to see couples in their 70s and even 80s out cruising.

The thing that surprises us is the percentage of boats that are lost by people who have considerable sailing and/or offshore experience. The Nordhavn 62 Charlotte B *lost on the rocks near Mag Bay was under the command of an extremely experienced captain. Bob Willman had been cruising his Islander 37* Viva! *for many years before she was lost at Isla Providencia. The Barletts had made two trips to Acapulco and back and then to the Caribbean before they lost their 470* Starlet *in the Western Caribbean. Axel Heller was a very experienced sailor when he lost his Newport 30* Sea Ya *in La Paz Bay. Martin and Robin Hardy had tons of experience with their 52-ft trawler* Cat's Meow *before they badly damaged her on the rocks in the Sea of Cortez. Bear Myers had a long career of sailing before he lost his Catalina 42* Bingo Again! *near Cabo Corrientes. The list goes on and on. In most — but not all — of these cases, the skippers would be the first to admit that the cause of the loss was human error — although not necessarily their own — and would want others to learn from their misfortune. And don't put us on any pedestal, not after we T-boned the Carquinez Bridge with our Ocean 71* Big O.



It's an unfortunate truth that sometimes even very experienced skippers lose their boats.

So many sailors seem to want to blame lack of experience for the causes of maritime disasters, but, based on what we know, it's just one of many causes — and not a very big one at that.

There is no doubt that today's wickedly improved communication capabilities have dramatically changed the amount of information we receive about boats being lost and how quickly we get it. For the first 20 years we published Latitude, *it was so unusual to get a report from a cruiser outside of U.S. waters*

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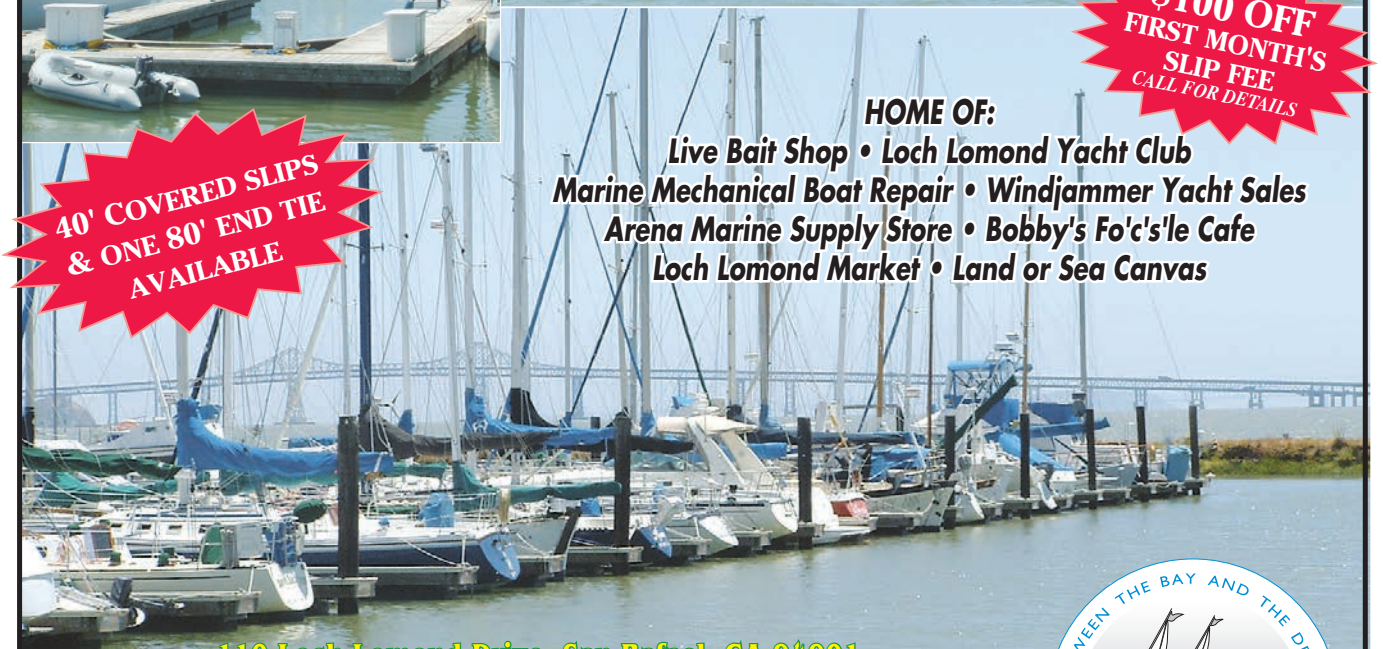
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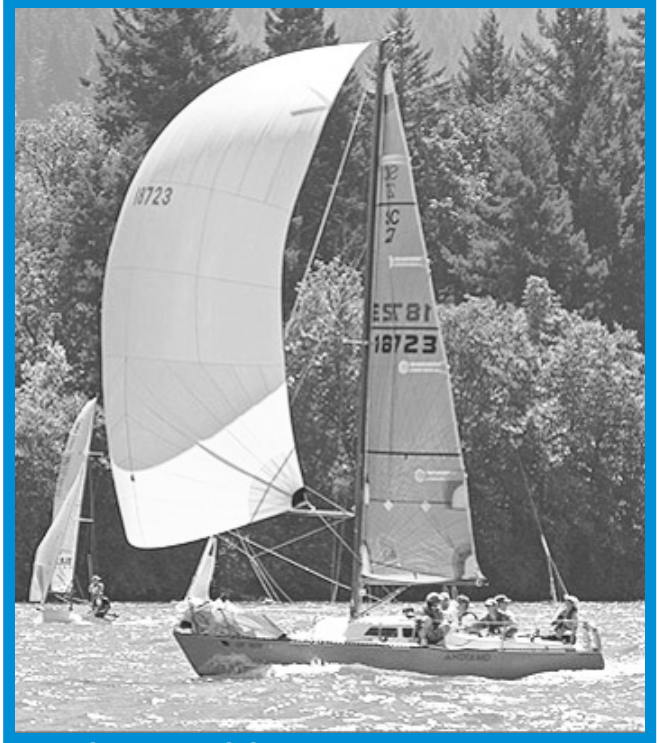
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LETTERS

that we collected the stamps. Thanks to the Internet, it's now possible to get thousands of such reports — with photos — in a fraction of a second from anywhere in the world. As such, if a boat with West Coast connections is lost, we tend to hear about it quickly. In the old days, we might not hear about it for months — if at all.

At times it may not seem like it, but we think the average person going cruising these days is much more prepared, competent — and sober — than the average person who took off cruising 25 years ago.

⇑⇓POLISHING THE NORTH BAY GEM

Petaluma has been, and continues to be, a preferred 'destination' for Bay Area boaters. City-owned docks in the Turning Basin, located in the heart of the city, offer berthing within walking distance of excellent restaurants, quaint shopping, a museum, music venues and movie theaters. Additionally, the Petaluma YC, located within the turning basin, hosts individual boaters and/or multiple boat cruise-ins by other PICYA clubs.

Over the last two years, Petaluma has completed numerous redevelopment improvements that have attracted more visitors. In anticipation of larger crowds of boaters and pedestrians alike in the area of the Turning Basin, the Petaluma YC began collaborating with the City of Petaluma to improve facilities and security in and around the Turning Basin. Early this year, a city department reorganization took some of the wind out of the sails of our collaborative effort and motivated us to take action to regain momentum. To that end, in June of this year, Petaluma YC organized a team to work with city officials to improve the environment for visitors in the area. As a result, our city officials have committed to achieving improved safety and security for the benefit of all. These commitments include:

1) Post signage restricting access to the docks; 2) Install gates to control access to the docks; 3) Improve lighting on the docks; 4) Create a controlled method of registration for incoming boats; 5) Dredge the basin.

The improvements are underway or are in the development process, and we are confident our ongoing efforts with city officials will result in their commitments being in place in the near future. The historic 'Petaluma jewel' is continually being polished for the purpose of welcoming boaters to this gem of a location. With literally hundreds of boaters visiting our city each year, we are proud of being able to offer a safe and pleasant atmosphere and cordial hospitality.

P.S. I'm a longtime sailor — 30 years in Southern California and 20 years on San Francisco Bay and Delta with my Catalina 30 — and I have enjoyed *Latitude* for a long time. In fact, my wife Linda and I are so dedicated to the magazine that I managed to have copies sent to us for the five years we lived in Sweden and sailed the Swedish Archipelago. I can also guarantee you that the members of Petaluma YC enjoy every issue of *Latitude*.

Tom Corbett, Commodore
Petaluma YC

Tom — Thanks for the very kind words. Petaluma really is a gem, so on behalf of all mariners in Northern California, thanks for your efforts, and those of the yacht club, to make it an even better place to visit.

⇑⇓NONE ARE DESIRABLE TO KILL AND EAT

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Sailing Schedule

SPRING 2007

Voyages from the USA East Coast

East Coast USA to Mediterranean

Port Everglades	03/07	→	Palma de Mallorca	03/07
Port Everglades	04/07	→	Palma de Mallorca	03/07
Port Everglades	05/07	→	Genoa	06/07
Port Everglades	06/07	→	Toulon	07/07
Newport	06/07	→	Toulon	07/07
Newport	06/07	→	Marmaris	07/07

East Coast USA to Caribbean

Newport	05/07	→	St. Thomas	05/07
Port Everglades	03/07	→	St. Thomas	03/07
Port Everglades	03/07	→	St. Thomas	04/07
Port Everglades	04/07	→	St. Thomas	05/07
Port Everglades	06/07	→	St. Thomas	06/07

East Coast USA to Pacific West Coast

Port Everglades	02/07	→	Ensenada	02/07
Port Everglades	03/07	→	Ensenada	04/07
Port Everglades	02/07	→	La Paz	02/07
Port Everglades	02/07	→	Vancouver	03/07
Port Everglades	03/07	→	Vancouver	04/07

East Coast USA to South Pacific

Port Everglades	12/06	→	Brisbane/Auckland	01/07

Voyages from the Mediterranean

Mediterranean to East Coast USA

Palma de Mallorca	03/07	→	Port Everglades	04/07
Palma de Mallorca	04/07	→	Port Everglades	05/07
Palma de Mallorca	06/07	→	Port Everglades	06/07
Toulon	07/07	→	Port Everglades	07/07

Mediterranean to Caribbean

Genoa	04/07	→	Martinique	05/07

Voyages from the Caribbean

Caribbean to East Coast USA

St. Thomas	04/07	→	Newport	05/07
St. Thomas	05/07	→	Newport	05/07
St. Thomas	05/07	→	Newport	05/07
St. Thomas	03/07	→	Port Everglades	03/07
St. Thomas	04/07	→	Port Everglades	04/07
St. Thomas	05/07	→	Port Everglades	06/07

Caribbean to Mediterranean

Martinique	01/07	→	Genoa	01/07
Martinique	04/07	→	Genoa	04/07
Martinique	05/07	→	Palma de Mallorca	05/07
Martinique	06/07	→	Toulon	06/07

Caribbean to Northern Europe

Martinique	12/06	→	La Rochelle	01/07
St. Thomas	06/07	→	Cherbourg	07/07

Voyages within Europe

Northern Europe to Mediterranean

Cherbourg	07/07	→	Marmaris	07/07
Cherbourg	07/07	→	Toulon	07/07

Northern Europe to Caribbean

La Rochelle	01/07	→	Martinique	02/07

Mediterranean

Toulon	07/07	→	Marmaris	07/07

Voyages from the South Pacific

South Pacific to East Coast USA

Brisbane/Auckland	01/07	→	Port Everglades	03/07

South Pacific to Mediterranean

Brisbane/Auckland	01/07	→	Palma de Mallorca	03/07

South Pacific to Pacific West Coast

Brisbane/Auckland	01/07	→	Ensenada	02/07
Papeete	12/06	→	Ensenada	02/07

South Pacific

Brisbane	01/07	→	Auckland	01/07
Papeete	12/06	→	Brisbane/Auckland	01/07

Voyages from Pacific West Coast

Pacific West Coast

Ensenada	02/07	→	Golfito	03/07
Ensenada	02/07	→	Vancouver	03/07
Ensenada	04/07	→	Vancouver	04/07
La Paz	02/07	→	Vancouver	03/07
La Paz	05/07	→	Vancouver	05/07
La Paz	05/07	→	Golfito	05/07
Vancouver	03/07	→	Golfito	03/07
Vancouver	05/07	→	Golfito	05/07
Vancouver	04/07	→	La Paz	05/07
Vancouver	05/07	→	La Paz	05/07

Pacific West Coast to Mediterranean

Ensenada	02/07	→	Palma de Mallorca	03/07

Pacific West Coast to East Coast USA

Ensenada	02/07	→	Port Everglades	03/07
Vancouver	01/07	→	Port Everglades	02/07
Vancouver	03/07	→	Port Everglades	03/07
Golfito	03/07	→	Port Everglades	03/07

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LETTERS

you've taken that day.

However, it's the "eating" part of the report from the guy who wrote in to say he'd "bagged" 12 fish in one dive at Catalina Island that I found so potentially disturbing. Hopefully he bagged the bat ray, angel shark, flounder and stingray with a camera, not a speargun.

Bat ray, stingray, flounder, angel shark — none of these are desirable game fish to kill and eat. Spearing these animals is a waste. All have a place in the food chain, and are important. It would be a disaster if the large numbers of people who visit Catalina Island engaged in such depravations.

I could easily beat the guy's "12 fish in one dive" score. Sometimes I've taken one fish while using my extremely small 45 cu. in. dive tank and 48-inch speargun. One prized game fish of legal size, to be eaten on the back of the boat less than two hours from the time it was taken.

I have also taken four calico (kelp bass) in one dive at Catalina. That can't be done every day with such an alert fish. These calico were 14, 15, 16 and 18 inches long. The spot will remain unnamed, but since I am boatless now, I could be convinced to show the spot in exchange for a place on a boat going over.

The 45 cu. in. tank is much easier to handle from a dinghy, with all the lifting and contortions that are part of diving from a sailboat. I gave up using an 80 cu. in. tank after my first dive trip off my sailboat.

The game fish to spear around Catalina Island include calico, sheephead, halibut, yellowtail and white sea bass. There are designated seasons and/or lengths and maximum daily and possession limits. These species are the best game fish to go after with a speargun at Catalina.

Spearfishing is a great sport, so let's not give it a bad name, nor destroy the environment we enjoy.

Matthew Nelson
Long Beach

Matthew — We also hoped he shot the fish with a camera, because fish are too beautiful to kill unless you're going to eat them. We were down in Mexico last month and got to watch a bunch of small rays — maybe 18 inches across — play around in the little waves lapping on the shore. They were cuter than puppies.

⇑⇓CHARTERING ON MEXICO'S CARIBBEAN COAST

My girlfriend and I will be taking a holiday to the Yucatán coast of Mexico in April, and would like to charter a sailboat for a week. It should be a boat that would be easy for the two of us to sail. I possess the Boat Skipper B license for vessels up to 30 tons in Croatia, and have sailed over 500 miles with various sailing schools in the Med. It would be very nice if you could advise us of the companies that charter bareboats in Mexico. Thank you, and best wishes from Austria.

Christian Köhler
Vienna

Christian — To the best of our knowledge, the only significant term charter operation in Mexico is The Moorings base in La Paz on the Sea of Cortez. We don't know of any on the Caribbean side. However, if you're going on a month-long holiday, you could easily spend three weeks in the Yucatán and still have time for a week in the Sea of Cortez which, by the way, is about as different from Austria as one could imagine. Just don't go to places like San Evaristo and expect to find Cancun-type bars with American girls dancing half-naked on the tables.


Poop.
It feels kind of dirty, that poop just hanging out there, doesn't it?
That's because it is dirty. Nasty. And stinky. It even sounds like what it is – POOOOP. And that's why it doesn't belong anywhere near our oceans or waterways. But can you believe that's exactly where tons of it is dumped each year by those masquerading as boaters and fishermen, but are actually the enemy of great Mother Nature herself? Not only is this material far from scenic, it can also spread biological contaminants linked to infectious hepatitus and can lead to diarrhea and dysentery. So join us, true boaters and anglers, lovers of the outdoors and all of its beauty – rise up against these offenders, protect our beautiful waterways and spread the word: Dump at the pump. If it's your boat, it's your responsibility.
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LETTERS

By the way, we're sorry to hear about the lack of snow in Austria — and the rest of Europe — this winter. From what we understand, snow tourism is a major engine of the Austrian economy.

⇑⇓YOU DIDN'T SEE BOTH SIDES OF THE ISSUE

I'm writing in response to your editorial response to Peggy Hammer's complaints about her charter experience in the British Virgins. Normally, I feel that your editorial staff successfully negotiates its way through the treacherous waters of political correctness, and tries to see both sides of an issue. However, in this instance I think that you were way off base.

Severely leaking water tanks, no bilge handles, and no refrigeration shows a lack of professionalism on the part of the charter company — especially when promises are made to rectify the situation. Obviously there was a lack of internal communication, or perhaps the charter boat operator just didn't care. I run a service business, and we try hard not to make promises to customers that we either cannot or will not keep.

Your response sounded like that famous Caribbean Reggae tune *Don't Worry Be Happy*. I think it's a load of holding tank material.

Steve Hunter
Seattle

Steve — We appreciate you sharing your point of view. We realize that a lot of people expect all service industries to be similar, and therefore charter boats to be as perfect as the very best rental cars. But that's just not going to be the case for a number of reasons. For one thing, charter boats have to operate in a much more harsh environment than cars, and it's much more difficult to get replacement parts and services in the relatively remote areas in which charterboats generally operate. But the most significant difference is that people who rent cars are usually relatively capable of operating the cars and systems reasonably well. This is not the case with charterboats, which tend to be very different, and are often chartered/operated by groups of people who, at best, just aren't familiar with the model and systems and, at worst, not only have no idea what they are doing but are smashed. As such, charter boats are subject to much greater abuse than rental cars.



THE MOORINGS

Even in the most benign chartering environments, the harsh elements and abuse dished out by inexperienced skippers make it hard to keep every boat in absolutely tiptop shape.

The fact that charterboat fleets are tiny compared to rental car fleets is another factor. We once chartered a nice Dehler 36 in Greece, but while at Mykonos lost the bottom 15 inches of the rudder when some Germans untied the boat to get out of the Med-tie against the rocks — they neglected to secure our boat when they left. Had it been a Hertz car, we would have immediately been given a replacement. As it was, we had to spend the next 10 days sailing with a partial rudder that hummed at anything over four knots. Nevertheless, we still had a great time.

We're not defending businesses that don't make an effort, but we caution charterers to have realistic expectations.

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LETTERS

⇑⇓ALL THAT FLOATS HAS A CHECKLIST OF REPAIRS

With regard to the couple who did a charter in the Caribbean and were upset by the minor problems they experienced while chartering, people need to realize that every boat floating — and on the hard — has a checklist of future repairs. Indeed, brand new America's Cup boats have huge storage sheds with machine shops with which to fabricate fixes to problems.

Had I on been on the charter in question, my response to leaking water tanks would be that it's better than leaking fuel tanks. Window screens missing? Close the windows. Pump handle missing? Use the electric bilge pumps. It also sounded as though there was a lot of access to the charter company, which is a lot better than being days away at sea.

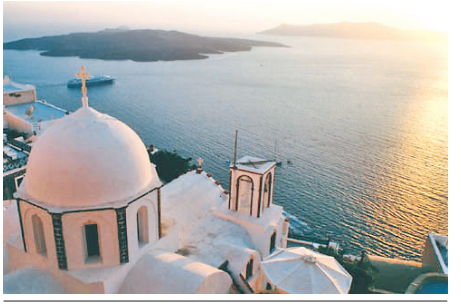
Gregory Clausen
San Francisco

⇑⇓DESPITE PROBLEMS, WE HAD A GREAT CHARTER

After getting the ASA courses from Tradewinds Sailing School under my belt, I've managed four charterboat trips to the Caribbean and one trip to Greece since January '03. Except for this last trip to Guadeloupe with Sunsail, I've always had some problems with the charter boats. By the way, I've used a different charter company for each trip.

Our charter in Greece was the worst. It cost us perhaps 1.5 to 2 days out of the two-week charter due to problems — although I can think of worse things than having to spend an extra day on Santorini. That charter was with a major charter company, and we had a lot of electrical problems. At some point they replaced the main battery bank, and later the alternator, but we were still having problems by the end of the trip. A couple of times we had to raise anchor manually, and naturally the electrical fridge frequently didn't work. At one point our steering froze — which was interesting, but I was able to diagnose the problem and fix it.

We started our charter from one of the company's smaller bases, and the guy who ran it managed boats for two or three different companies. Overall, it was quite a hassle. But you go with the flow and keep the ouzo flowing. In spite of it all, we had a great time, and I'd go back in a second. In fact, I'd use the same company again in the Med because they have bases everywhere, and they also offer a liberal one-way charter policy.



If you saw the movie 'Summer Lovers' (1982), you know that, if your charter boat has to break down, Santorini is a great place to have it happen.

I have a trailer boat which I try to use on the Bay as frequently as possible, but for those of us who have to work, chartering is a great way to see the world and really enjoy sailing!

Dennis Hoey
Loomis

⇑⇓TOOTING OUR OWN HORN

As comedian Rodney Dangerfield used to say, "We don't get no respect." What do you guys at *Latitude* have against us? The latest insult came as a result of *Latitude* incorrectly

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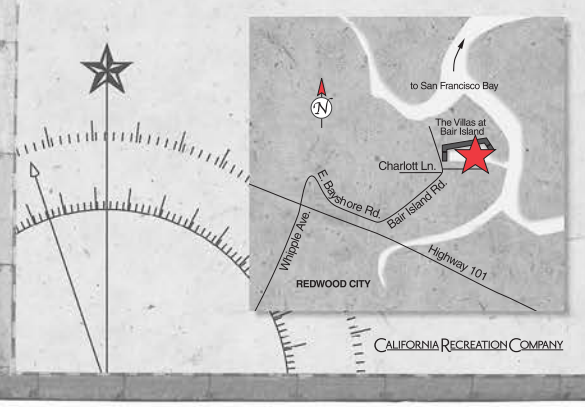


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LETTERS

reporting that *Bloom County* won the OYRA (Ocean Yacht Racing Association) season. But, in fact, *Andiamo* is the 2006 OYRA season champion.

This comes on the heels of being completely ignored by *Latitude* last year after winning the Santa Cruz 27 One Design Championship.

The following are just a few of our other accomplishments:

'99 — Spinnaker Cup to Monterey, 1st in division
'00 — Santa Cruz Nationals, Best Family Boat
'01 — Singlehanded Farallones, 1st in division
'01 — Coastal Cup to Ventura, 1st in division
'02 — Vallejo Race, 1st in division
'02 — W.M. Pacific Cup to Hawaii, 4th in Doublehanded, 14th overall
'03 — Spinnaker Cup to Monterey, 1st in division
'03 — Coastal Cup to Santa Barbara, 1st in division
'04 — Windjammer's to Santa Cruz, 1st in division
'05 — Stone Cup, 1st in division (four races)
'05 — Santa Cruz Spring One Design, 1st place (five races)
'05 — SC 27 National Champions at Columbia River Gorge, winning five firsts in 12 races
'05 — Singlehanded Farallones, 1st in division
'05 — Santa Cruz Fall One Design, 2nd
'05 — Windjammers to Santa Cruz, second in division
'06 — OYRA Drake's Bay Race, 1st in division both days
'06 — OYRA Southern Cross, 1st in division

Hopefully the new owner of *Andiamo* will continue the winning tradition of this great boat.

We hate to toot our own horn, but if we don't, no one else will. Perhaps we should do the Ha-Ha if we want to get some ink.

Dan Simonsen, Crew
Andiamo, SC 27, OYRA Season Champs

Dan — We're indeed sorry about the mistake, but we get all the results from the YRA (Yacht Racing Association) office, and unfortunately they made two mistakes this year. The scoring can apparently get a little confusing because not all fleets count all the same races toward their season championships. Having been notified of the two errors by YRA, we're making amends in this month's Season's Champions *feature. And don't feel bad about tooting your own horn a little, you guys deserve it.*

⇑⇓MORE BABY WIPES, BUT NOT THE GIRLY KIND

In the November issue there was a letter about using baby wipes for field expedient showers. I've been using them for over 20 years when traveling and camping, but to me the drawback is the perfumy smell. It's not too bad at first, but after awhile I can't stand it. Plus, it really stops up my nose.

A solution is available in the form of the Wet Ones brand, which simply have a lemony scent. I've even used Wet Ones to 'wash' my hair. It didn't work great, but it was better than nothing. They are pretty powerful, too. Once I tracked fresh bearing grease — the smelly, black kind — into my camper. The Wet Ones cleaned it up with ease, just dissolving the stuff.

Wet Ones comes in a cyclindrical container that does a good job of keeping them moist. In fact, I've had some containers for several years, and they were still damp when I pulled them out.

P.S. I'm a Southern California beach boy who got squeezed out down there and came to Puget Sound to check out the far north. You know the way people in California talk about

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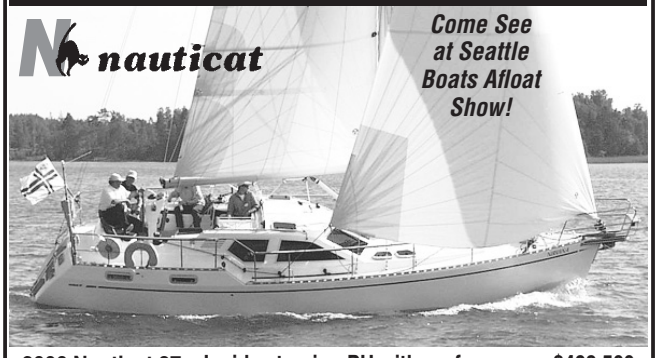
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37' Hunter Legend, '88	62,500	32' Columbia Sabre	14,000	27' Catalina, '79	10,000
37' Hunter, '84	42,500	31' Rinker Fiesta, '00	75,000	27' Hunter, '77	12,500
37' Islander sloop, '68	25,000	31' Cruise-a-Home houseboat, '75	29,900	25' Larson Cabrio 250, '95	20,000
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LETTERS

traveling down to Mexico? Well, up here they all talk about visiting Alaska. What's more, I've contacted some hotties who love to go fishing — I mean really love it, as in don't mind cleaning the fish.

Kitsap Karl
Ex-Southern California

Kitsap — For us, two of the biggest mysteries in life are how they keep baby wipes — no matter if they are perfumed or lemon-scented — from drying out in the container, and why anybody would want to go where the ocean is cold. Last month we were fortunate enough to be able to do some sailing, swimming and surfing in Mexico where the water was a little over 80 degrees. It was almost unbearably wonderful.

⇑⇓A CRUISING SOLUTION FROM QUEENSLAND

A big hello from the South Pacific! I've just come across your website, and have been enjoying the letters to the editor — and especially the editor's comments.

I gather from a number of letters — such as *Dangerous Carb Fuel Jugs* — that some new type of refuelling container appears to have become mandatory in California, and that they've been causing a lot of trouble with fuel spills and other problems.

I learned of a new type of fuel can from a boatie in Australia, but have never seen another on the water. We bought ours in Bundaberg, Queensland, Australia, 10 years ago. It is a jerry can that was designed for members of the logging industry to be able to safely refuel their chain saws in the forest without spillage or consequent risk of fire.

The plastic jerry jug sells under the name Smart Fuel Fill Can, holds 10-litres, and is manufactured by Briggs & Stratton. It has a spout that must be armed — by rotating its collar a 1/4-turn until it clicks, which appears to wind up a spring — before it's used. No fuel can escape until this is done, even if the can is upside down. The can still won't allow fuel to escape after it is armed until the spring-loaded collar on the nozzle is depressed against the spring. This normally only occurs when the nozzle is poked inside the receiving vessel and the opening of the receiving tank is allowed to press on the collar. Once the collar is depressed, fuel flows till either the container is empty or the fuel level rises in the tank to cover the spout — at which point the spring-loaded collar snaps back to the unarmed position and the flow is cut off. Brilliant!

I have never spilled a drop with this system and, because no funnel is needed, an outboard with integral tank is simple to refuel even in a chop. You just open the tank, insert the pre-armed nozzle, and allow the weight of the container to rest on the top of the tank, which presses the nozzle's collar against the tank opening. There is no problem with overfilling, as the flow automatically ceases when the tank is almost full and the spout becomes immersed.

The only drawback with this container is that the spout protrudes at a 45 degree angle up from the shoulder of the tank, and it appears in danger of being broken off. It is quite substantial however, and mine has never come to any harm.

Sandy Squire
P'zazz, S cat
South Pacific

Sandy — A number of years ago the California Air Resources Board (CARB), in its infinite wisdom, mandated that only new CARB-approved fuel jugs be allowed to be sold in California. The only problem with that has been that, as even the CARB

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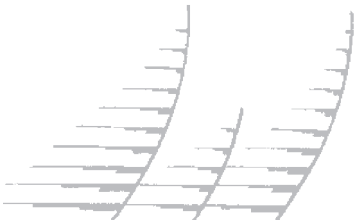
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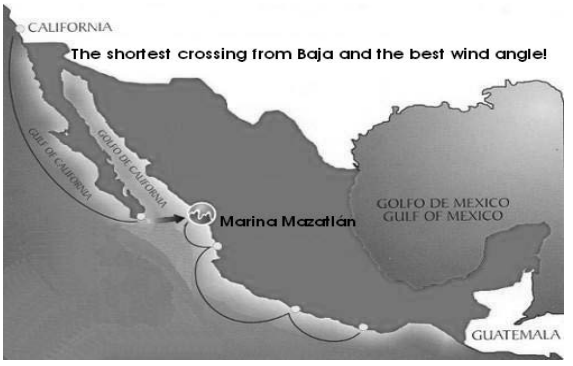
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LETTERS

folks admit, the CARB jugs seems to cause, rather than prevent, spills, and thus, in many cases, are even worse for the environment — and more dangerous — than the old ones.



We're not sure why, but for some reason the environmentally-friendly Smart Fuel Fill Can, like heroin, is not allowed to be sold in California.

Briggs & Stratton, which makes the Smart-Fill Fuel Can, is a grand old American company. According to those who have used the Smart Fill, they have many positive features: fill outdoor power equipment without spilling, are clean and convenient to use; automatically shut off when the tank is full; reduce the release of gas vapors that are harmful to the environment; and are durable.

There's just one downside to the product. It's illegal for the cans to be sold in or even shipped to California. For folks who don't live in California, it might seem insane that only jerry jugs that are bad for the environment are legal, while anybody using the ones that are good for the environment would be breaking the law. But once you live here for awhile, you understand that such things are par for the course.

⇑⇓THAT PAINT DOES NASTY STUFF TO YOU

While looking at the November issue photo of Joe Slagle spraying paint on *Profligate*, I hoped he wasn't spraying Awlgrip, because he wasn't wearing an active respirator. It's my understanding that without an active respirator, Awlgrip does nasty things — like glue your alveoli shut.

Does the manufacturer warn about this just because of legal liability? Do pros spray with nothing more than an organic respirator — such as it appears Joe was wearing?

P.S. I love the new eBook version of *Latitude 38*, as it makes my 14-hour flights a lot more bearable.

Bill Quigley
Columbus, Ohio

Bill — Slagle was shooting our cat with Awlgrip — at least we think it was that and not some water-based latex paint from Home Depot — so we hope he was using the proper respirator. There are, of course, different kinds of air filters and respirators for different purposes, so if anybody is doing work on their boat, it's critical that they get the right one for the job.



LATITUDE / RICHARD

If you're shooting with a gun like this, your health depends on wearing a good respirator.

We'd always thought alveoli was a basil-heavy pasta sauce popular in Northern Italy, but having looked it up, we now know they are the tiny sacs in the lungs where the exchange of oxygen and carbon dioxide take place. If they get destroyed, so does your life. So get the right respirator!

Slagle did a wonderful job of painting Profligate, *but not two months later, thanks to operator error* — our *operator error*



hard core.

Photo: Oskar Kihlborg/VolvoOceanRace.org

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the new owners of the first Sydney 36CR (Cruiser/Racer) sailing on San Francisco Bay.



Dan has a very long history of cruising and racing on the Bay. He's been away from sailing for some time since his days of sailing *Bella Donna* – his last performance boat. With the help of Scott Easom, we believe you'll see a lot more of Dan's new Sydney 36CR in the coming season.

Dan comments:

"Now that family time commitments have diminished, I have decided to return to sailing and wanted a boat that was large enough to offer some creature comforts for six guests, limited maintenance, comfortable for coastal sailing conditions, able to sail shorthanded with just two in typical San Francisco summer conditions, and most of all, FUN to sail . . . When you're used to going fast, you still want to continue to go fast! Narrowing down the search to match our requirements, we looked at the current offerings on the market and discovered that the Sydney 36CR had the features to meet all of our needs.

"The 36CR rig offered the horsepower needed to produce the speed criteria; the keel depth and nearly 50% ballast to displacement ratio satisfied the stiffness needed for shorthanded sailing on San Francisco Bay in the typical summer winds; certainly the headroom down below coupled with no space taken by their innovative chain plate design offers ample room for socializing or overnighting. Just a touch of wood here and there to break up the interior with a nautical flavor keeps maintenance at a minimum. What else could you ask for in a Cruiser/Racer?"

The Sydney 36CR will be available for viewing by appointment through Pacific Yacht Imports in Alameda. For additional information please call (510) 865-2541 or see www.sydneyyachts.com.

Sydney Yachts

Special Thanks to: Easom Racing & Rigging (Sydney Yachts commissioning agent) for preparing the boat for San Francisco sailing conditions: Scott says, "There really wasn't that much for me to do. The boat came as complete as any Cruiser/Racer I've seen arrive!"

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LETTERS

— she got a two-foot-long scratch down by the waterline. We were so grief-stricken that we couldn't figure out whether to be depressed or angry — so we were both. It reminded us of a time at Gorda Sound in the British Virgins many years ago, right after we'd had the topsides of our Ocean 71 Big O *painted. Having misread the depthsounder, one of our crew didn't put out enough scope, so the ketch dragged when a major squall came through while we were ashore. She dragged right along the bow of a pointed and metal-tipped C&C 41, resulting in 50 feet of* Big O*'s port hull getting wildly scratched. Awwwwww!!!!!*

When we mentioned this incident to Brad Avery of the School of Seamanship at Orange Coast College, he laughed and explained that they were typical examples of "new paint karma." In other words, as soon as you paint your boat, she's going to get the worst scratch she's seen in years.

Has this ever happened to you?

⇑⇓THAT SEEMS LIKE PAYING FOR THE WIND

I just read *Latitude*'s response to Patrick Turner's question on how to make sure the water is good on boats. Buying bottled water, as *Latitude* suggested, makes as much sense to me as paying for the wind. I'd like to suggest another option in areas where the marina water might be dodgy.

When we take on sketchy water, we filter it through a ceramic filter — also known as a candle. This seems to remove most of the bad bugs — not to mention silt that we don't want accumulating in the tanks. We've lived off the water in our tanks for years now in many Third World countries, and have had almost no problem with dysentery.

I purchased my first candle in Mexico 10 years ago for about $15. The type I use fits into a standard filter container used in marine applications. They do require cleaning after every use, and they wear thin and lose effectiveness over time due to brushing off the accumulated muck. I just replaced a new one here in Malaysia for about $6.

George Backhus
Moonshadow, Deerfoot 64
Lying Langkawi, Malaysia / Sausalito

George — It's hard to argue with your experience. And based on research on the web, such ceramic water filters have been made since 1827 — and that's no typo. According to one supplier, "A variety of dedicated fittings are placed inside the bore of the element to remove chlorine, bad taste and odor, pesticides, herbicides, industrial solvents and heavy metals. This ceramic candle combination provides 100% rejection of cysts and >99.99% of pathogenic bacteria, depth filtration of particulates >0.2 micron (dirt, asbestos, iron, etc). Our product turns even heavily polluted waters into safe drinking water without the use of harsh or distasteful chemicals."

Do tell. Nonetheless, old habits die hard, so we're probably still going to use bottled water for drinking aboard Profligate.

⇑⇓SOME GOOD DEEDS MORE THAN GO UNPUNISHED

We had a great time in Turtle Bay as part of the Ha-Ha fleet and were really disappointed when we couldn't continue on with everybody because Les got ill. It was nothing serious, just a little upper respiratory infection that was going around the dock in Ensenada before we left. We treated the symptoms with meds and, a couple of days later, he felt much better.

After that, we travelled in loose company with *Bellavia*, Milton and Eva's Passport 40; *Hooligan*, a Beneteau 43 with Tim and Paula and their dogs Maggie and Nigel; and *Endless*, Marvin and Donna's Wauqiuez 35 that they'd just had shipped


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from Australia to Ensenada.

We subsequently stopped at Asunción and then all came together again in Bahia Santa Maria for a week of hikes on the beach, exploring the mangroves, socializing, and waiting to see what Hurricane Sergio was going to do. There was never a shortage of food or friendship at BSM, as the pangañeros came by with everything from bottom fish to sierra and red rabbits — all very tasty.



COURTESY *GEMINI*

The Mexican fisherman thanked them by giving them big bags of shrimp. . .

There was a shrimper in the anchorage, so the crews of *Hooligan* and *Gemini* paid a visit to try to buy some shrimp. There was none to be had. While there, we cruisers learned that the shrimper was actually disabled, as they'd gotten a net fouled in their prop.

Tim of *Hooligan* is a diver and had tanks onboard, so we told the shrimper crew we'd try to clear the prop. A half hour later we were in the water, Tim with a tank, and Les with just a snorkel. After an hour of hard work with sharp knives from the captain, the net was freed from the prop.

Having completed the job and untied our dinghies to go, we were called back by the captain. He handed us an onion sack with something north of 30 pounds of shrimp. As we were about to go, he stopped us again to give us 10 pounds of the largest shrimp that Tim or I have ever seen. They looked like mini lobsters!



COURTESY *GEMINI*

. . . bags and bags of BIG shrimp!

Needless to say, for the next several days all the cruisers in the anchorage spent a lot of their time trying to come up with new and interesting recipes for shrimp. Nonetheless, our freezers were still filled with it.

As Sergio continued to wind down by going nowhere, we moved on to Belcher Cove in Mag Bay. It was very pretty, with stunning geology and green water. But we still couldn't wait to head further south.

Les & Diane
Gemini, Albin Nimbus 42
Mag Bay / Alameda

⇑⇓MUSIC FOR MEXICO

Raven does my favorite 'Mexico song', and it goes like this:

I just got tired of that same old job
tired of fighting that freeway mob
I bet you never thought I'd really go
I'd never get as far as Mexico

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LETTERS

I've even learned to speak the language some
down on the beach drinking coke and rum
You wouldn't know me with this golden glow
soaking sun in Mexico

I'm eating right and I'm living good
doing everything I said I would
I should have left a long time ago
who needs you, I got Mexico

Through it all nothing's really changed
no matter what, honey, that's a shame
I still love you that's the way it goes
He's got you, I've got Mexico

I'm eating right and I'm living good
doing everything I said I would
I lost you a long time ago
He's got you, I've got Mexico

Is that the one you were thinking of ??

Mark Wieber
Lafayette

Mark — Thanks to iTunes, we were able to discover that 'Raven' is actually Eddy Raven. While the song isn't the one we were thinking of, it's a darn good one in the Jimmy Buffett tradition. In fact, we ended up buying about four Eddy Raven songs and have put them in heavy rotation, as they say in the radio biz.

A big musical hit aboard Profligate *during the Ha-Ha were the acoustic guitar songs of the* Duo Tones, *who play surf music and other popular '60s and '70s tunes in a toned-down manner. Perfect for geezer surfer/sailor guys and gals on sailboats the world over.*

⇑⇓MUSIC FOR CRUISING MEXICO

In response to your request for music that gets one in the mood to head for Mexico, I have to vote for the music of Mark Mulligan. He's an ex-pat musician who lives in Guaymas. During the winter he plays the clubs in San Carlos, and during the summer he tours the States.

Although all his music is great, what really gets me thinking of Mexico is his song *There's Always Mañana* from his *Going Coastal* CD. While I'm driving the highways here in the States waiting for the season to come, I put Mark's music in the CD player of my truck and it takes me right back to the blue waters, warm weather and fine people of Mexico.

Mark's music can be found at his web site at *www.mark-mulligan.net.*

Steve Hersey
SeaScape, Union 32
San Carlos / Highways Of The U.S.

⇑⇓GALLONS OF HUMAN SEWAGE WOULD REMAIN

I felt a lot of empathy with Liz Clark of *Swell* after she reported, in the November *Changes*, on the problems she had with her holding tank — specifically that the pickup was three inches above the bottom of the tank. We had a similar 'design compromise' on our Baba 30, although with a much smaller tank. There was no way the tank could be pumped below the top of the hole, which meant gallons of human sewage would permanently be left in the tank.

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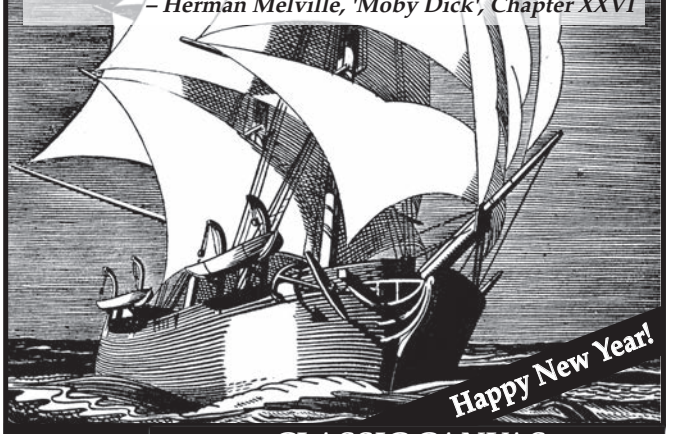
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– Herman Melville, 'Moby Dick', Chapter XXVI



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LETTERS

fix. Well, it's easy once you've completely emptied and cleaned out the tank, which is neither easy nor fun. The first step is to measure the diameter of the hole. Then go to a place that sells home plumbing supplies, and get a PVC or ABS elbow with an inside diameter that's a little bigger than the diameter of the hole in the tank. By the way, try to get one that curves smoothly rather than having a sharp bend. Anyway, fit the elbow over the hole, pointing down, and see how close to the bottom it comes. You want it to get down to about three-quarters of an inch from the bottom of the tank. You may need to add a bit of tubing or cut a bit from the elbow to get the right length.

The next step is to epoxy the elbow over the hole. Rather than sit there and hold the elbow with my arm through the inspection port until the glue cured, I used modeling clay to hold it in place. Once the epoxy has cured, mix up some thickened epoxy and make a nice smooth fillet around where the elbow meets the side of the tank. This adds strength, helps stop leaks — which will break the siphon — and makes cleaning the tank easier. Once all this is done and the epoxy has cured, fill it up with water and give it a good test pump! If everything worked, you should have less than an inch in the bottom which can be easily tamed with a weekly shot of OdorLos.

I hope Liz — and everyone else with the same problem — finds this tip helpful. I've really enjoyed reading about her adventures and hopes she continues to contribute to *Latitude*.

With regard to your request for cruising music, Chris Isaak's *Baja Sessions* is one of our favorites.

Cindy Ballreich
Mandisa, Baba 30
Newport Beach

Cindy — Thanks for the suggestion. We're not plumbers, but we keep wondering if there isn't some good explanation why tank manufacturers don't have pickups that go all the way to the bottom of tanks. It's so counterintuitive that there must be a reason.

We're glad you enjoy Liz's reports. We particularly enjoy the young woman cruising alone perspective she brings, as it's so different from the norm.

⇑⇓WE'D LIKE TO AVOID 35-KNOT WINDS GOING NORTH

I'm interested in any thoughts you or your readers have with regard to the best time to leave for and return from the Pacific Northwest. I recall seeing several letters on this subject in *Latitude* several years ago and would appreciate a refresher.

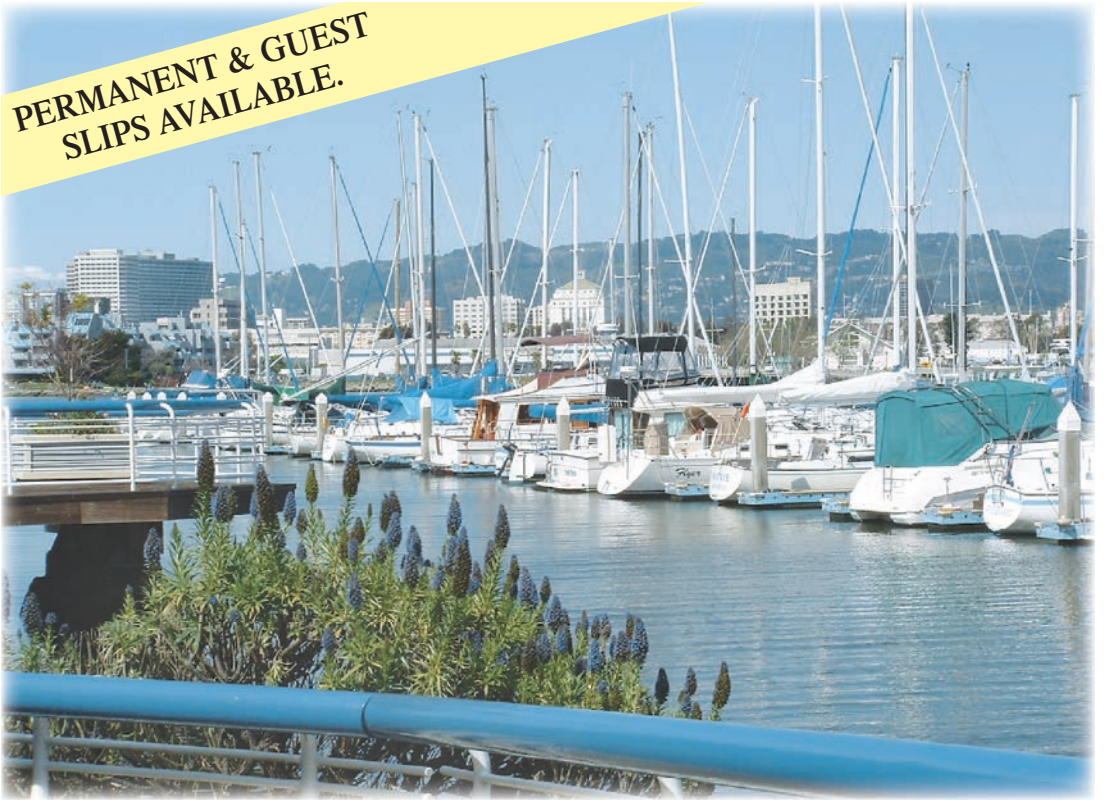
My wife and I lived in Seattle for 24 years, and have done extensive cruising as far north as Desolation Sound and the islands and channels north of there. We circumnavigated Vancouver Island in '01. We now live in San Francisco, but are very interested in revisiting many of our previous destinations.

In March, we purchased a Catalina 42 with some good friends in Ventura, and the trip up to San Francisco was pretty rough, particularly off Pt. Conception and again off Pt. Sur. If possible, we would like to avoid 25-35 knots winds on the nose, and make numerous stops, if possible, to explore and hide from those northwesterlies.

Joe Cunningham
Danville

Joe — Having not made the trip ourselves, we don't feel

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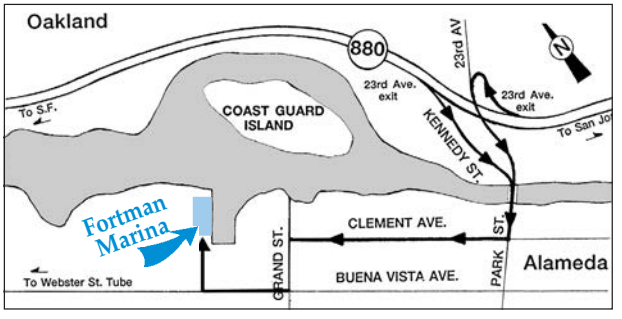
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LETTERS

qualified to comment on the subject. You may want to check out Cruising the Northwest Coast, *which was written by 71-year-old George Benson of San Leandro. In '03, he singlehanded his heavily modified Coronado 25* Teal *from San Francisco to Port Angeles. He stopped 21 times along the way and says that there weren't any legs longer than 70 miles, and the majority of them averaged just 25 miles apart. The downside is that, as a result of making so many stops, it took him 48 days.*

Latitude's LaDonna Bubak and her husband made the trip from the Bay to Vancouver Island in June, 2004, and report they saw light southwesterlies for the first 24 hours and dead calm most of the way after that. But they waited six weeks to get that weather window.

If anybody else would like to offer some advice on how and when to go north, we encourage you to contribute.

⇑⇓SHOULD WE CALL IN THE CALVARY?

I read with interest the November *Loose Lips* about Tom Condy's wild ride aboard *Sparrowhawk's* jib halyard. First, let me say that I am glad he is all right. But two facts are alarming to me.

The article says, "He estimates that he might have traveled as much as 10 feet through the air before slamming backwards into the side of the boat at the hull-deck joint . . . the main impact was to this left side, arm and back. It knocked the wind out of him and opened a gash in his arm, but it was the pain in his back that worried everyone the most. A Santa Cruz YC crash boat that had arrived on scene a few minutes earlier escorted them back to Santa Cruz, where Tom was taken to an Urgent Care clinic."

Due to the potential of Condy's having sustained a serious injury, it was at least a 'Pan Pan Pan' situation. The primary symptom of a back injury is pain. And, as we say in the business, he had a significant mechanism of injury. It would have been better to call the Coast Guard or Harbor Police, advise them of a possible back injury, and have the victim treated and transported by trained responders with a backboard. Moving him put him at risk of a permanent spinal injury.

Secondly, this situation required more than an evaluation at an Urgent Care Clinic. At a minimum, he may have required treatment in an Emergency Room and possibly even a Trauma Center. He should have been evaluated by paramedics, and they could have determined what level of care he needed. The problem with trauma is that it doesn't always present with big ugly signs on the outside. There can be serious damage to your innards — spleen, kidneys and liver — that leave no marks. Then the person 'crumps' in front of you 20 minutes later.

I don't mean to be a Monday morning quarterback, and I know that, in these situations, the victim may "not want to be a bother to anyone." They convince you that they are fine. But I can tell you that, having been a paramedic, for over 20 years, denial is not just a river in Egypt. It's easy to get caught up in the heat of the moment, but after things settle down, take a minute to stop and evaluate the situation and the injured person. Ask yourself, is this something you can handle or should you call in the calvary?

Mark Caplin EMT-P, PA-S
Safety Officer, *Pegasus*
Berkeley

Mark — For what it's worth, the correct announcement would have been "Pan-pan medico, pan-pan medico, pan-pan medico," but it sounds so pretentious that we probably would have just called the Coast Guard — if we felt it was necessary

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LETTERS

— and said, "We need help with an injured crew person."

The problem with a lay person deciding whether or not somebody is injured enough to warrant seeking further medical attention is, of course, that the person needing to make that decision is a lay person.

⇑⇓STRANGE MAIL

[*Editor's Note: Usually we edit letters for clarity, brevity and spelling, but in this case the original was too precious to meddle with. We're not worried that our publishing the original will hurt the author's feelings, as it was written by our friend Julian 'Jo-Jo' Chatnueff, who splits his time between Orinda, St. Barth, and setting up pool tables wherever the Rolling Stones are on tour, and is said by some to not have any feelings. At least not when it comes to subletting his room to French mothers in desperate straits. In order to comply with full disclosure, we must confess that we owe Jo-Jo an expensive dinner in St. Barth as a result of coming up on the wrong end of a USC vs. Texas bowl game bet last year — despite the fact that Jo-Jo knows even less about football than sailing.*]



JO-JO'S FILES

Yankee and Jo-Jo on the deck of Dylan's 'Water Pearl' at St. Barth in 1980.

Journalism — to the point. I read a question letter in your magazine I have some myths ("many"). Two answers: The name of Bob Dylan's boat was *Water Pearl*, and "sunk it." Pictures and story's! You can decide what should be public and what may be true! CU at Eddy's, and maybe at a bowl game gathering!

The #1 non-sailor checking in! I just got my batch of *Latitudes* (November) for taking Down Yonder to St. Barth! Do you know how much 20 *Lat 38s* weigh? 320 grams each! Wait I'm gonna sell some glasses! Don't move. OK better now! I happen to read some of your magz, proves you can't trust a coursier being curious as to what is the 'heavy' x 20 pieces.



JO-JO'S FILES

'Water Pearl' at St. Barth again before she lost her rudder and was lost in Panama.

Julian 'Jo-Jo' Chatnueff
Orinda / St. Barths / Rolling Stones Tour

Readers — If you spent all your time setting up and taking down pool tables for the Stones, you'd probably have trouble

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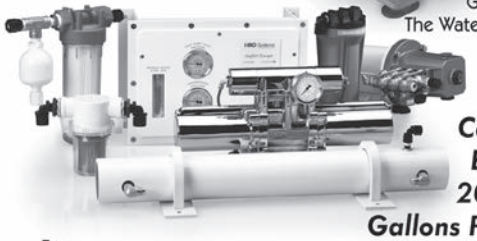
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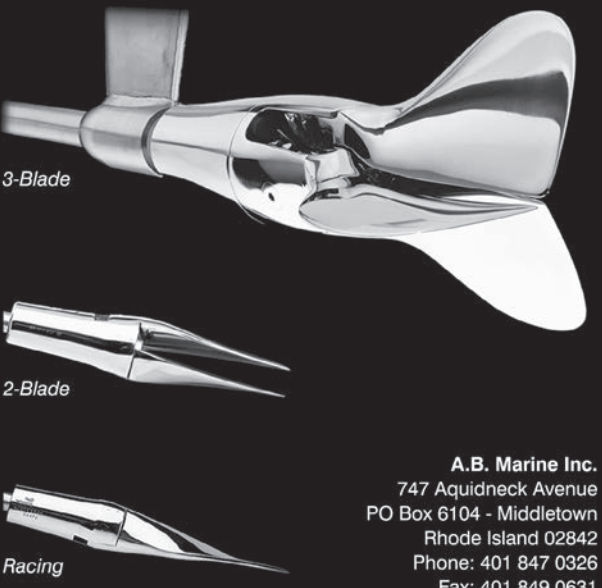


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LETTERS

writing a fully coherent letter, too. But what Jo-Jo is trying to say, in response to our question, is that Bob Dylan christened his sailboat Water Pearl. *She was a traditional Bequia boat, having been built on the beach of the small island in the northern Grenadines in the late '70s or so. Jo-Jo knew her name because that's a photo of him and Yankee aboard her at Gustavia, St. Barth, back in the day.*

We were somewhat surprised to discover that we weren't able to find out much more about Water Pearl. *Dylan himself wrote that, after his family sailed her up and down the Caribbean chain many times, and with much pleasure, she lost her rudder and was lost on the rocks of Panama.*

But Jimmy Buffett, who Jo-Jo shared a lot of drinks with in St. Barths in the old days, mentioned Water Pearl *in his book* A Pirate Looks At Fifty*: "I [while in Bequia] overheard the talk at the next table.* Water Pearl *was in the harbor, and everyone was talking about whether or not the owner was on board. She was a beautiful traditional Bequia schooner that had been built on the island, and was a home away from home to a Minnesota boy named Zimmerman — or for those who don't know, Bob Dylan. 'The boss' was on board, and heard I was in town as well, and asked if I wanted to come out and see the boat and have lunch. We didn't talk music. We talked boats over lunch. He gave me a tour of* Water Pearl*, and I can still smell that unique combination of pitch, canvas and wood that is the essence of a traditional sailing rig. I have seen Bob on a number of occasions since then, but that was the last time I saw* Water Pearl. *She foundered on a reef off Panama a few years later."*

⇑⇓WAVE JUMPING ON A 'SWIMMER'S AID'?

In the October and November issues you had a couple of letters about puzzling right-of-way situations on the water. I have some information — in fact, I think I read about it in *Latitude* first — that may help. If someone has a different take, I'm all ears.

If memory serves me, when sailboards ('windsurfers' and so forth) first hit the market, the manufacturer fought the issue of requiring that they be registered with the state like other vessels. They claimed they didn't apply because they were "swimmer's aids" as opposed to "vessels." The manufacturers had a monetary motivation, of course, in that sailboard sales would be discouraged if buyers had to pay to register them and pay for the items necessary — stickers, numbers, PFDs — for state registration.



LATITUDE / LADONNA

Some 'swimming aids' are only suitable for the most experienced watermen and women.

Since no sailboards are seen with state registration numbers, it's obvious the sailboard manufacturers won that battle. I presume the same can be said for kite boards.

That being the case, sailboards, because they are classified as a swimming aid, fall outside COLREGS. COLREGS is only relevant to vessels, power and sail. I expect the same is true for kite boards, surfboards, water wings and so forth.

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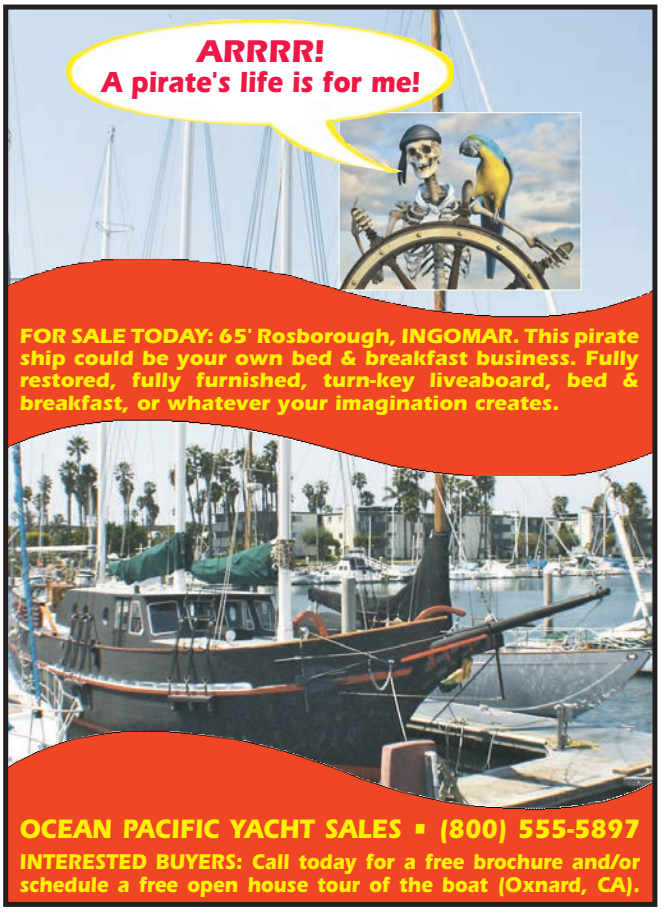
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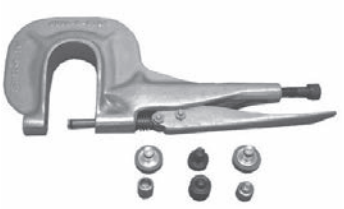
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LETTERS

a section to the (sailing vessel) Racing Rules specifically for sailboards (and also included sections for remote control sailboat racing). I am not an attorney, but I don't think these rules would stand up in court after a collision between a vessel and a swimming aid.

As I said, I welcome constructive comments and do not pretend to present this information as being absolute fact.

Mike Sands
Dana Point

Mike — Interesting stuff. However, it seems to us that things may be classified or treated differently by different government agencies. For example, while Boating and Waterways might consider boats to be just boats like you and we do, the BCDC (Bay Conservation and Development Commission) considers them to be 'Bay fill'. As such, it seems possible that while a state agency might view sailboards as "swimming aids," the Coast Guard and courts might well view them as vessels needing to obey the rules of the road. But like you, we don't claim to know for sure.

⇑⇓NO TSUNAMI DAMAGE IN PORT SAN LUIS

Just a quick note to confirm that there was no tsunami damage here at Port San Luis on November 17 as implied in your *'Lectronic* piece on Crescent City. No boats "ripped from their moorings" or anything like that here. A pretty interesting tidal surge was witnessed at the boat launch, but there was no damage of any kind. I heard several stories from the harbor at nearby Morro Bay where some movement was also detected, but again, no damage. Just trying to set the record straight.

Jeff Chamberlin
Port San Luis Harbor Patrol

Jeff — You're right, we didn't clarify that the boats that reportedly "ripped from their moorings" were actually in Santa Cruz, not Port San Luis.

⇑⇓PELIGROSO! HERE COME THE HA-HA LETTERS

Please allow me to express my thanks to the Grand Poobah, Doña de Mallorca and Banjo Andy for yet another perfect Baja Ha-Ha! This year I had the pleasure of serving as a 'hired-gun' aboard *Louella-Joie de Vivre*, a new Beneteau 423, for her shakedown cruise. While the owner was a competent sailor and navigator in his own right, I was brought along to share my local knowledge, offer a second opinion, and generally provide a little extra peace of mind. We all got along famously while enjoying the warmth of the sun and water.

In fact, by leaving Cabo on Saturday afternoon before the awards ceremony, we were also able to enjoy most of the Baja Bash. With an overnight fuel stop in Turtle Bay, our weather window allowed us to motor home to San Diego in only 5.5 days. This included a double man overboard drill, while landing a tuna (PFD/harness tethers firmly attached!); a broken deck wash hose that resulted in water over the floorboards; fog; whales; and a boarding by the U.S. Coast Guard in Mexican water. We had it all!

By the way, word has it that we might have clinched third place in the Huevos Rancheros division. If so, how might we get the 'hardware' to the Mellon family?

Mark 'Capitano Marco' Sciarretta
Consigliare, Beneteau First 41s5
San Diego

Mark — Thanks for the kind words. It wasn't a bad Ha-Ha,



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LETTERS

was it? We're glad that your Bash north was pretty good, too. Louella-Joie de Vivre *did indeed take third place in the Huevos Rancheros division — in an unusual tie with nine other boats. Her 'trophy' is currently aboard* Profligate *in Mexico, but won't be available until the cat arrives back in California in May.*

For couples thinking of doing a Ha-Ha in the future, we highly recommend bringing along a hired gun or unpaid mentor who has made the trip several times before, as it generally allows the skipper and mate to be more relaxed and rested, and therefore have more fun.

⇑⇓WE HAD A TOTAL POWER FAILURE

For all those folks who did the Ha-Ha and might be curious, we made it to Cabo and then over to Banderas Bay, our boat is doing great, and we're now a lot more familiar with her systems. And we want everyone to know that, despite having to return to Ensenada one day after the start of the Ha-Ha, we ultimately did finish the course — so we were just delayed and didn't really "drop out." We also met some wonderful cruisers once we restarted, which eased the pain of not being able to be part of the Ha-Ha fleet.

Here's what happened. The first night out, we experienced a total power failure on the boat, with the engine being the only thing that was left working. We had no lights, no nav equipment — radar, GPS, radio, autopilot, wind instruments — nor did we have refrigeration or even the ability to use the solenoid-controlled stove. We did have our handheld VHF, a battery-operated GPS, some flashlights and one really big flashlight. After letting several of the Ha-Ha boats in the area know what had happened, and alerting them of our presence with the spotlight, we kept going.

For some reason the power came back on the next morning, and stayed on most of the day. However, the battery banks indicated a less-than-good recovery, and anytime we turned on something with a significant electrical load, we'd lose power all over again. After this happened a few more times and, anticipating somewhat stronger weather that evening, we decided that, if we couldn't figure out exactly what the problem was, and that it was capable of being fixed using the limited resources available in Turtle Bay, we'd turn back to Ensenada.

We talked with several skippers and discussed what might be wrong, and received gracious offers of hands-on help and spare parts once we got to Turtle Bay. But in the end, we decided to play it safe with the crew, our boat, the boats around us, and the members of the Ha-Ha fleet who might have to go out of their way to help us if things got really out of hand. So with our options being 2+ days and lots of nighttime sailing to get to Turtle Bay, or only one night and a day of daytime sailing to bash back to Ensenada for easy access to repairs, we all decided that going back made sense.

We arrived at Sergio's in Ensenada on Wednesday afternoon, and happened to meet a young guy on the dock who was getting his boat ready to sail down to the Canal and up to Florida. It just so happened that he's an electrical physicist, so it took him all of about 90 minutes to figure out that we had a bad ground wire for the boat's main electrical system. There were also several other electrical glitches and some 'operator errors' with the various new systems we'd added to the boat. But we think it was a good thing that we returned to Ensenada, as it still took us a couple of days to find all the new electrical connections we needed and get them reworked and soldered so we didn't have any similar problems in the future.

Although we were only with the Ha-Ha fleet about a day,

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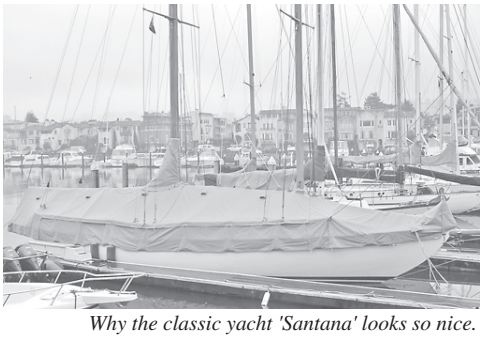
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LETTERS

we'd formed a lot of new friendships with other participants on our way to San Diego. If you get a chance, please let everyone else in the fleet know that we didn't "drop out" — as reported — we were just delayed. Furthermore, please thank the fleet for their help and encouragement on Monday night while we were sailing without any power at all.

Pat & Carole McIntosh
Espiritu, Hunter 430
Sacramento

⇑⇓I'M ALREADY MAKING PLANS FOR THE FALL

After reading about the Ha-Ha for at least the last six years, I decided I wasn't going to just read about it any longer, but somehow, some way, be a participant.

Unable to take my Seattle-based boat south for the rally, I was fortunate enough to land a crew position on *Francesco*, a Rafiki 37 out of Gig Harbor, Washington. For all those like me who yearn to join the Ha-Ha fun, I can only say — "Go for it!" My hat is off to Lauren Spindler, the Ha-Ha Honcho, the Grand Poobah, and the others for putting together a fabulous 12-day event. I'd wondered just how a group of 165 boats and 650 people could be organized in any meaningful fashion. After 13 years, I guess you guys have figured it out.

The morning nets, on both SSB and VHF, were structured in such a way as to ensure everyone's safety and well-being. Whatever problems a boat may have experienced, the support structure was there to lend a helping hand. And the accounting of all boats, each and every day, assured that anyone who might have gotten themselves into trouble would be 'on the radar screen'.

For anyone beginning a cruise, the Ha-Ha is a great way to go. My only suggestion to improve one's experience would be to learn a little Spanish first in order to be able to interact better with the local kids and adults. By speaking their language, you're no longer just a rich gringo but, in a way, a local, too.

Thanks again to everyone, I'm already making plans for this fall's Ha-Ha.

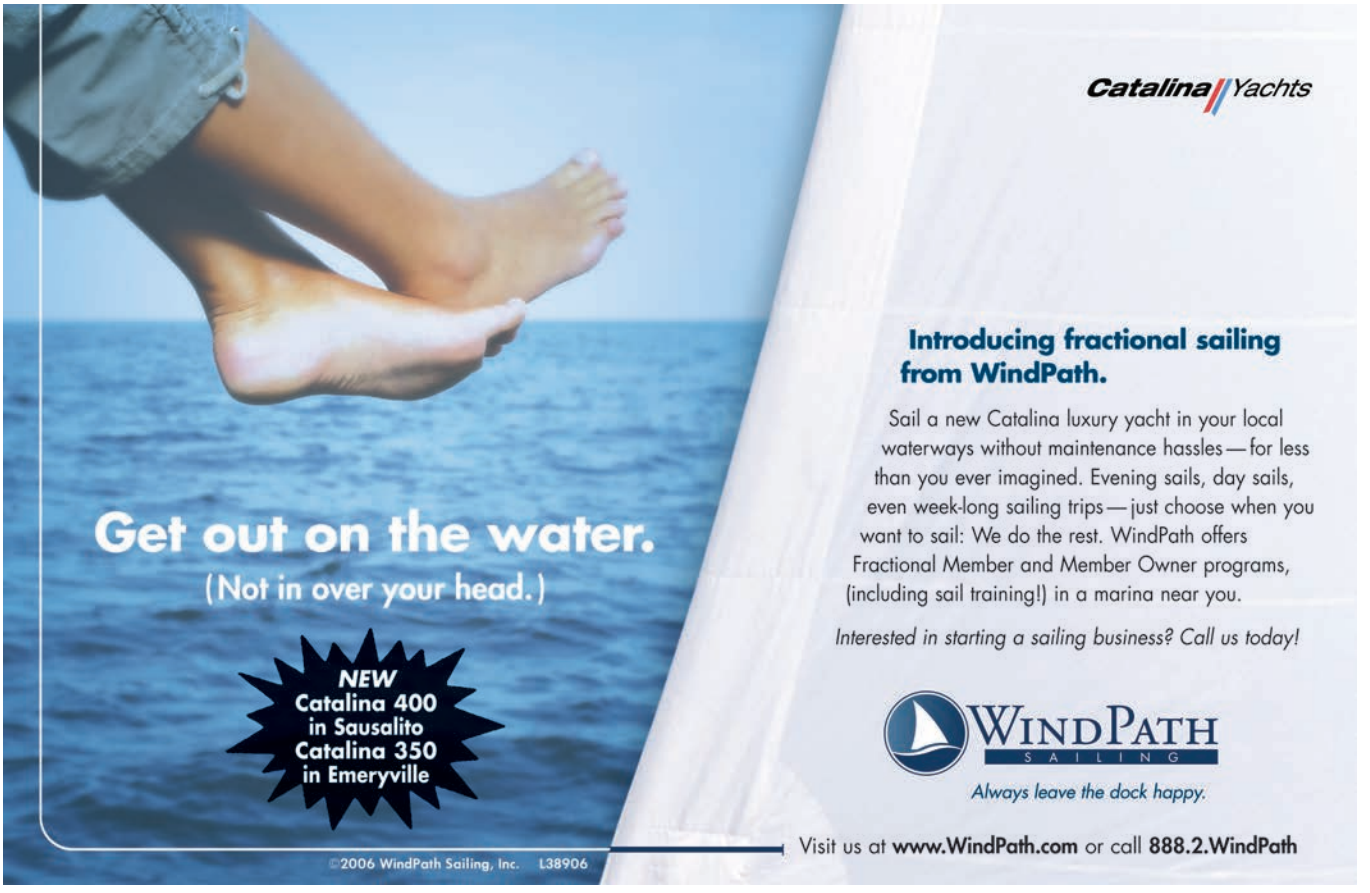
Derek du Nann
Far Niente, Westsail 42
Seattle, Washington

Derek — Thanks for all the kind words, but we haven't figured anything out in 13 years of doing Ha-Ha's. This year's event had the same 'herd-of-cats' mentality, 'everybody-help-everybody-else' vibe, and 'as-few-rules-as-possible' structure as the first one. It's not a credit to us, but to the many thousands of folks who have participated that it works so well.

⇑⇓THE RODE LESS DURABLE

After finishing the 2006 Ha-Ha, our crew of Tracy Call, Chris Blain and Tela Favalaro went home, and Nellie and I bashed up to Los Frailes from Cabo San Lucas. It was a windy and tough day for going north, so we motorsailed most of the way with a double reef in the main. In the 750 miles of the Ha-Ha we never got wet, but we got soaked from the waves on the less than 100-mile trip to Frailes.

About 75% of the way to Frailes, we crossed paths with the intrepid Flicka 20 *Dulcinea*, skippered by Randy Ramirez with Matt Gardner on board. Just as in the Ha-Ha, Randy and Matt were committed to sailing all the way, and were tacking up the shore under reefed main and jib. We got to the anchorage about 5 p.m. and that duo arrived four hours later. As far as we were concerned, those two were the heroes of the Ha-Ha.



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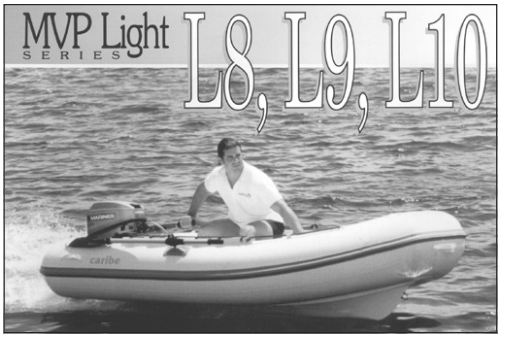
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LETTERS

From Frailes we went to Mazatlan for about a week, and then on to the nature reserve of Isla Isabella, where we anchored behind the mighty stone pillars known as the *Monjas*. We had gone to the Galapagos in June with our grandson, Nikhil, and were anxious to once again visit with blue-footed boobies, frigates and tropic birds that inhabit Isla Isabella.

We were anchored at the island for two relatively calm days and two nights when it blew 15 to 18 knots. Our Beneteau 36.7 is equipped with a 33-lb Bruce anchor, 50 feet of chain, and 200 feet of nylon rode. All this was new and in perfect condition, and had functioned perfectly in numerous anchorages since we left Monterey on October 8. But that was all about to end.

At 9 a.m. on the second morning, we had some unwanted excitement, as we heard a couple of loud horn blasts from a neighboring boat. At the time I was working on my journal and Nellie was doing a crossword puzzle, but we knew the signal meant trouble. We rushed on deck to find our boat drifting perilously close to the beach! Something in our anchoring system had failed.

Nellie got to the wheel and started the engine while I raised the rode like a demon. It wasn't hard because it had parted! Our anchor, 50 feet of chain, and who knows how much rode was on the bottom. After Nellie motored us away from the shore, we went over to thank our saviors, fellow Ha-Ha'ers Paul and Meridee Thompson of the Newport Beach-based Lancer *Bohemian*.

We'd been unbelievably lucky, for if our rode had parted at night when it was windy and we were asleep, there probably wouldn't have been anyone to warn us of the danger. What good luck for us that *Bohemian* had arrived the night before and happened to be on deck when we got so close to shore.

Alerting us of being in danger is not all the Thompsons did for us. Paul is an expert diver, having been certified when he was only 13, and had brought a hookah along for the trip. A hookah is a long air hose with a regulator and mouthpiece that attaches to a distant air tank. Anxious to test the hookah, Paul went off in his dinghy to search for our anchor. He found it and marked it with a buoy. The two of us then got into our two dinghies and tried to raise it. We could get all but the last 12 inches, as the chain had embedded itself under some large rocks and would not come up.

Paul backed *Bohemian* up so we could attach my remaining anchor line and chain to his boat and try to winch it up. We could get the anchor to the surface, but the snagged chain wouldn't allow it to rise any further.

Paul then went down again with his hookah — what a guy! — lifted the rocks off the chain, and brought the chain and attached rode to the surface. The anchor was then free, and we pulled it aboard. We'd recovered our entire anchoring system. The only trouble was that it was now in two pieces.

Based on the evidence, we had a pretty good idea of what had happened. During our two days at Isabella, the wind was light from the northwest, but both nights it was relatively strong out of the southeast, kicking up quite a bit of chop. As a result, our chain and rode lay on the bottom in circles, and partly buried themselves under sharp rocks. Eventually the nylon line was sawed in half by the sharp rocks rubbing on the tensioned line.

We have two other anchors aboard, a large Fortress and a small Fortress. We used the large one for the day and left that night for Puerto Vallarta. We certainly weren't going to risk yet another night at Isla Isabella with nylon rode.

Once in Puerto Vallarta, our first order of business was to find another 200 feet of chain to add to the 50 feet Paul

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LETTERS

recovered so that we could go to an all-chain set up. We found the right size chain at the Zaragoza chandlery, but had to pay a princely sum for it. But I have never been happier to part with some shekels.

The cruising guides recommend all-chain set ups for anchoring in Mexico, but I didn't like the idea because I didn't want all the weight in the bow. My expert friends felt that 50 feet of chain and 200 feet of nylon rode would be fine. For the most part, they were right. The failure was that I hadn't read the small print in the cruising guides, which reported that the anchorages at Isabella have bottoms of coral and rock. If you have all chain you won't drag, although you might have to dive on the chain and anchor if they get wedged in the rocks. But if you have chain and nylon rode, don't even think of trying to anchor at Isabella, no matter how much you might love the blue boobies.

Paul & Nellie Brocchini
Athena, Beneteau First 36.7
La Cruz de Huanacaxtle, Mexico

⇑⇓MOVING UP TO A CAL 40 FOR THE NEXT HA-HA

Wow, what a great time! I was aboard Orange Coast College's S&S 65 *Alaska Eagle* for the Ha-Ha, and had a wonderful time. I was impressed with all the work that went into the event. The Poobah and his assistants deserve a season in Mexico!

During the 165-boat start off Pt. Loma, I was stunned at the thought of all the years of dreaming, planning, saving, buying and life changes that it represented.

Down in Turtle Bay, I have no idea how the Poobah kept his cool answering some of the silly requests on the Ha-Ha VHF net. My favorites were the fellow who asked if anybody had a replacement for their glass coffee-maker carafe which broke on the high seas, and all the requests for sail repair tape. Had I been the net controller, I'm sure I would have made a few smart-assed comments! It was reassuring to note that those types of requests faded away as the days went on.

It was also great to hear how many cruisers offered to help folks in the fleet with their various kinds of problem. I'm sure the coffee-maker guy got some help jury-rigging a replacement — or was reduced to boiling coffee like the rest of us. A barge with a Starbucks outlet aboard would have made a mint.

I just renewed the *Classy Classified* ad to try to find a new home for my Cal 30, as I plan to buy a Cal 40 and enter her in the '07 Ha-Ha.

Holly Scott
Catspaw, Cal 30
Alamitos Bay

Holly — Thanks for the kind words. As the Poobah, it was easy for us to be patient when people ask what might have seemed like silly questions — because ours were no better when we made our first trip south 25 years ago. Anyway, we're very much looking forward to you entering your own boat in the Ha-Ha this fall, as there are never enough female skippers.

⇑⇓THE HA-HA BANK OF TURTLE BAY

We want to thank you for the great experience provided by the Baja Ha-Ha. We are currently in La Paz with a number of other members of this and previous years' Ha-Ha fleets. We all appreciate the leadership you have provided and supported with *Latitude 38*.

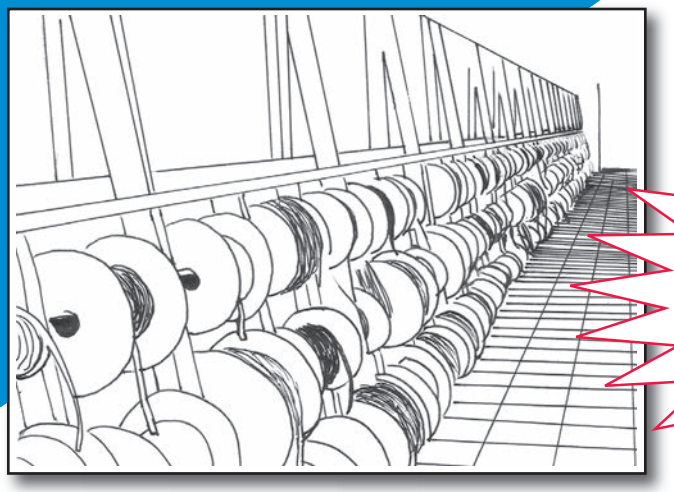
We also want to thank you for helping us work through our problem of not having any cash during the stop at Turtle

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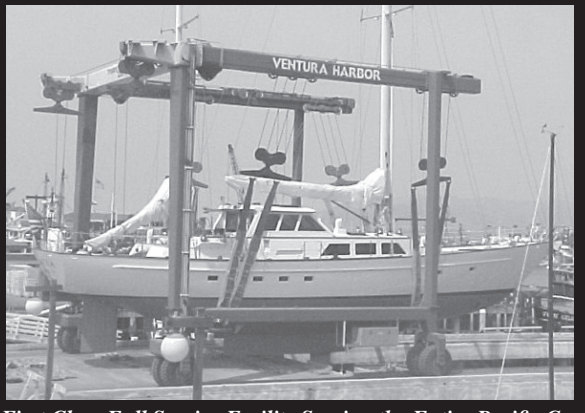


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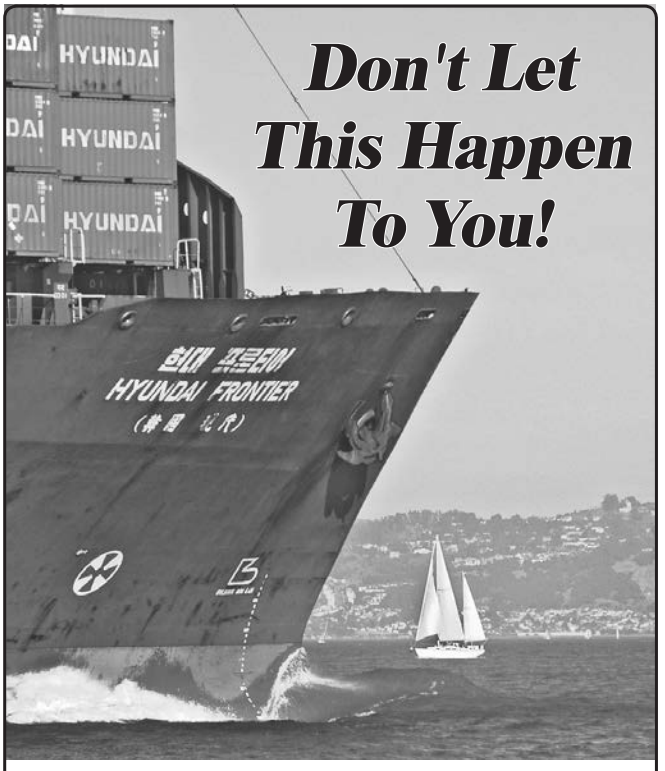
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LETTERS

Bay. We never connected with you again to return the $40 you lent us at the Vera Cruz restaurant so we've enclosed a check, but it made our evening for us.

Once again, our trip has been fantastic, and the Ha-Ha was the key.

Jill & Evan Jacoby
Avrio, Globe 41
Lake Stevens, Washington

Jill and Evan — Thanks for the kind words, but it was absolutely our pleasure to be part of yet another Ha-Ha. As for not having cash in Turtle Bay, you're not the first folks to assume there might be a bank in the village. But as you now know, it's even too small a place for an ATM. And since there's even much less of a village at Bahia Santa Maria, all cruisers need to carry some cash — American dollars are fine — for the trip between San Diego and Cabo.

Just to clarify one more time, even though the Grand Poobah, Assistant Poobah, and Chief of Security all work for Latitude 38*, the Ha-Ha is a completely separate organization from* Latitude*. The Poobah and Chief of Security are unpaid volunteers who are happy to manage the event simply because it's so much fun. The only relation between* Latitude 38*, which indeed started the Ha-Ha, and Baja Ha-Ha, Inc., is that* Latitude *pays an editorial fee to be able to produce the program and cover the event.*

⇑⇓THEY THOUGHT IT MIGHT BE US

I wanted to properly thank the Ha-Ha folks for another great Ha-Ha. As some might remember, we Kiwis did the second Ha-Ha ever, in '95, aboard our CF 37 *Gumboot*, before sailing her across the Pacific to our home in New Zealand. This year we crewed aboard *Bluebird*, Tom Cullen's Santa Barbara-based J/120.

When *Bluebird* reached Cabo, we did the usual laundry and re-provisioning, and then had a lovely meal at the roofless Mi Casa restaurant. But maybe we shouldn't have drunk the water, since all three of us promptly came down with *tourista* the next day. We couldn't even bring ourselves to swim ashore to say goodbye at the beach party at Mangos.

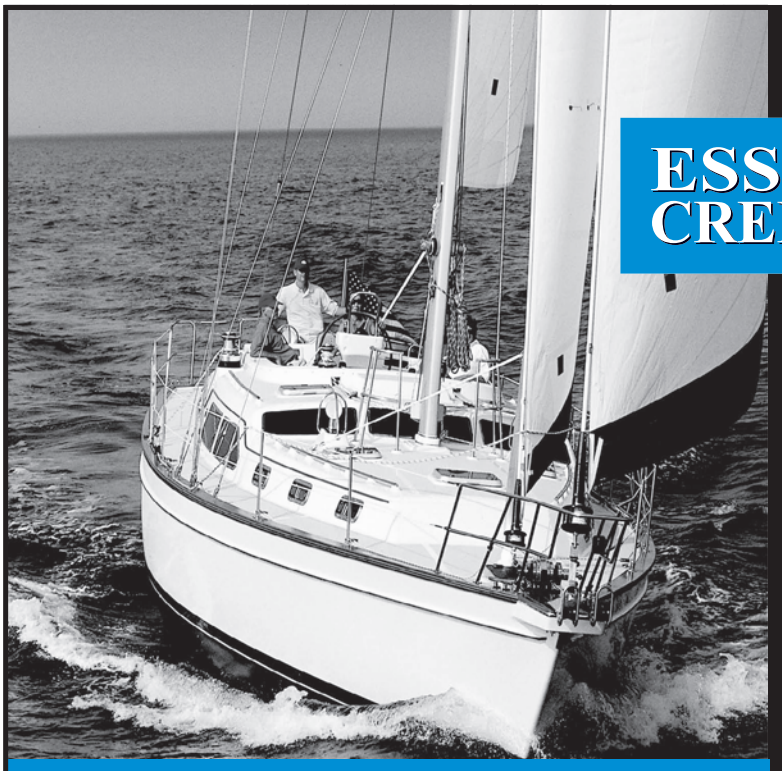


COURTESY *BLUEBIRD*

'Bluebird's rag tag Ha-Ha crew.

We split that night, as we had to get kids back to school in Puerto Vallarta, and ourselves back to our blueberry farm in New Zealand, where it's busy springtime in the orchard. But we did stop at Isla Isabella on the way, and it was worth it. We also stopped at Santa Cruz in Mantachen Bay to see a Mexican family that have been my husband Bob's friends for 30 years. They thought it might be us when they saw our mast light, as they hadn't had another boat stop there since we'd last done it 10 years before!

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LETTERS

had an enjoyable four-day stop at Santa Cruz in what must have been unusually calm weather, but this time we couldn't even stay in those shallow waters for four hours. Heading back to *Bluebird* to make dinner was a real challenge, as a 15-knot breeze had come up on the nose, and our dinghy, filled with six people and powered by just a 2-hp outboard, turned out to be a wet, rough and slow ride. We also became anxious for *Bluebird*, as she was jerking on her rode, with not much water beneath her keel.

The funny thing is that several times during the Ha-Ha the children had become worried and asked if they should be scared. This usually happened after we had schooled them on the importance of not falling overboard and then, while clomping around noisily on deck trying to unwrap the huge spinnaker in the middle of the night, started shouting "Fall off, fall off!" In truth, the kids were in more danger during the long and wet dinghy ride back to the boat, with water washing in over the bow and stern, as we hobby-horsed every inch of the way, than they ever were during the Ha-Ha. The kids were not only not scared, they loved it, yahooing all the way, while we adults got a few more gray hairs. We obviously made it — not back to town to dine with our friends, but rather with *Bluebird* to the other side of the big bay where there was so much more shelter.



BOB CRUM

Jennie 'kneaded' to do the Ha-Ha.

But it certainly was wonderful to be back in Mexico, although now we'll just have to make the best of it by reading about it in *Latitude* again. And for any cruisers coming down to New Zealand, do visit, as we're starting to pick the biggest and juiciest blueberries ever.

Jennie & Bob Crum
Owners, *Gumboot*, CF37, 1995 Ha-Ha
Crew, *Bluebird*, J/120, Santa Barbara, '06 Ha-Ha
New Zealand

Jennie and Bob — The thing we love about the Ha-Ha is that you live life to the fullest, and therefore make vivid memories. In fact, we can remember back in '96 when you were out surfing the point at Bahia Santa Maria and sort of got trapped in the rocks there. Your kids, much younger, seemed a little upset that mom was getting raked over the rocks a bit, so we got to come to the rescue in our inflatable. Lots of fun, no?

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

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

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

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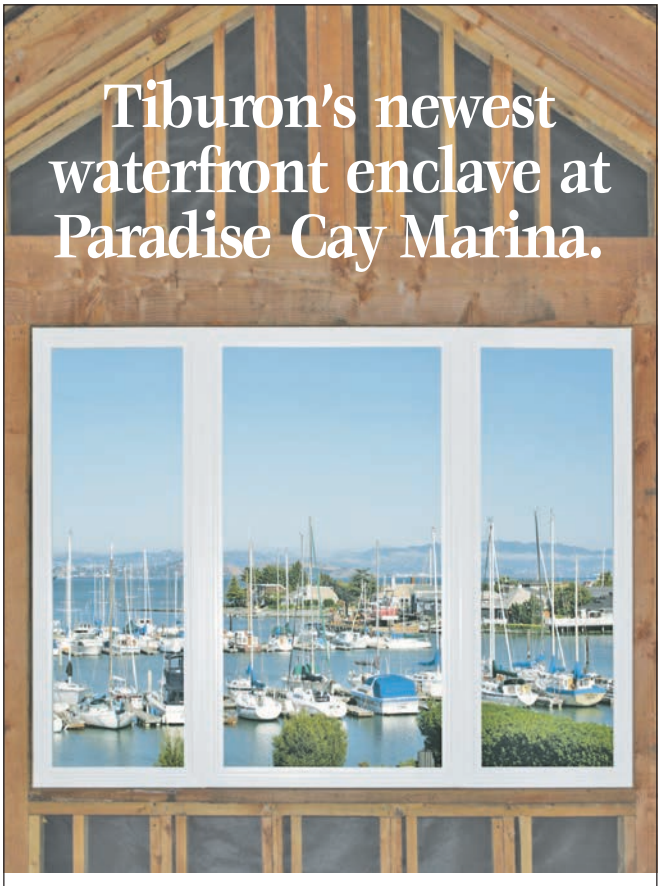
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Let it snow.

World War II started the tradition of 'nose art' on airplanes, which often included a scantily-clad woman and either swastikas, bomb symbols or rising suns to indicate 'victories' over the enemy. The top brass were at first against the practice but after awhile realized it helped morale on many levels.



'Boutwell' skipper Peter Brown (right) receives two new 'victory' snowflakes signifying successful drug interdictions.

For much the same reasons, the tradition continues, both on military aircraft and Coast Guard cutters. The photo here shows Captain Peter Brown (right), skipper of the *USCGC Boutwell* receiving two 'snowflakes' in recognition of successful drug interdictions performed during her last patrol. For the non-street-savvy among you, 'snow' is slang for cocaine. The big red 'X' indicates a bust. The other pertinent symbol is a marijuana leaf, also 'X'd out. The two newest 'victory' insignias bring the *Boutwell*'s total to 11.

BAADS to the bone.

BAADS — the Bay Area Association of Disabled Sailors — is looking ahead to a busy 2007. There are numerous events across the country for disabled sailors in any year, but '07 has the added excitement of being an Olympic/Paralympic Trial year. So the series of events across the country this year culminates with the IFDS (International Federation of Disabled Sailors) World Championships in Rochester, New York in September, followed by the Olympic Trials regatta in October.

East Coast teams have traditionally dominated American disabled sailing, and disabled classes, including the Paralympic boats, the International 2.4 Meter (a singlehanded boat that looks like a mini-12), the three-person, 23-ft Sonar class and the newest class, the doublehanded Skud 18. BAADS hopes to shift that paradigm in the latter boat, a Julian Bethwaite design which looks a lot like his better known 29er and 49er.

In May, a containerful of dinghies arrives in the Bay Area from Australia. In it will be two brand new Skuds, as well as a dozen or so Liberty and Access 3.3 class dinghies. All are 'demonstrators' which local members will be allowed to sail for (hopefully) a couple of months before they're all packed up and shipped to Ontario for the Access Worlds at the end of August. During that window, longtime BAADS member Herb Meyer hopes to get in maximum seat time in the Skud so he and a crew can have a shot at a Paralympic berth at the trials in New York next fall.

At the very least, the dream includes finding the right crew.



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Greece 2007 There is something very special about this trip: the region we will be sailing around has been determined by archeologists as the original site of Ithaca. We plan on two one way legs of 10 days each. The first leg starts in Lefkas and we will take our time sailing North to Corfu. The second leg returns in 10 days back to Lefkas.
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Leg 2: (April 27 to May 7) Corfu to Lefkas

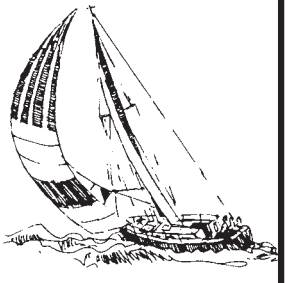
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LOOSE LIPS

At the most, he hopes there might be a 'patron saint' out there who could purchase a Skud 18 for the local fleet.

The rules for the Skud class require one 'Class 1' disabled person on the helm and a 'Class 4' person as crew. And they must be co-ed. Herb, a quadriplegic, is a Class 1. Electric servos built into the boat allow him to steer. His crew, who must be female, will haul lines and set sails, and her Class 4 status means she'll be 'less disabled' — a single amputee, for example.

The ideal candidate will be young, athletic, competitive, willing to learn, and able to travel back East in the late summer/fall. Sailing experience is of secondary importance. "I think we can teach someone pretty quickly how to handle a boat," says Meyer, who has been disabled since a sailing mishap on the Bay in 1993.

The other item on his wish list is a new Skud. A turnkey boat, including delivery from Australia, would run about $20,000. It's a lot of money, to be sure. But you'd be hard pressed to find a more worthy cause — or a more dedicated bunch of folks — than the BAADS group. If you can help out in any way, contact Herb at (415) 927-8876, or *maximeye@comcast.net.*

My first boat.

We were talking with our old buddy Pete Caras — late of Sausalito but nowadays sailing his lovely cutter *Foxen* out of Ventura — when the subject of 'my first boat' came up. As ever, Pete's story had a most interesting and unique twist.

"I was part of the original Seabee team that went to Diego Garcia (in the Indian Ocean) to build the airstrip and evacuate the islanders back in 1971," he says. "Although there are stories of them leaving everything behind, those are not true. When you have nothing, you take everything — and those people took everything they could carry, including their animals. But one of the things they couldn't take were their native fishing boats. These are the brightly painted boats with patchwork quilt sails that you see in postcards. They are beautiful little things. So anyway, after the islanders were taken off, the Seabees had a lottery for stuff left behind, and I 'won' one of the boats. It was my first ever real sailboat and I kind of 'learned the ropes' by sailing it in the lagoon."

Do you have a good 'first boat' story? If so, let us know.

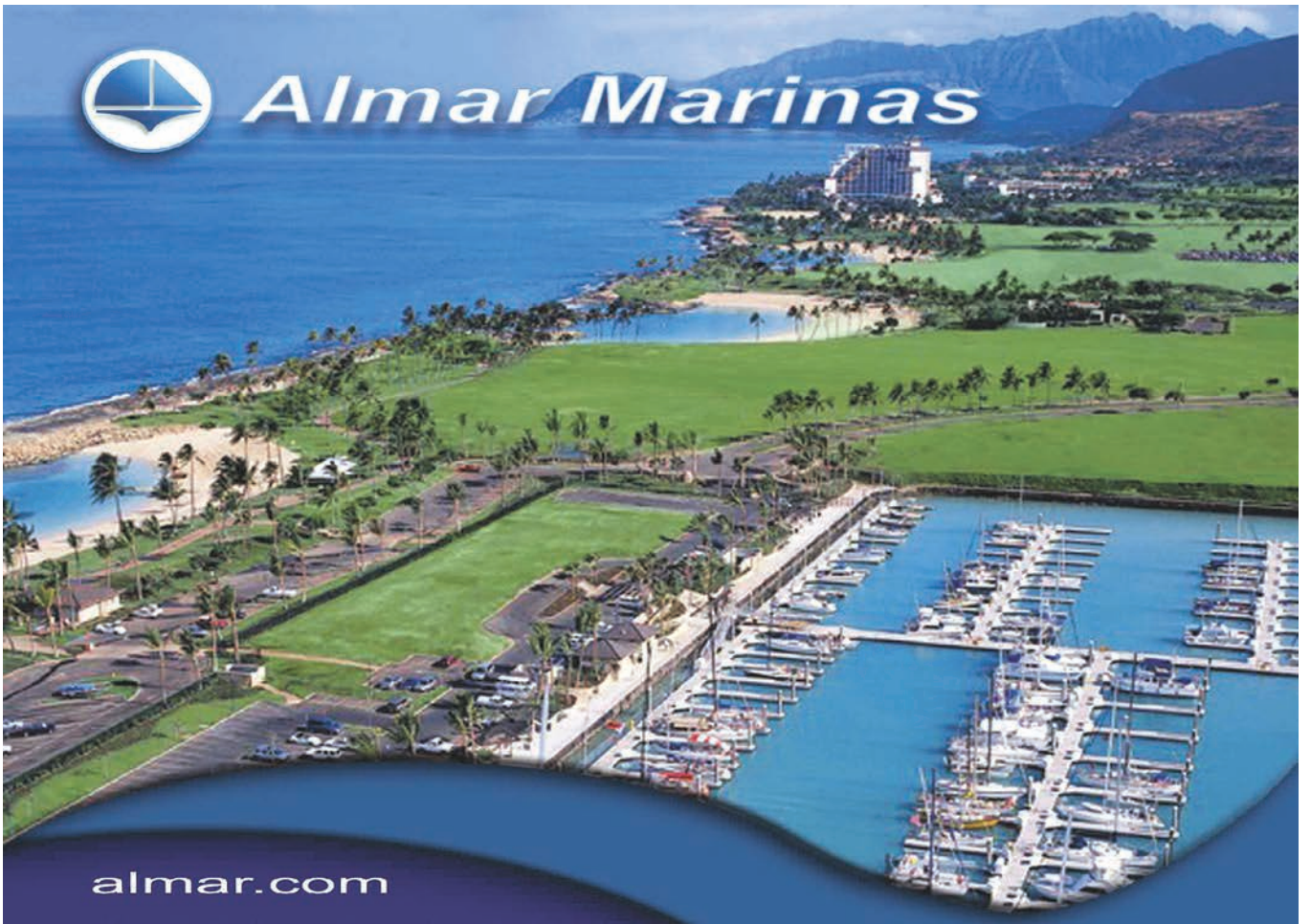
Legally Blind Sailors to Continue Voyage.

After a half-year stint in the Bay Area to replenish their cruising kitty, San Francisco-based sailors Scott Duncan and Pam Habek returned to Whangarei, New Zealand, last month to continue their around-the-world voyage. Why is this newsworthy? Because both Scott and Pam are legally blind — Scott's visual acuity is rated at about 5% of normal vision, while Pam's is about 10%. They are the first legally blind sailors to have completed an ocean crossing, let alone attempt a complete circumnavigation.

As reported in the October edition of *Latitude 38*, Scott and Pam have now upgraded from their Valiant 31 *Tournesol* to a swing-keel Pearson 390 named *Starship*. After a few weeks of preparations, they will set out across the Tasman Sea to Australia, or possibly north to Fiji. We hope to bring you further updates as this amazing couple continues around the globe.

Coupled with their own remarkable determination, Scott and Pam's voyaging has been made possible by the generous support of many private individuals and marine businesses. For in-depth info on their campaign, see *www.blindsailing.com.*

Meanwhile, half a world away, another handicapped sailor is making headlines. Hilary Lister, 34, a quadriplegic, soloed across the English Channel in late August aboard her 26-ft Soling. Able to move only her head, eyes and mouth, she controlled the boat



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Now, having attained sponsorship from the media firm Pindar, she is making plans to sail around the British Isles during the summer of 2007. The ambitious voyage will take her into both the North and Irish Seas, with port stops along the way. See *www.hilarylister.co.uk* for additional info.

Death in paradise.

In a tragic twist of fate, a 13-year-old boy was killed last month when the mast of a Hawaii daysail cat fell on him. The boy's mother had won the trip to Waikiki for good performance at her job.

On December 2, the 45-ft cat, *Na Hoku II*, was in the midst of one of her 90-minute cruises, about a mile off Diamond Head, when the incident occurred. (Wind strength was not noted in reports, but photos show a calm sea.) The fallen mast pinned young Jordan Loser to the deck until he could be freed. He was medevac'ed to Queen's Medical Center, where he died. Two other passengers were also injured in the accident and were also hospitalized.

The tragic accident has drawn allegations that the *Na Hoku II* had maintenance problems. Although records show the boat had indeed received citations for various minor infractions in the past, they were apparently remedied as the vessel passed its required Coast Guard inspections last May. An investigation into the causes of the dismasting is underway.

Jordan's mother, Cathy, had been awarded the Hawaii trip along with other members of the Riverside AAA office, for exemplary work peformance.

High and dry.

Back in October of 2005, Peter Halmos's 158-ft Perini-Navi ketch *Legacy* was driven onto a reef near Key West by Hurricane Wilma — thereby beginning one of the strangest tales we've ever heard, and we've heard lots of them.

Without getting too far into it, Halmos — let's call him an eccentric venture capitalist — had anchored the $16 million yacht a few miles away, in open water, allegedly to hunt for sunken treasure. She was a big, comfortable boat and he apparently didn't think a lil' old hurricane was any reason to head her for a safer haven.

So 15 months ago, Wilma comes howling up out of the Caribbean one dark October night and *Legacy* either drags or parts her anchors. Halmos and his crew spend the night rolling around thinking they're going to die, but when dawn comes, the big yacht is resting, calm and upright, on a muddy section of Great White Heron National Wildlife Refuge, one of the jewels of the Florida Keys. Yes, her masts were both dangling over the side, but there were no holes in the bottom of her lovely dark blue aluminum hull. It was so nice that Halmos wasn't in any hurry to get her off, spending the next few months — well, hell, the whole spring and summer of 2006 — aboard, conducting business by cellphone, eating meals prepared by the yacht's chef, and fishing and swimming nearby. In fact, he lived aboard until August of this year, motivated only by the next hurricane season to start really trying to get *Legacy* off the reef. (All systems aboard still work; the only slight discomfort is that they can't use the toilets. Halmos solved the problem by buying hundreds of resealable paint cans which were periodically ferried ashore.)

That's when he started hitting the *figurative* reefs.

Of the three big problems, two involve salvors — the ones he does hire and the ones he doesn't hire. The former can't seem to agree on the proper extrication method and he has fired three of them at last count. The latter have motored up to the boat

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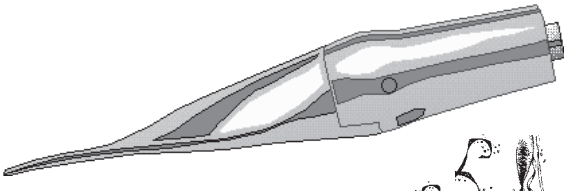
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unannounced in inflatables and he's had to run them off at gunpoint — literally. The third big problem is NOAA, who has to approve any salvage work. Even for a government agency, they seem famously incapable of making, much less sticking to, decisions. At the last impasse in late summer, they had reversed an earlier decision to allow the boat out via a short route through the shallows, instead annnouncing that *Legacy* had to go out the way she came. That would be through the 5,000-ft swath she plowed through the reef — and it would cost five times more to get her out that way than the short way. Halmos refused.

And that's where the situation remains at this writing. Halmos has moved his base of operations to a small flotilla of houseboats at a marina a couple of miles away, but a regular crew heads out to *Legacy* every day to do upkeep and monitor her various systems, including the dehumidifiers going 24/7 to keep her nice and dry inside.

(For more on this incredible story, pick up a copy of the January, 2007 *Vanity Fair*.)

Merry frickin' Christmas.

Young William Newton, of Sarasota, Florida, loves boats. So for his 15th birthday, his dad, David, bought him one: a fixer upper Venture 21. Sure, the 1971 boat needed a lot of work, but it would be a great father-son bonding experience to do it together.

For the holidays, the Newtons planned to adorn the boat with Christmas lights and watch a holiday parade from her decks. Those plans hit a snag when David needed to be hospitalized for complications from diabetes. When he finally got out and they went down to rig the lights in the middle of last month, the boat was gone. They came to find out that the harbor police had hauled the boat ashore and destroyed it at the end of November, thinking it was a derelict.

Damn the teredos.

Boat sails and rigs aren't the only things tested by summer storms. Last month, this bad boy was fished out of a slip at



Richmond's Marina Bay Yacht Harbor. We're happy to clarify that Marina Bay is a modern facility with concrete pilings, so this wasted wooden one came from somewhere else . . . perhaps somewhere close to your boat?

Every time we see one of these it makes us wonder how many more are out there, from all outward appearances securing a boat or dock but in reality ready to snap off at the first sneeze of winter weather.

Did you know . . .

That the phrase "as the crow flies" has nautical origins? Seems that in the old days, ships sailing in coastal waters would keep caged crows aboard. When the fog rolled in or the captain was otherwise unsure of his position, a crow was released. Since they always fly toward land, the command was given to steer "as the crow flies" — which was the shortest distance toward land. The practice also gave us the well-known term 'crow's nest'.

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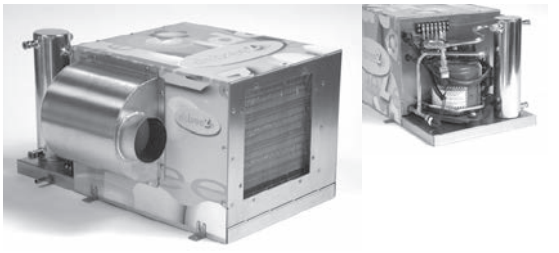
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fiasco fun

One of our favorite Bay Area events is the Singlehanded Sailing Society's Three Bridge Fiasco (entry forms for the next Fiasco on January 27 can be found at *www.sfbaysss.org*). And we aren't the only ones — the 2006 race drew a whopping 218 single- and doublehanded entries for the winter Bay tour. The course is incredibly simple. Start and finish at the Golden Gate YC, and round three "marks"—Blackaller buoy near the Golden Gate Bridge, Red Rock near the Richmond-San Rafael Bridge, and Treasure Island — in any order.

It also can be deceptively challenging. Because of the late January date, the Fiasco is often a light-wind affair, and current plays a significant factor in which direction to go. With an early sunset at that time of year, it's a good idea to make sure your running lights work *before* leaving the dock. But despite the conditions, with spinnakers and headsails on the same starting line, it never ceases to entertain sailors and spectators alike.





Above, why the call it the fiasco. This is last year's start. Right, whatever is on your resolution list, make sure "Sailing" is at the top of it.

The Fiasco tops our list of sailing resolutions for 2007 and in the next issue we resolve to run the *Latitude 38* editorial staff's top picks of places to go and things to do in the coming year. We are blessed to live in the one of the most dynamic sailing environments in the world, and in this time of global uncertainty and political unrest, we resolve to take advantage of what little we can count on: brisk afternoon breezes, anchorages aplenty, lazy days in the Delta, competitive weekend buoy bashes and not-so-competitive Beer Can racing. You may have your own favorites — our list is highly subjective, after all — and we invite you to send us yours. Just make sure they are resolutions you actually keep.

— ss

sbyc's home for the holidays

On Sunday, December 10, South Beach YC had the official ribbon-cutting to commemorate the opening of their new clubhouse. With several Bay Area yacht clubs dating back to the late 1800s — and the rest forming way before we were around — it's been interesting to follow the gestation of SBYC, the Bay's newest club. We asked SBYC historian (yes, they do have one) Ray Hall to put it into perspective.

Fifty-three boaters responded to the 1988 newsletter of South Beach Harbor announcing a meeting for tenants interested in forming a yacht club. Meeting in the Longshoreman and Warehouse Union Hall tucked under an offramp of the old Embarcadero freeway across

continued on outside column of next sightings page

shakeup at

With less than 2 percent of U.S. sailors among the membership ranks of US Sailing, an historically single-minded focus on racing, and a reputation for being a bureaucratic quagmire, the sport's Congressionally mandated national governing body is hardly the voice of American sailing.

Yet US Sailing plays a significant role in the lives of many sailors. Every year hundreds of volunteers nationwide

us sailing

work tirelessly to provide consistent instructor training — for kids, adults, and sailors with disabilities; on windsurfers, dinghies, keelboats and multihulls; from learn-to-sail programs to race training. They liaise with other maritime organizations and government offices on behalf of all sailors, lead safety training courses, support race officers, organize national championships, help administer rating

continued in middle column of next sightings page

sbyc — cont'd

from the harbor, we spent time shaking hands and trying to remember names before we addressed the basic question: Just how the heck *do* you create a Yacht Club?

Few of us had ever visited a yacht club let alone been a member of one. Nevertheless, out of the discussion that followed, various subjects were identified — membership, club rules and by-laws, licenses and permits required, legal status for IRS——and action groups were formed. We then agreed to visit as many yacht clubs as possible to learn what we could learn, and to meet the following month to give our reports. Meeting adjourned? Not quite. As the joke goes, a bunch

continued on outside column of next sightings page



LATITUDE / JR

sbyc — cont'd

of sailors got together and suddenly a race broke out. One guy announced that he would put together a race committee if the group was up for a race. A nice lady said she'd taken some notes and would make up a newsletter, and someone suggested a potluck barbeque above G dock down by those swell new restrooms. Wow, this pioneer stuff is pretty cool.

So, before we even had a name for our club, we had a race (won by Paul Osborn aboard *Grenadier*), a four-page newsletter that included a sign-up for the Friday Night Races, and had begun negotiations for a spot on Pier 40 to park our original double-wide Clubhouse. We were on our way.

Over the years, the freeway came down and the neighborhood grew up, complete with palm trees and antique streetcars. I can't say we ever completely figured out the answer to that "how do you create" question, because were still working at . . . making it work.

continued on outside column of next sightings page

us sailing

systems, enforce the racing rules, and are responsible for the U.S. Olympic and Paralympic sailing teams. While the activities are still largely racing-oriented, US Sailing's arms stretch much further.

And with such varied interests, even in a modest-sized organization, it's easy to lose focus. Recognizing that change was required, in 2005 US Sailing set about shaking things up. One of its first moves was to slash the size of the board from 49 directors to 14, and in November 2006, it held member elections for board positions for the first time.

It remains to be seen how effective the



— cont'd

new structure will be, but local sailors may take some comfort knowing there's once again local representation. Peninsula resident Amy Gross-Kehoe was elected to a two-year board term. (Actually, she and incumbent director Jerelyn Biehl received the same number of votes. Gross-Kehoe

continued in middle column of next sightings page



Above, South Beach YC commodores past and present cut the ceremonial ribbon at the opening of the new clubhouse last month (current Commodore Lorianna Kastrop is at left). Below, lit with holiday cheer, the new clubhouse (which houses the harbormaster's office in the far end) is located literally in the shadow of AT&T Ballpark.



LATITUDE / JR

sbyc — cont'd

We're a bit young to have rich traditions, so let's call the following 'nice habits'. While always the major part of our on-the-water and social activities, our dynamic racing program has expanded to provide year-around events, and the lively after-race bragging/lie swapping/dinner parties are a hoot. The editors of *The Wavelength*, the one function of our club that reaches every member, every month, work hard to make our newsletter informative, interesting and entertaining. Our OOD (officer of the day) program trains volunteer members who take turns opening the club and tending bar. This is a great way to get involved in club activities and a sure fire way to meet the rest of our membership. Finally, it's our officers, the board of directors and the treasurer's no-nonsense (A budget is not just a suggestion!) business policy that we can thank for the financial health and well being of South Beach Yacht Club.

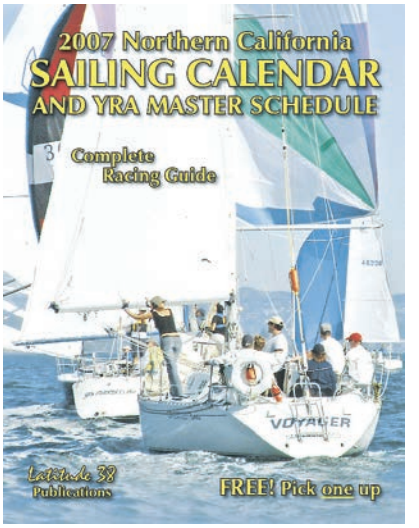
So here we are, 18 years later and just 50 feet east of the Union Hall where it all started. But look at the view.

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dancing bear

yra calendars — get yours now!

If you live in Northern California, somewhere in the vicinity of where you picked this issue up would be a stack of the *2007 Northern California Sailing Calendar and YRA Master Schedule*. Like *Latitude* and the wind, they are free. If you didn't pick one up when you grabbed this issue, we respectfully suggest you jump in your car right now and go get one, because this may be the single most useful tool for sailors ever conceived. Well, next to duct tape anyway.

At 84 pages, the '07 Calendar is larger than many monthly magazines, and nearly 20 pages thicker than it was last year. 'Bigger and better' doesn't even begin to tell the story, though. In between the covers, you will find useful information and/or contacts for pretty much every yacht club, fleet, racing organization, junior program and individual race in Northern California. You'll find the basic racing rules, forms to join YRA, who's on the PHRF committee, typical racing courses and the marks they use on various Bay venues, tides and currents, month-by-month breakdowns of events. . . Let's put it this way — about all you'll need beside the *Calendar* is a boat, some foulies and a bit of breeze.



Pick yours up today — they go fast!

A new section worth special mention is 'Women's Events' on page 30. Women have always been active in the local racing scene, but this year, a 'circuit' has emerged. Most of these 16 events involve races (some are seminars) in which there are women-only divisions, or doublehanded or crewed divisions requiring a woman driver. And how's this for incentive — the woman who participates in the most events in this circuit gets a *Latitude* T-shirt, a photo in the January, 2008, issue and undying fame on a level that will make *American Idol* contestants sick with envy. Well, at least 15 minutes of it. Look for more details in the February issue.

continued on outside column of next sightings page

yra — cont'd

For the rest of you, male or female, be sure to pick up your copy of the *2007 Northern California Sailing Calendar,* as they go fast. You should be able to find one wherever you grabbed this issue, or at any marina, yacht club, West Marine store or many other businesses that cater to sailing. If you are a YRA member — yet another 'benny' — you will get a *Calendar* in the mail. If you can't find one anywhere else, send us $5 and we'll mail you one. The address is *Latitude 38*, attn: YRA Calendar, 15 Locust Ave., Mill Valley, CA 94941.

— jr

a tragedy and a warning

In a developing story at presstime, the three crew of a northbound catamaran were lost and presumed dead after the capsized boat washed up on an Oregon beach in mid-December.

The boat was the South African-built Voyage 440 *Cat Shot,* being delivered to Washington for the Seattle Boat Show, which takes place this month. It had departed San Francisco on December 8 with three aboard — John Anstess, Richard Beckman and Dave Rodman. Anstess, the skipper, was British; Beckman and Rodman were reportedly from Southern California.

On December 15, the boat washed ashore, upside-down, near Lincoln City, Oregon. A large-scale search was launched, but called off after two days, when no sign of the crew was found.

Inspection of *Cat Shot* (apparently through holes cut in the hulls, as seen in the photo) revealed that the EPIRB was locked in a box and had not been activated, and that the last log entry had the boat off Cape Blanco on the December 11 in deteriorating conditions. The entry noted that winds were blowing 40, the seas were upwards of 25 feet, and that the crew had struck all sails and "deployed two anchors."

The boat was owned by James Anderson of Renton, Washington. He said he had hired Anstess to deliver the boat from from the factory in South Africa to Seattle.

A body that washed ashore 70 miles south of Lincoln on December 17 was determined not to be one of the men from the catamaran. They remain missing at this writing.

Without trying to Monday-morning quarterback what is obviously a horrible tragedy, it's hard not to pose the obvious question: What were they doing out there in the first place? The first thing any knowledgable delivery crew anywhere does before departure is check the weather. This is especially important for a passage from

continued on outside column of next sightings page



us sailing

won in a coin-toss.)

At 35, Gross-Kehoe may be one of the youngest directors in US Sailing's 110-year history. She's hoping her youthful enthusiasm will help fan the flames of sailing's next generation. "Part of the reason I'm doing this is because I felt someone in my age group and with my experience needed to be there," she says.



Amy Gross-Kehoe

Although a native of the East Coast, she's lived primarily in the Bay Area since

— cont'd

graduating from Stanford. Familiarity with both East and West Coast sailing cultures, which are about as similar as headsails and spinnakers, is one of her strong points. A member of both Sequoia and St. Francis YCs, she's also a blend of the different local sailing cultures.

And while her interests primarily revolve around youth, collegiate, Olympic and grass roots sailing — she has considerable experience sailing and coaching at each level and is coordinator of club sports in Stanford's PE department; her husband Jay Kehoe is Stanford's sailing coach — she says she's looking forward to representing all sailors during her tenure. We wish her the best of luck.

— *ss*

delivery — cont'd

San Francisco to Puget Sound, which can be notoriously rough even in the summer. On December 8, the day the catamaran left the Bay, the forecast clearly showed that a huge storm coming out of the Gulf of Alaska was due to hit Washington and Oregon in just a few days — and the cat crew would be heading right into it.

Did they think the boat could take it? Was the skipper or crew unfamiliar with this deadly stretch of ocean (one of several 'graveyards of the Pacific')? Were they behind in their schedule and trying to make up time? Unfortunately, we will probably never know.

If any good can come of this tragedy, perhaps it's holding it up as an example, and a warning. Simply put, *This could happen to you.* It can happen to you close to home — in fact, right outside the Golden Gate. And it *has* happened to lots of people over the years. Virtually every winter since *Latitude* began, we have reported on the death or injury of sailors, or the loss of their boats, after they were caught by sneaker waves, usually off the South Bar and usually in January, February or March. This phenomenon has more to do with the big

continued on outside column of next sightings page



The Voyage 440 'Cat Shot' washed up on an Oregon beach last month with no sign of the three crewmembers.

LORI TOBIAS / *THE OREGONIAN*

delivery — cont'd

winter tides than storms, although wind can definitely be a factor. Almost everyone who lived to tell their tale described a calm sea one moment, and being capsized by a 'wave out of nowhere' the next.

So our recommendation is for recreational sailors not to venture out past Land's End at all in the winter. If you have to be out there, stay *way* outside the South (or North) bars and enter or exit the Bay through the deep water ship channel. *At no time go across or inside the bars*. And for goodness sake, watch the weather and, if a storm is forecast, stay in port or head into port. Just because it's sunny where you are when you read the weather doesn't mean it's safe to head out. Being late for a boat show, or in a rush to complete a coastal passage, is not worth risking your life or the lives of others.

— jr

a new year

In just two issues we, the founder, executive editor and publisher of *Latitude*, will have been producing the magazine for 30 years. Three decades is, of course, too long to be doing any one thing. Indeed, we would have made some career changes a long time ago were it not for two things: 1) We love doing it, and 2) We love the people and businesses that we've worked with.

Nevertheless, for the last year we've been working to reorganize *Latitude* so that we might cut back on 60-hour work weeks and, to a certain extent, 'pursue



and a new era

other interests'. Thanks to the addition of the 'new guys', Assistant Editor La-Donna Bubak and Racing Editor Sutter Schumacher, the appointment of John Arndt as the Associate Publisher, and the continued great work by everyone else on the staff, we believe we're finally in a position to do that. Yes, we've said this before, but this time we're confident that it's really going to work.

Don't get us wrong, our editorial imprint will still be all over the magazine.

continued in middle column of next sightings page



SPREAD: GRAHAM BOLTON; INSET: KEES STOLWIJK

the lady of his dreams

The last time we saw Mike Kohl, he was aboard his Catalina 390 *Haleakala* enjoying Cabo San Lucas with the rest of the 2002 Baja Ha-Ha fleet. He was undoubtedly enjoying it a little more than the average Ha-Ha'er, considering he was just 26 and "seeking single women to celebrate life." Undoubtedly, this handsome young stud found his fair share.



KEES STOLWIJK

Above, Mike Kohl and friend. Spread, the 250-ft clipper ship Kohl fell in love with — the 'Stad Amsterdam' — sports a lovely and lascivious figurehead.

Mike, now 30, recently checked in to let us know he returned home to Newport Beach in 2005 after circumnavigating the Caribbean, taking *Haleakala* through the Canal and bringing her home via Dockwise. According to Mike, he found all the adventures he was looking for . . . plus one.

While anchored in a Caribbean port, he spotted the *Stad Amsterdam*, a 250-ft three-masted clipper ship built in 2000. Duly impressed by her magnificent presence — "I'd never seen a more strikingly beautiful ship and never will again," Kohl insists — he fantasized about becoming crew. Through the remainder of his cruise, he daydreamed of riding her enormous bowsprit and climbing the Jacob's Ladder to her highest yard. A year after settling *Haleakala* into her new slip at Bahia Corinthian YC, his dream came true.

Mike had trouble getting the *Stad Amsterdam* out of his mind earlier this year and realized that the only way to get the lovely lady out of his system was to ask her for a date so he applied for a crew position through her website. To his surprise, he quickly received a call informing him that the ship would soon be docking in West Palm Beach, Florida, and they were in need of crew. He was invited to join them on the April delivery up the Eastern Seaboard to Baltimore and, if all went well, he could then continue across the Atlantic to The Netherlands. All did go well and Mike ended up as the only American crewmember of this Dutch-flagged passenger vessel.

"Learning the names for all the lines in Dutch and English simultaneously was probably the hardest thing," Mike recalls, "but it also took awhile to get comfortable climbing in the rigging." But that didn't stop him from scurrying up to the skysail yard — the highest yard on the mainmast at 152 feet above the water — on his first day aboard.

While the jaunt up the coast was a relatively formal affair — replete with dramatic sail-setting demonstrations for paying guests in every port — the 3,800-mile trip across the Atlantic was very different.The

continued on outside column of next sightings page

dreams — cont'd

28 passengers were expected to actively participate in sailing the boat, including climbing the rigging, standing watch, splicing lines, washing dishes and steering the ship. And each one got their $4,000 worth.

The three-week passage was as interesting and exciting as one would want such a voyage to be. Great food, bizarre on-watch rituals, strange and sometimes frightening sea creatures, a good lashing by a storm, and the inevitable Moby Dick references. A perfect crossing, at least as far as Kohl is concerned. "One of the passengers thanked us all, saying the trip had been the best time of his life," he related. "I believed him because it was the best time of my life too."

The ship continued on to The Netherlands but, with new guests, the camaraderie wasn't quite the same. "Plus," Mike pointed out, "I knew my two-month stint aboard was coming to an end." Once in Rotterdam, Kohl bid farewell to his fellow crewmembers — and the beautiful ship that stole his heart — climbed on a train, and traveled Europe for the next three months.

Mike's kept busy over the past few months by surfing and sailing in Southern California but he's already planning his next adventure: sailing south to Tahiti and beyond. "But that's still in the dream stage," he insists. "For now, I'm happy cruising the Channel Islands. Some of the best cruising grounds are right here at home."

— ld

clearly the wrong shoe selection

Early this fall, Alex Skillman went to meet her boyfriend James Malcolmson on his Catalina 38 in Sausalito's Clipper Yacht Harbor. It was late, she was bone tired and, instead of slipping into her flipflops, as she normally does, she decided to tread carefully in her pumps. In a scene straight from *Sex and the City*, Alex's heel caught in a crack, she tripped and spun around just in time to watch in horror as her right Dolce & Gabbana did a double-somersault — in slow motion — and plopped into the drink.

James recalls hearing a woman's shrieks so he poked his head out of the boat only to see Alex running — hobbling, really — down the dock wearing just one shoe. He couldn't figure out why she was so hysterical. It was just a shoe. But, as nearly any woman reading this could tell you, Dolce & Gabbanas aren't "just shoes." They're more like . . . art. And they're priced like it, too. The pair Alex was wearing was originally $500. "I got them on sale, though," she hastily explained.



MAX EBB

Dolce & Gabbana or a cheap knock-off?

As any good Prince Charming would do, James dutifully dragged the area of the 'incident' with a fishing net but couldn't find the golden slipper. Alex mourned the loss of her shoe and tucked the other away in her closet, in hopes that someday the wayward sole might emerge from the muck of Richardson Bay and reunite with its mate.

Then the November issue of *Latitude* hit the stands, and there was her shoe! Max Ebb had participated in a clean-up event, and the photo on page 161 showed a collection of the garbage collected from a Bay area beach, which included a gold high heel. Alex couldn't believe her eyes so she fetched the remaining shoe and compared it to the photo. While she's not completely sure it's *her* Dolce & Gabbana, she's chosen to believe it is — if only for a sense of closure. But she's holding onto the other one . . . just in case.

— ld

new era

As has been the case for 30 years, we'll be editing and answering every letter and doing all the *Changes*. And as much as we might think we'd like to stop, we know we won't be able to keep from doing some cruising articles. And a couple of interviews a year. And a few *Sightings* here and there. And who knows what else.

Nonetheless, we still expect to have a bit more free time now to engage in



Alex, above, 'pulled a Carrie' (á la 'Sex and the City') by wearing the most inappropriate shoes possible while walking the dock.

— cont'd

those 'other interests', such as watching daytime tv, playing golf, making gambling junkets to casinos, and taking cruise ship vacations to the Bahamas. Yeah right.

After 30 years of being in the sailing business and doing lots of sailing, the one thing we crave is . . . more sailing! The truth is that we love sailing more than ever. In an ever more crazy and frenzied

continued in middle column of next sightings page

behind the scenes

Jeff Zarwell is a professional race manager. He created RegattaPro Race Management, which provides PROs (Principal Race Officers) to events ranging from local club races to Olympic trials. This winter, Jeff is running RegattaPro's popular Winter Keelboat Series (first Saturday of the month). On Sunday, he oversees Sausalito YC's midwinter series. The following weekend, he's back on the water for the Winter One Design Series. He's even busier in the summer.

Having done this for years, he's pretty much seen it all out there as far as race management. We thought you might be interested in

continued on outside column of next sightings page



LATITUDE / LADONNA

scenes — cont'd

a 'behind the scenes' account of what a race committee goes through on a typical weekend (or two) to try to provide racers an even playing field. We hope the following account gives you a whole new respect for how hard these folks work, and how well some of these events turn out, even in the nastiest conditions.

It all started so innocently and nice. Saturday, December 2, was a great day on the Circle for the Winter Keelboat Series. We had a nice breeze from about 45 degrees, which for the most part sustained itself the entire day. There were a few righties here and there but, combined

continued on outside column of next sightings page

new era

world, sailing is one of the most sane and relaxing activities we can think of.

In order to renew our ties with old places yet also expand our horizons, we've acquired the rights to use *Petit Profligate*, a Leopard 45 catamaran, in the Caribbean this winter. We've already created a long list of places we want to see — such as everywhere from Puerto Rico to Grenada — and a whole lot of events we either



LATITUDE / JR

— cont'd

want to participate in or be at — such as the St. Martin Classic Yacht Regatta, the Heineken Regatta, the St. Barth Bucket, the Antigua Classic Regatta and Antigua Sailing Week.

Since we've always enjoyed sailing with new and old friends and since it's fun to have others help defray expenses, we're going to be doing a number of charters

continued in middle column of next sightings page



If you were out and about on the water last month, you may have noticed these two familiar-looking boats sparring with one another. They are BMW/Oracle's Swedish Match Race 40s, which bear an uncanny resemblance to scaled-down America's Cup class boats. That's part of the reason they're out there, with Gavin Brady and Larry Ellison at the respective helms. The other part is that it's apparently cheaper and easier for the BMW/Oracle team to fly crew up here when Ellison can get time off the corporate treadmill, than for him to fly down to sail with rest of the team, who are currently practicing with the full-size boats in the Southern summer in and around Auckland. And occasionally winning — last month, Chris Dickson skippered USA 71 to a win of RNZYS's popular Wednesday Night series. As you can imagine, racing the big boat in the Kiwi equivalent of our beer can series was a big hit with local Auckland sailors.

scenes — cont'd

with a moderate ebb, flat water, 8-12 knots or breeze, sunshine . . . what more could anybody ask? I even brought someone else out with me to work on the boat. What luxury!

Then came Sunday. Nice enough day for the Second Sausalito YC race, but combine those variable NE winds with a course on the back side of Angel Island and there just wasn't a whole lot of pressure. Throw in a huge ebb due at 2:20 in the afternoon, and, well . . .

We managed to get two starts off, at 1205 and 1210, but then held off the remaining starts until those boats could clear out of the starting area. And we waited. And we waited. And we waited. Half an hour later, many boats had still not crossed the starting line.

By 1245, with max ebb still an hour and a half away, boats that hadn't been able to start began breaking off and going home. Then there were those unfortunate souls like Ron Anderson on *Streaker* who had actually crossed the start line but drifted back across, only to restart and drift back — seven times!

Realizing the slower fleets would face even more ebb and sometimes variable — or unreliable — wind, I only had one choice: 3, 2, 1. . . Bang, Bang, Bang, N flag over A "Abandon, No More Racing Today."

With that we began picking things up when the calls started coming over the radio. "When are we restarting?" I would no more reply that, "We have abandoned with no more racing today," when someone else would say, "Yeah, but how much longer until we restart?" After 30 minutes of similar inquiries, I turned off the radio.

And just how strong was that ebb? When we went to pick up the temporary mark I'd set to replace the missing Yellow Bluff buoy, it was gone, too. I found it in front of the entrance to Horseshoe Cove. Despite using a 50-lb navy anchor with 300 feet of line and a 30-lb 'deadman' hanging 20 feet down the rode, the not-yet-max ebb was still strong enough to drag it off station.

Next on the docket were the Thursday protests. Earlier in the year, I had scheduled protests for both the Keelboat series and One Design series to be heard on the second Thursday after each regatta. For the OD series, that ended up being Thanksgiving. Oops! Needless to say, the three boats involved didn't want to give up football and turkey with the trimmings to attend a protest meeting. We finally heard the protests on Thursday, December 7.

A week after the Keelboat/SYC events, I was back on the Circle for the second installment of the RegattaPRO One Design Winter Series. The weather report wasn't looking good, but, to my surprise, we had a fairly consistent breeze from 150 at about 10-14. We set a 1.5-mile weather mark, then set the remaining marks for a double sausage and leeward finish. Pretty nice racing, no wind shifts — and, despite the weather forecast, nobody got rained on. At least on the first race.

By early afternoon, the skies were darkening, the wind had picked up to 18-25 — with gusts to 35 — and there was lots of chop. Is this the same day? The breeze had moved to 145 and I wanted to square up the line so that the racers would be as polite as they all were for the starts of the first race. Strangely, even though the wind only shifted 5 degrees, my line was off by 15. A quick look at the GPS confirmed that another anchor was dragging — and this time it was mine.

The committee boat was a Grand Banks 32. In 15 feet of water I had 100 feet of rode out, and 60 lbs. of mushroom anchors being used as a deadman. Even with all that weight the deadman didn't even touch the water and I was still dragging. Time for plan B. Oh wait, there is no plan B, so time to shoot from the hip. I radioed the mark boat to set the pin 10 degrees lower than where I wanted it, in hopes that by the start of the first fleet we'd be pretty much square. To all of our surprise it worked pretty well. We held for the most part from that point on, but we were favored by about 5 degrees for the second J/105 start. They were great though and not a single over early.

You can't do what I do without a good committee backing you up.

continued on outside column of next sightings page

scenes — cont'd

I really worked them hard that day, as I wanted to get all the boats back to their slips before the storm hit. I don't know for sure, but I think we accomplished that. So thank you Will McClelland and Steve Harris for doing a great job on setting and resetting the marks. Most of all thanks to Roxanne Fairbairn for getting all the right flags up at the right time and backing me up on everything else.

— jeff zarwell

high drama on the high seas

A wildly diverse fleet of 223 boats left the Canaries on November 26 headed for St. Lucia in the grandaddy of all rallies — the Atlantic Rally for Cruisers. Line honors went to the Italian maxi *Capricorno*, crossing the finish line on December 7 — after 11 days, 5 hours and 32.5 minutes — and shaving seven hours off the course record. The last of the fleet was still trickling in as of this writing, so the final corrected results can be found at *http://arc.worldcruising.com*.

This 21st running of the event saw the expected breakages and minor injuries — blown sails, autopilot failures, bumps and bruises — but it also saw its fair share of major drama. On December 3, the crew of the Nicholson 32 *Compromise* called a Mayday. The owner/skipper, Jos Brosnan, suffers from bi-polar disorder, and a combination of exhaustion, stress and apparent confusion in his med schedule caused him to have a psychotic episode.

The 247-ft *Mirabella V*, the largest sloop in the world, picked up the crew — one was a doctor and had to accompany Brosnan, and the remaining crewmember didn't have the skills to complete the trip on his own. They left a note on the chart table, the masthead light burning and set *Compromise* adrift. There have been no further reported sightings of the boat.

The crew of the Bavaria 35 *Arnolf* were evacuated by another fleet member on December 10, 48 hours after a collision with a submerged object ripped off their rudder. The crew attempted to steer the boat with emergency rudders and drogues but became exhausted in the rolling seas and made the difficult decision to abandon ship.

Two boats who were dismasted — the Beneteau First 42S7 *Duckwall Pooley*, and the 83-ft Camper & Nicholson *Mustang* — arrived safely in St. Lucia on December 12. *Mustang* constructed such an effective jury rig that they actually sailed across the finish line.

And so it went. The dispatches from ARC headquarters read like the plot lines from some twisted nautical soap opera. We're thrilled no one was seriously injured during the rally, but all the 'high drama on the high seas' made for some exciting reading. We can't wait to find out what happens in the next installment, scheduled to start November 23, 2008.

— ld

mcneil & rutherford to restore victorian classic

Twenty years ago, a young shipwright named Jeff Rutherford splurged to buy a nautical painting of a classic wooden schooner. There was something about painter John Mecray's image that struck a deep chord with Rutherford, so much so that the painting has hung on his living room wall ever since.

Today, this little story has come full circle, as Rutherford, now considered to be one of the premier shipwrights on the West Coast, has been commissioned to oversee the complete restoration of the vessel in the painting, *Coronet*. Launched in 1885, this 133-ft (LOD) schooner is considered by nautical historians to be the last-remaining

continued on outside column of next sightings page

new era

over the winter. The Leopard 45, known in the Moorings fleets as a Moorings 4500, has four double-cabins with heads ensuite, and was specifically designed for chartering. It's also a great boat because there are plenty of sisterships to race against in the charter boat regattas. So if any of these places or events sounds fun to you, email *donna@latitude38.com* and she'll give you all the details.

Not everybody has the time or the money to go to the Caribbean, of course, so we also propose — as the French always say — four-day weekend charters on big





— cont'd

Profligate on Banderas Bay in Mexico, including the Banderas Bay Regatta, and come late summer and fall, four-day weekend charters from Santa Barbara or Long Beach to Catalina to Newport.

That's right, after 30 years in the sailing business, we intend to do more sailing in 2007 than any other year of our lives. It would be cool if you could join us for some of it, but if you can't, you might be forced to read about it in print.

We hope the new year brings you as much sailing fun and satisfaction as we intend to have. Cheers!

— *rs*

coronet — cont'd

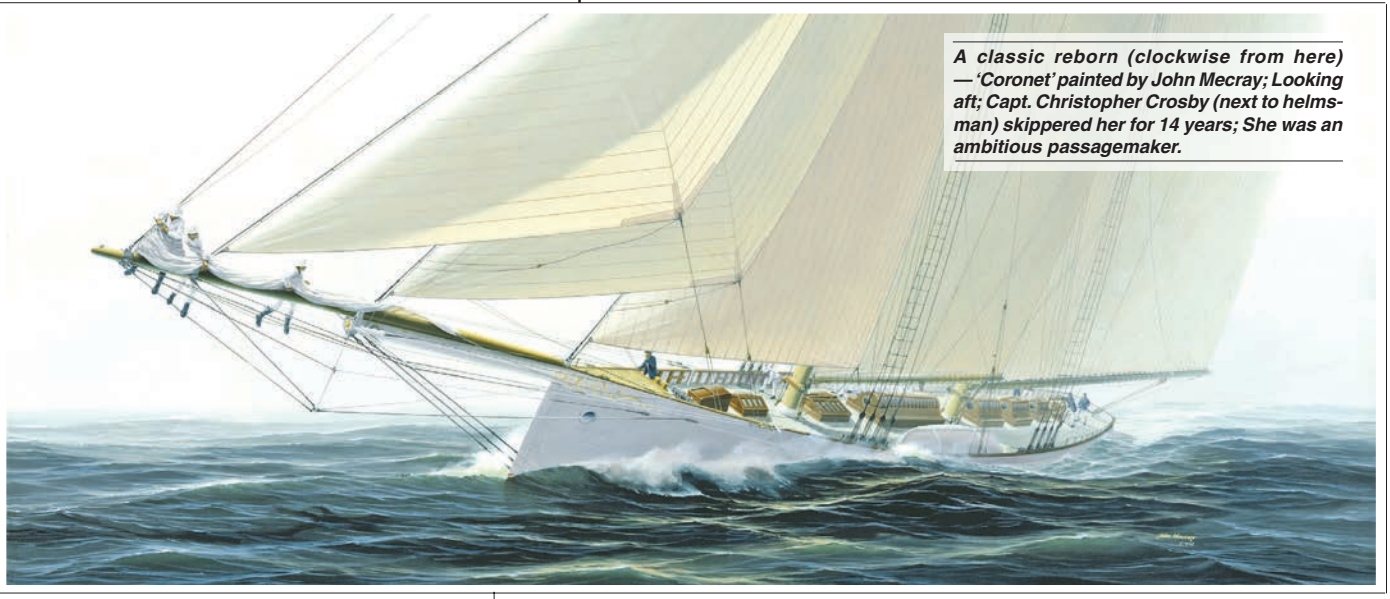
grand yacht of the Victorian era.

Bringing *Coronet* back to her former glory has been the long-held dream of many classic boat afficionados, most notably artist Mecray and Elizabeth Meyer, cofounders of the International Yacht Restoration School (IYRS) in Newport, R.I., where *Coronet* has been patiently waiting for a makeover for over a decade.

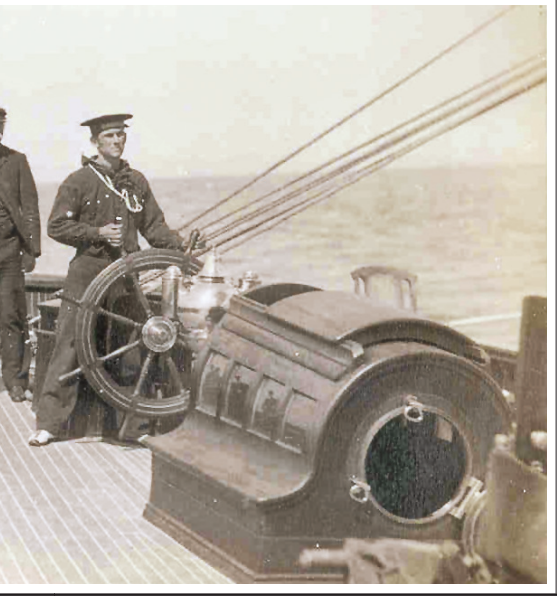
Early last month, Bay Area biotech venture capitalist Bob McNeil and a group of unnamed others, operating as Coronet Restoration Partners (CRP), officially took ownership of *Coronet*, with a promise to complete a museum-quality restoration. Most of the work will be done at the IYRS facility by school graduates under the leadership of Rutherford and former Bay Area master shipwrights Chris Morrison and Eric Thesen. The general public will be welcome to view the progress throughout the refit.

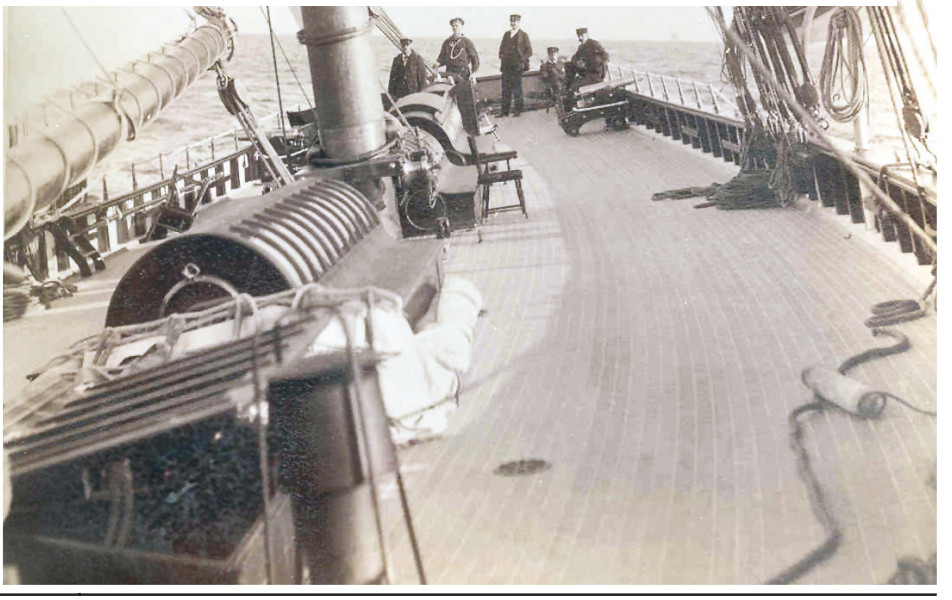
Although *Coronet*'s interior elements were carefully removed and

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A classic reborn (clockwise from here) — 'Coronet' painted by John Mecray; Looking aft; Capt. Christopher Crosby (next to helmsman) skippered her for 14 years; She was an ambitious passagemaker.





coronet — cont'd

stored years ago, most of the planking and interior structuring will have to be replaced and new spars will have to be built. As with her original construction, she will be fastened with wooden trunnels rather than metal nails or screws. She will be powered only by sail, and her interior will feature oil lighting.

Rutherford, who has worked with McNeil on a number of ambitious renovations previously at his Richmond Boat Works, such as the 1911 Herreshoff P class sloop *Joyant*, will spend three weeks a month in Newport for the forseeable future. He estimates the total cost will run between $12 and 15 million.

continued on outside column of next sightings page

talk about

On December 15, the FCC announced the much-anticipated elimination of the Morse Code requirement for all amateur ham radio licenses. Although an effective date wasn't mentioned in the announcement, FCC orders such as this typically go into effect within 30 days.

So if you've been meaning to get your license — or just want to upgrade — but have dreaded learning code, just wait till the end of January and you should be



LATITUDE / LADONNA

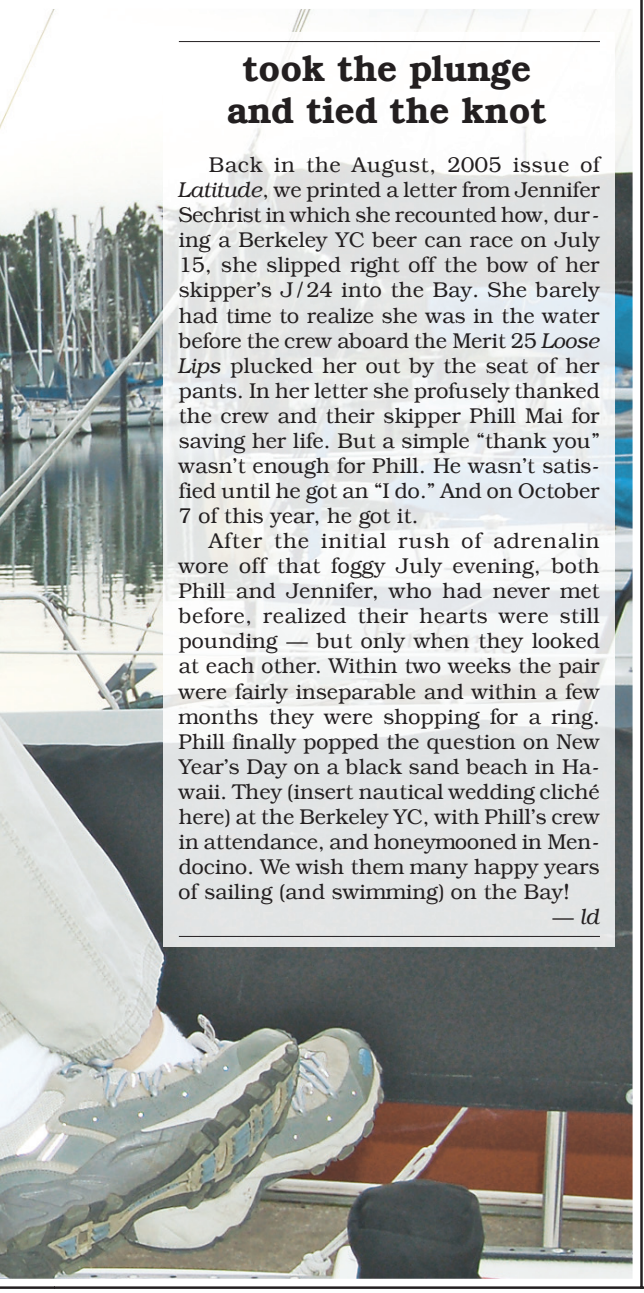
a new era

home free.

But if you've been studying the current question bank for the General license, don't wait too long. The old bank, which is available for free download at *www.arrl.org/arrlvec/pools.html*, will be replaced with a new pool of questions on July 1 and, while the new pool was released on December 1, it hasn't been posted to the ARRL website yet.

— ld

took the plunge and tied the knot



Back in the August, 2005 issue of *Latitude*, we printed a letter from Jennifer Sechrist in which she recounted how, during a Berkeley YC beer can race on July 15, she slipped right off the bow of her skipper's J/24 into the Bay. She barely had time to realize she was in the water before the crew aboard the Merit 25 *Loose Lips* plucked her out by the seat of her pants. In her letter she profusely thanked the crew and their skipper Phill Mai for saving her life. But a simple "thank you" wasn't enough for Phill. He wasn't satisfied until he got an "I do." And on October 7 of this year, he got it.

After the initial rush of adrenalin wore off that foggy July evening, both Phill and Jennifer, who had never met before, realized their hearts were still pounding — but only when they looked at each other. Within two weeks the pair were fairly inseparable and within a few months they were shopping for a ring. Phill finally popped the question on New Year's Day on a black sand beach in Hawaii. They (insert nautical wedding cliché here) at the Berkeley YC, with Phill's crew in attendance, and honeymooned in Mendocino. We wish them many happy years of sailing (and swimming) on the Bay!

— ld

coronet — cont'd

When she's completed, however, McNeil intends to sail her actively internationally, possibly retracing some of the grand dame's previous international routes — in her prime, she rounded Cape Horn three times. To learn more about Coronet's history in the Gilded Age, the restoration and IYRS, see *www.yachtcoronet.org* and *www.iyrs.org*.

— aet

where were you in '82?

Paul and Susan Mitchell were aboard their 58-ft schooner *White Cloud*, taking off from San Diego to do some cruising. After 24 years, they are *still* cruising. They are currently back in Mexico after sailing most of the way around the world. They figure they're still a year or two away from heading back to California, thus tying the knot of a complete circumnavigation.



COURTESY *ELENOA*

Paul and Susan Mitchell look terrific after 24 years of cruising the world. And they're not done yet.

When they do, it will not be aboard *White Cloud*. In 1988, after 14 great years, they had to abandon their beloved schooner after she was badly damaged by a rogue wave in the Coral Sea. The couple replaced her with the 36-ft steel cutter *Elenoa* in Australia, and have been cruising her ever since.

We haven't seen the Mitchells since the Cabo Cruiser's disaster of '82 (one of many tales they can tell), but the thing that strikes us is how young, relaxed and healthy they look nearly a quarter of a century later. "Thanks for the compliments," they wrote when we told them. "A long time ago we both realized that the people we met who had taken on cruising as a lifestyle seemed healthier and looked and acted younger than other people. It's another reason to go young rather than wait."

You're going to be hearing a lot more about the Mitchells and their cruising lifestyle, as we'll be featuring an interview with them in the April boat show edition of *Latitude*.

— rs

how's this for coincidence?

In the March issue we reported that American Donna Lange had set out on the first leg of her planned two-leg circumnavigation around the same time that Brit Dee Caffari had left for her record-setting nonstop westabout circumnavigation — and that, if they continued on course, they would pass each other in the Indian Ocean. They came close, but the weather failed to cooperate, so they couldn't get any nearer than 100 miles of one another.

Lange, a 45-year-old mother of four, left New Zealand on November 21 — after spending several months working on her Southern Cross 28 *Inspired Insanity* — on Leg 2, which will take her around Cape Horn and up to Rhode Island, achieving her goal. As we went to press, she was a little over halfway to the Horn, and on a heading that will

continued on outside column of next sightings page

coincidence — cont'd

— again, if their speed and courses continue — send her into the path of Ken Barnes, a 47-year-old Newport Beach sailor who plans on being the first person from the U.S. West Coast to circumnavigate non-stop via 'the three capes' aboard his Gulfstream 44 *Privateer*. At this writing, they were about 600 miles apart — that's pretty cozy considering how immense the Pacific Ocean is.

As it is, it's been slow going for both sailors. They both have seen mostly light winds, but, while Barnes seems miffed about it in his reports, Lange appears to be reveling in the laid-back pace. If you'd like to track their progress, you can check their websites for almost daily updates: *www.donnalange.com* and *www.kensolo.com*.

— ld

old man *in* the sea — a velux update

For as much adversity as the Velux 5 Oceans has unleashed on competitors — hurricane-strength winds days after the start, one boat's abandonment in the Southern Ocean following catastrophic keel failure, another boat's dismasting after retrieving the stranded sailor — it's hard to imagine a less exciting sailboat race.

The first to arrive in Fremantle, Bernard Stamm crossed the finish on December 4 after just under 43 days at sea. Second-place Kojiro Shiraishi arrived three days later. But Stamm and Shiraishi will have been in port for nearly four weeks before the remaining three sailors finish the 18,000-mile first leg. We can't recall such huge disparity between any boats in any fleet in any previous long distance solo race. With four additional weeks of rest and time to fix their battered boats, it's not unreasonable to think Stamm's and Shiraishi's leads will only increase over the remainder of the race.

The two boats that posed a threat to Stamm's victory have retired from the race. Brian Thompson made the decision to abandon his boat 1,000 miles south of Cape Town after its canting keel suffered structural failures and threatened to sink the boat in the chilly Southern Ocean. Mike Golding unhesitatingly turned back to pick up his mate, sailing eight hours upwind in 40-knot winds, only to be rewarded for his selflessness by a dismasting just hours after welcoming Thompson aboard. The two turned for Cape Town and arrived eight days later, at which time Golding announced that, after consulting with his team and sponsor, he would not continue in the race.

While all of this was going down, the so-called 'B' fleet of Sir Robin Knox-Johnston, Graham Dalton and Unai Basurko, was still thousands of miles from the finish. If they're lucky, they'll have arrived by the New Year. With the second leg to Norfolk, VA, starting January 14, they'll have less than two weeks to rest and repair what they can. (The second start was delayed by one week to allow all teams sufficient time to prepare for the next leg.)

In the meantime, the tales Knox-Johnston has sent home are enough to fill a short novel, perhaps called *Old Man In the Sea*. At 67, and with many ocean miles under his belt, RKJ is no stranger to the Southern Ocean, but at times it has seemed as if he were doing this for the first time. Based on our loose calculations, he could have stayed in England, and continental drift would have gotten him to Australia faster than sailing there.

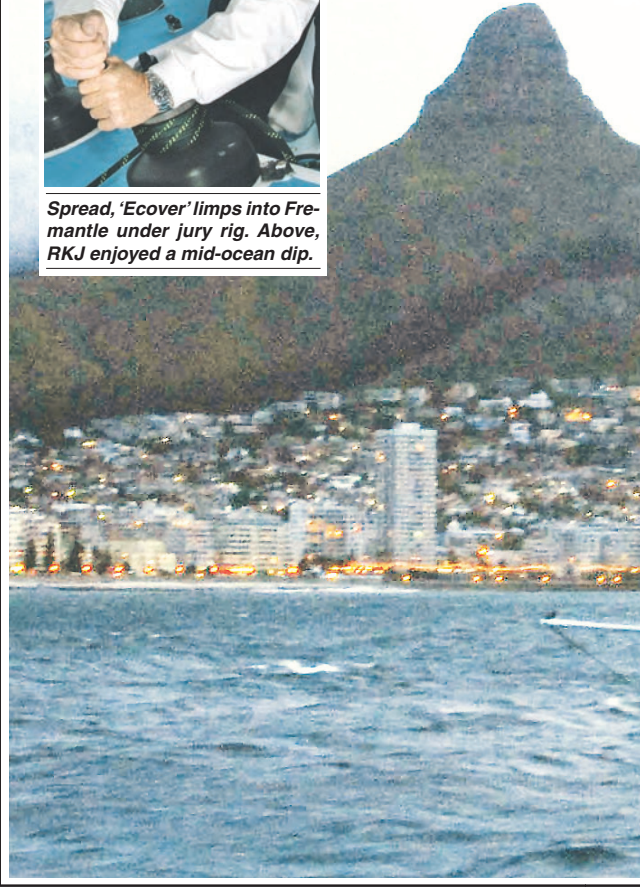
The list of problems on his boat is long, and not limited to a Southern Ocean swim to clear his keel of a fishing net, dwindling fuel to generate power, broken masthead wind instruments and, the one he bemoans the most, running out of booze with weeks still to go. He considered stopping at Kerguelen Island, a mark of the course and site of a remote French research outpost, to refill his fuel tank, but later decided that, if he rationed his fuel, he would have enough to get to the finish line without the 48-hour penalty for outside assistance.

continued on outside column of next sightings page

circumnavigator's

Speaking of circumnavigators, have you heard we're looking for more? As you may or may not know, a few years ago we started putting together a list of West Coasters who had gone around the world on boats, and in 2002, we had a big get-together for them at the Strictly Sail Pacific Boat Show (then called Pacific Sail Expo) at Jack London Square. Well, it's time to update the list and plan the 2nd Circumnavigator's Ball. If you have circumnavigated, head on over to *www.latitude38.com* and see if you're on our





Spread, 'Ecover' limps into Fremantle under jury rig. Above, RKJ enjoyed a mid-ocean dip.

ball redux

list. If you are, stay tuned to *Sightings* for more information on the Ball. If you are not on the list, we want you there! Please forward your name, boat name and type, homeport, the years of your circumnavigation and contact information to *ladonna@latitude38.com* and we'll make sure you get added. (Or if you're one of those who did it with a sextant and — snort, laugh — paper charts, you can mail the information to *Latitude 38,* Circumnavigators, 15 Locust Ave., Mill Valley, CA 94941.)

velux — cont'd

No doubt his decision to economize was influenced by Dalton, who was also low on fuel after being out at sea far longer than expected. For a time, Dalton was in third, ahead of RKJ by mere miles. Dalton did stop at the island to replenish his supply and repair a torn head sail before the final push to Fremantle.

For his part, Basurko, in a distant fifth place, is on the only boat not to have passed through the 50's into the Southern Ocean. The rest of the fleet sailed farther south to get into the stronger winds of the Southern Ocean. Basurko chose a northerly route as he continued to nurse *Pakea,* with its port rudder delamination, to the finish. As of press time, he was three and a half thousand miles from the finish in Fremantle.

— *ss*



ONEDITION

in the driver's seat

This year's nominees for the Rolex Yachtsman and Yachtswoman of the Year include not one, but two Bay Area sailors: navigator-extrodinaire Stan Honey and Claire Dennis. Sure, it's happened before (Liz Baylis and John Kostecki not only made the short list, they both won racing's highest honor in 2002). But not often is it that a local nominee isn't even old enough to drive a car.



Claire Dennis, 15, has been nominated for the Rolex Yachtswoman of the Year.

Claire, who's up for Yachtswoman of the Year, is a 15-year-old Saratoga resident and one of the top Laser Radial sailors in the country. In 2006, she came in third at the U.S. Junior Women's Singlehanded Champs, and placed in the top half in her division at the US Sailing Rolex Miami Olympic Classes Regatta, the Laser Radial NAs, Laser Midwinters East and the Olympic Pre-Trials. But her explosion on the international sailing scene came when she won the Laser Radial Youth Worlds in Marina del Rey.

While she still needs help from her parents to get to regattas, she's in the driver's seat once she's on the water. Claire's primary mentor and coach, Craig Healy, says she's a balanced athlete (she also runs on her school's track and field team) who is very goal-oriented. Says Richard Feeny, who worked with her in Optis at San Francisco YC, "She's humble, process-oriented, and competitive in that rare way that helps her do her best when there is a little pressure."

You can read the complete list of nominees for both the men's and women's awards in this month's *Race Notes*. Whether Claire receives a new watch in January, we're quite certain we haven't yet seen the last of her yet. With ambitions for the 2012 Olympics, she's only just hit her cruising speed.

— *ss*

into the breach — westpoint marina

The photo below may not look like much at first glance, but consider this: you are looking at 26 acres of *new* Bay surface. It fills the biggest hole ever dug in San Mateo County and, by this summer, it will become the site of the newest and perhaps longest-awaited new marina in Northern California. When completed, Westpoint Marina will have 400 slips, dry storage for 300 boats and a full boatyard and retail facilities.



MARK SANDERS

Ooooh aaaah . . . Ok, so it doesn't look like much now, but just wait till summer.

You've read about Westpoint Marina and its tireless creator Mark Sanders from time to time in these pages before. You may recall that he got the idea of turning an unused salt drying pond in Redwood City (off Westpoint Slough across from Greco Island) into a marina back in the late '80s and has been jumping through various agency hoops for the last 18 years trying to see it through to completion ever since. The actual digging of the basin (by six large excavators, five bulldozers and five 80,000-pound capacity dumptrucks) began three years ago. At the end of November, the big day came to breach the levee and let the water in.

"Having seen what levee breaks in the Delta can do, nobody knew quite what to expect," says Mark. "We knew that the bigger the breach, the less violent the inrush, so we waited for the lowest low tide in November and started digging just after high tide. By the time the

continued on outside column of next sightings page

tahiti reaches out

For most sailors, the idea of visiting Tahiti and her islands is a long-held fantasy. This year, the Tahiti Tourisme organization is reaching out to West Coast sailors to encourage them to transform that dream into reality — be they cruisers, racers or bareboat charterers.

May 17-20, the fourth annual Tahiti Cup will pit Tahitian sailors and resident expats against visiting sailors from all over the world (aboard bareboats), in a friendly, three-day inter-island regatta. The promise of daily post-races parties, traditional feasts and Polynesian dance performances adds to the appeal. In an effort to spread the word about this wonderful 'fun regatta' — which we had the pleasure of attending last year — an American team from a Bay Area YC will



to west coast sailors

be specifically invited to compete, with the inticing offer of a free boat and air fare. (See *www.tahitipearlregatta.org.pf* for details, and check *'Lectronic Latitude* for further announcements.)

A couple of months later (exact date TBA), Tahiti Tourisme will honor the annual springtime migration of cruisers from Mexico to French Polynesia — the Pacific Puddle Jump — with a special event called the Tahiti Tourisme Regatta. With the focus on fun and cultural exchange, cruisers will enjoy traditional music, dancing and cuisine, and will be invited to compete alongside locals in canoe races and other ago-old Polynesian activities. Also, a Tahitian 'envoy' will co-host a February Puddle Jump kickoff party with *Latitude.*

— aet

westpoint — cont'd

water started to come back up, the breach (visible in the distance in the photo) was as large as possible."

"The actually flooding commenced at 2 a.m.. and slowly built to what looked like Niagara Falls," says Mark. (An inch of tide equals 700,000 gallons of water, for a total of about 160 million gallons rushing in by the time of peak high tide). A few days later, a dredge came in and finished off the entrance properly.

The next step: The first pilings and docks should have been started by the end of December. The first dock will be a 900-ft public dock for transient visitors, followed by about 150 slips of 40, 50 and 60 feet. (The average slip length at the marina is 48 feet. Most marinas in the area were designed decades ago when a 26-footer was a big boat). For the whole story of the marina, or for more on the waiting list for slips, see *www.westpointmarina.com*. Sanders admits he's a bit behind on the updates, but promises to catch up soon.

While the 'homestretch' of the project is certainly reward enough for Sanders, he admits a slight frustration at not being the first one in the new basin. "A harbor seal and some rowers beat me to it!"

— jr



Hands inside the bus! 'Inspired Environments' (dark hull) threads the needle between two J/105s in midwinter racing last month. Of course, not all competition is this close. From mild to wild, the Bay Area offers quality racing year round. It's not only fun, it makes you a better sailor. We encourage everyone who has never raced to make a New Year's resolution to give it a try at whatever level you feel comfortable.

LATITUDE / JR

'STARY' EYED DREAMERS



Spread, 'Stary' picks her way between what looks like two icebergs but ended up being one massive berg. Above, 'Stary's crew, l to r, Konstanty Kulik, Tomek Szewczyk, Dominik Bac, Agnieszka Struzyk, Jacek Waclawski and Slawek Skalmierski, strike a pose at the end of their surprisingly fast trip through the Northwest Passage. Inset opposite, a frisky polar bear wisely decides 'might is right' and paddles away from the oncoming 'Stary'.

It seems a little ironic that a boat named *Stary* — prononounced "starry" and meaning "old" in Polish — should be home to a crew whose average age is just 25. But, while they may be young, these kids are old salts if we've ever seen them.

We had the pleasure of meeting some of *Stary*'s crew — a boisterous and vivacious bunch — when they stopped over in the Bay last month after becoming the youngest crew to traverse the infamous Northwest Passage, as well as the first to do so flying the Polish flag.

But what makes their achievement even more impressive is that they did it in just over a month. It's not unusual for boats to wait years for the ice to clear enough to make the trip, which takes them to nearly 74° N (more than 500 miles above the Arctic Circle). By way of comparison, *Stary* crossed paths with one hopeful who would be wintering over mid-route for the third year in a row.

The Northwest Passage is a stretch of ice-packed water in Canada's Arctic Archipelago that, for centuries, has fueled the imaginations of mariners around

— THE NW PASSAGE IN ONE MONTH

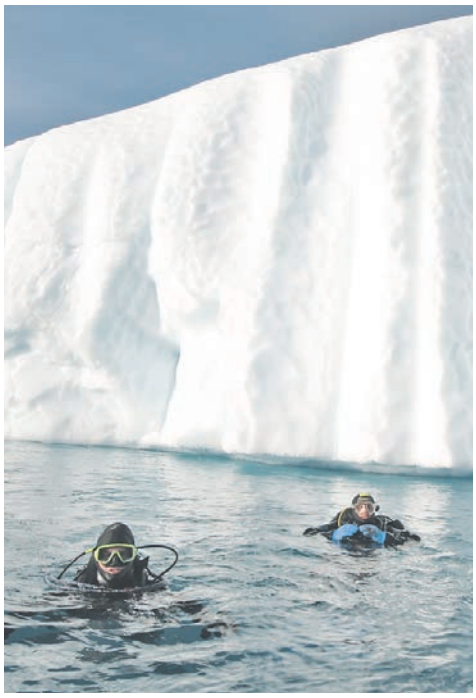


the world. Starting as early as the 16th century, explorers searched for the fabled Passage, hoping its discovery would bring a faster route from the Atlantic to the Pacific, not to mention a little fame. Most of these expeditions yielded only frustration and often death for the men brave enough to try.

In 1762, an English trading ship entered what the captain believed to be the West Coast entrance of the Passage but she quickly became iced in. The trip took 13 years, but *Octavius* did indeed become the first ship to complete the passage. Unfortunately, her entire crew froze to death below decks that first winter, which was discovered when the ghost ship was found drifting near Greenland in 1775.

Captain James Cook began his search for the West Coast entrance in 1778 aboard *Resolution* — accompanied by one George Vancouver — but failed to find it. Nearly fifteen years later, Vancouver set off on his own mission, the basis of which was to chart the entire West Coast — a tremendous endeavor in its own right — but with the ultimate goal of discovering the elusive Passage. He failed as well.

'STARY' EYED DREAMERS



ALL PHOTOS COURTESY 'STARY'





'Come on in — the water's fine!' Above, the crew enjoyed diving under icebergs and, bottom right, camping on top of them. Top right, 'Stary' plows into Vancouver with colors flying.

Several well-funded expeditions attempted to sail the Passage in the 19th century but none succeeded, and many ended in death when ships would become locked in the ice. The noted explorer Robert McClure, while searching for the ill-fated Franklin expedition, became trapped for three winters before being rescued.

In 1906, after 200 years of serious attempts to conquer the elusive route, famed Norwegian high-latitude explorer Roald Amundsen became the first person to travel its entire length by boat — and live to tell about it — aboard his 70-ft gaff-rigged sloop *Gjøa*. Amundsen and his crew of five began snaking their way through the ice in June, 1903, before becoming iced in — for two years.

(Their time on the ice wasn't wasted though. Their measurements to determine the location of the magnetic North Pole helped lead to the discovery that it is constantly on the move.)

Many more have attempted the Passage since Amundsen's time, the most successful using icebreakers, but only a handful can say they've made it.

The length of the Passage is a vague thing. Depending who you talk to, it can be anywhere from 900 to 10,000 miles.

Shipping companies consider it to be 9,900 miles — the distance between London and Tokyo — a considerably shorter trip than the standard 12,600 mile route via the Panama Canal. A more reasonable measurement would be from the Atlantic Ocean at Greenland to the entrance of the Pacific Ocean at the Aleutian Islands — 3,500 miles. But most yachts consider it to lie between Baffin Bay and Pt. Barrow, Alaska — roughly 2,200 miles. Of course it all depends on which route you take (there are three, but most yachts take the longer southerly — and more ice-free — route). One reference on the Internet even put the Passage at a baffligly short 900 miles.

But however you measure it, an expedition through one of the world's most treacherous waterways is exremely long, especially if you start from Poland.

Stary's co-captains, Dominik Bak and Slawek Skalmierski, both 27, conceived of the idea to follow in Roald Amundsen's wake just six months before

— THE NW PASSAGE IN ONE MONTH







Above, l to r, 'Stary's crew enjoyed taking the reins of a dog team; Their 'paraplane' proved useful in scouting passages through the pack ice; the ones who climbed icebergs described the experience as "narcotic." Below, the standard route through the Northwest Passage.

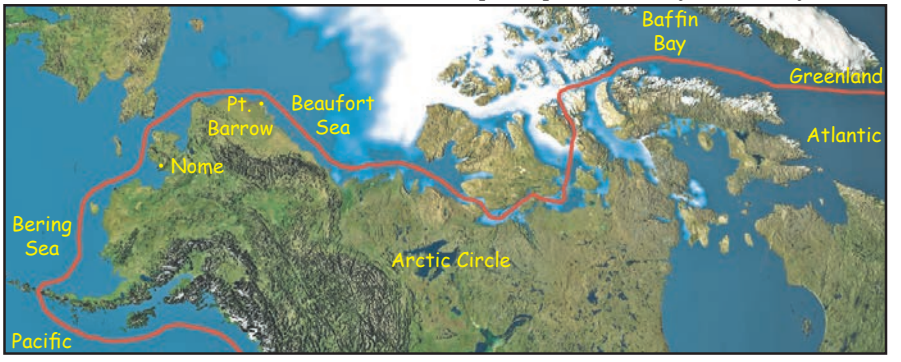
they would need to leave Poland to even have a chance at making it through. That doesn't seem like much time to prepare, but these young men were determined to finish the trip during the 100th anniversary of Amundsen's achievement.

Having already sailed *Stary*, a 42-ft steel sloop built in Szczecin, Poland, around Cape Horn and on to the Polish Antarctic Station 'Henryk Arctowski' (63° 03' S, 60° 44' W) in 2002-03, the skippers were confident in their skills. They just needed to find the crew and the funding.



As members of Grupa Outdoor, an association of adventurous young people from Gliwice, Poland, Bac and Skalmierski called upon their friends and fellow members to fill crew spots. But since many of the crew are young college students — the youngest was 20 — or just starting out in their careers, most couldn't be away for the entire voyage, so it was broken up into several legs.

One team left Poland for Greenland at the end of May, where the Passage crew flew in and took over. Once through the Passage and in Nome, they picked up an American 'hitchiker' as crew, and continued on to Vancouver where several more crew members traded spots.



The expedition, which was called the QNT Northwest Passage Jubilee Voyage 2006, had many sponsors, including Polish software company QNT, Simrad, Webasto, Sony and C-Map. But while their donations of money and equipment were generous, they weren't enough to completely fund the journey, so each crewmember paid for the privilege of joining the trip.

The Northwest Passage leg of the journey that will eventually lead them through the Panama Canal to Colombia and back to Poland began on August 15 when the crew left Greenland. Normally, the east-to-west route is much more difficult to transit as, in most years, the pack ice melts west to east. This year, though, the western ice pack took a month longer to clear, paving a relatively easy path for *Stary*.

But the crew weren't satisfied to just travel along Amundsen's sea route. They made it a priority to travel overland by sledge and dog team, as Amundsen had done during his three Arctic winters. They also took the time to dive on the wreck of *Maud*, one of Amundsen's later boats, fly over the ice pack in a 2-person 'paraplane' they stowed on board, and climb several large bergs. The locals thought they were insane when they set up camp on one (they admit they didn't sleep well that night.)

Interactions with the local people proved to be the most fulfilling part of the trip. They were welcomed at each stop and shown incredible generosity including invitations to dinner and gifts of supplies and even a gun to ward off polar bears. (The gun in question was a .22 which had been found in the trash — one local, after hearing its intended

'STARY' EYED DREAMERS



'Stary' enjoyed a relatively uneventful trip.

purpose, said "Well, the bears might die of laughter.")

On September 11, *Stary* passed Pt. Barrow, Alaska, and unofficially finished their transit of the Northwest Passage. They cleared customs in Nome — "A crazy drinking town," they noted — and "closed the gate" on the Passage eight days later by entering the Pacific.

On their way across the Gulf of Alaska, they were spanked by a big storm and suffered a 120° knockdown that sent everything in the cabin flying, including one crewmember who found out his head was harder than the bulkhead. Quite a bit of gear was washed overboard, but the rig held and no one was seriously hurt.

The crew has been a little surprised by the warm welcome they've been given by local Polish communities, especially in Vancouver and San Francisco. The Yacht Club of Poland San Francisco — one of only two such clubs outside Poland (*www.ykp-sanfrancisco.org*) — organized a small reception for the crew at Brickyard Cove, where they gave a presentation on their trip, awing the crowd with the specatular photos in this article.

From here they will hop down to Colombia via the Canal, undoubtedly charming everyone they meet. And apparently it goes both ways — Bak fell in love with a Colombian national during *Stary*'s Cape Horn trip and they were married in February. Claudia — who is fluent in English and Polish — joined her new husband on *Stary* when they arrived in Vancouver. They hope their time in Colombia will show the world it can be a safe place to visit.

If you'd like to follow the rest of *Stary*'s adventures — and you just happen to read Polish — check out their website at *www.amundsen.pl*. But consider yourself warned: The photo gallery might just inspire you to start planning your own assault on the legendary Northwest Passage.

— ld

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BERKELEY MIDWINTERS

Rain threatened but never delivered on the weekend of December 9-10 — at least on the Berkeley Circle, where BYC's second Midwinter race series got underway shortly before noon on both days. In fact, it turned out so nice one might be tempted to suspect divine intervention. While a glance toward the main Bay revealed ominous dark clouds and a bridge obscured by rain, over on the Circle the sun broke through about 1 p.m., forming several rainbows over the fleet as the day wore on. All 83 Saturday competitors also enjoyed some terrific sailing in 20-25 knots of southerly breeze.

The forecast for Sunday sounded even more threatening, but again, thank goodness weather forecasters are wrong most of the time. The predicted heavy winds never showed, although they got the 'southerly' part right. Thirty brave souls intent on toughing out the conditions were instead treated to balmy 10-knot breezes. During the course of the two-hour race, the wind swung slowly around, finally settling at 5 knots out of the northwest and prompting some good-natured complaints to BYC Race Chair Bobbi Tosse that, "We went to weather all day long!" To which she replied, "But you didn't get rained on!"



The Moore 24s 'Double Trouble' (foreground) and 'Moorigami' beat to weather in last month's breezy Berkeley Midwinters race.

SATURDAY (Cumulative after two races)

DIVISON A (PHRF to 87) — 1) **Jeannette,** Frers 40, Henry King, 3 points; 2) **Mintaka 4,** Farr 38, Gerry Brown, 6; 3) **Advantage 3**, J/105, Pat Benedict, 6. (10 boats)

DIVISION B (90-141) — 1) **Lilith**, WylieCat 39, Tim and Karin Knowles, 2 points; 2) **Lightning**,

— RAINBOW WARRIORS

Thompson T650, Ben Landon, 6; 3) **Petard**, Farr 36, Keith Buck/Andy Newell, 6. (6 boats)

DIVISION C (144-168) —1) **Boogie Woogie**, Ranger 33, G. Michael Yovino-Young, 2 points; 2) **Loose Lips**, Merit 25, Phill Mai, 4; 3) **Chesapeake**, Merit 25, James Fair. 6. (5 boats)

DIVISION D (>171) — 1) **Latin Lass**, Catalina 27, Bill Chapman, 4 points; 2) **Harry**, Newport 30, Dick Aranoff, 6; 3) **Fast Freight**, Newport 30, Bob Harford, 7. (11 boats)

OLSON 30 — 1) **Voodoo Child**, Charles Barry, 2 points; 2) **Wraith**, Ray and Craig Wilson, 5; 3) **Hoot**, Andy Macfie, 5. (9 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, M. Jones, 2 points; 2) **Moxie**, Jason Crowson,

BERKELEY MIDWINTERS





8; 3) **New Wave**, Hill Blackett III, 10. (17 boats)

SF 30 — 1) **Wishful Thinking**,Tartan Ten, Lester Gee, 2 points; 2) **Jane Doe**, Olson 911SE, Robert Izmirian, 5; 3) **Shameless**, Schumacher 30, George Ellison, 5. (7 boats)

ULTIMATE 20 — 1) **Cloud Nine**, Jim Carlsen, 2 points; 2) **UFO**, Trent Watkins, 5; 3) **Salsa**, Matt and Steve Boroughf, 5. (7 boats)

MOORE 24 — 1) **Numa Boa**, M. English/G. Combrisson, 3 points; 2) **Flying Tiger**, Vaughn Seifers, 6; 3) **Gruntled**, Simon Winer, 7. (13 boats)

OLSON 25 — 1) **Synchronicity**, Steve Smith, 4 points; 2) **Vivace**, Frank Van Kirk, 4; 3) **Baleineau**, Dan Coleman, 7. (8 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 2 points; 2) **Breakthrough**, Starkey/Cumming, 7; 3) **Phantom**, John Gulliford, 8. (6 boats)

SANTANA 22 — 1) **Elaine**, Pat Broderick, 5 points; 2) **Carlos**, Jan Grygier, 5; 3) **Bonito**, Michael Andrews, 6. (5 boats)

SUNDAY (Cumulative after two races)

DIVISION 1 (0 to 99) — 1) **Hoot**, Olson 30, Andy Macfie, 2 points; 2) **Junk Yard Dog**, Olson 30, Ross Groelz, 6; 3) **Eurydice II**, Ross 930, George Biery, 8.5. (10 boats)

DIVISION 2 (102-144) — 1) **Dianne**, Express 27, Steve Katzman, 3 points; 2) **Ergo**, Express 27, Chris Gage, 4; 3) **Kwazy**, Wylie Wabbit, Hillary Hanson, 7. (7 boats)

DIVISION 3 — 1) **Predator**, Hawkfarm, Jim Wheeler, 4 points; 2) **Loose Lips**, Merit 25, Phill Mai, 6; 3) **Twoirrational**, Moore 24, T. Chargin/B. Burleson, 6. (9 boats)

DIVISION 4 (>171) — 1) **Latin Lass**, Catalina 27, Bill Chapman, 4 points; 2) **Spindrifter**, Tartan 30, Paul Skabo, 6; 3) **Antares**, Islander 30-2, Larry Telford, 7. (8 boats)

ULTIMATE 20 — 1) **Breakaway**, John Wolfe, 4 points; 2) **Mo-Jo**, John Todd, 4; 3) **Salsa**, Matt and Steve Boroughf, 5. (5 boats)

CATALINA 22 — 1) **Dumbo**, David Torrisi, 2 points; 2) **Criosaidh**, Greg Rhode, 6; 3) **No Cat Hare**, Donald Hare, 7. (4 boats)






Moonlgami


OGIE



MYTHS & REALITIES

"I can't believe you're even thinking about spending Christmas in Zihuatanejo, Mexico. That anchorage is packed at that time of year!" Taking a sip of my drink, my eyes wandered over to my husband's and for a moment we held each other's gaze. I was glad Sam and I didn't make our cruising decisions based on other people's opinions and 'knowledge'.

Let's face it, rumors are rampant in the cruising community: "Load up on Spam to trade for lobster in Mexico." "Don't expect to spend any time in the Marquesas and Tuamotus because you only have 30 days to get to Tahiti." "Wine in French Polynesia is cheap and of excellent quality." "Don't jump in the water as you cross the equator because you'll be attacked by a shark." "To cruise comfortably, you have to have at least a 40-foot sailboat." "You can't possibly cruise any distance without SSB." Sound familiar? If Sam and I had bought into all the rumors that float around the cruising community, we would've missed out on some of our most memorable cruising experiences, all the while having no idea what we were missing.

Each island is distinct and beautiful in its own way.

Our original cruising plan, after quitting our jobs and casting off the dock lines, was to spend six months in Mexico before returning home to San Diego. But less than two months down the Gold Coast we realized six months just wasn't gonna cut it. In addition to extending our time out cruising, we decided to put many more miles under the keel of our 32-ft cutter and head for the enchanting South Pacific.



As Sam and I were preparing for the Puddle Jump of 2005 we were trying to acquire as much information as possible. We researched information on the Internet, bought books and talked to many cruisers. Some information passed by word of mouth was very helpful and accurate. Other things we heard were based purely on myth. Let's see how easily you can identify the myths of preparing for, and cruising in, the South Pacific.

ALL PHOTOS SAM & SALLY PETERSON

The Puddle Jump Quiz

Question: Reality or myth? You shouldn't go to the South Pacific because it'll cost too much. Everything is so expensive there.

Answer: Myth. This is a tricky question. Yes, the prices of many things are outrageous in French Polynesia. For example, one roll of 'cheap' paper towels will run you $6 USD. However, if you stock up in Mexico, Panama or the States before leaving for French Polynesia you will find that you actually spend less money while there because almost all of your provisions will have been purchased in advance. Furthermore, going out to eat is so expensive that you just don't do it very often. We, along with other cruisers, have found that when the cost of living is higher, we actually spend less. On the contrary, when things are cheaper, such as in Tonga, we spend more money because we go out more often.

Q: Reality or myth? Anchorages are few and far between in the South Pacific.

A: Myth. We stayed in 29 anchorages in French Polynesia alone and there were many more that we missed. While the distance between island groups is significant compared to Mexico — 500 miles from the Marquesas to the Tuamotus and 250 miles from the Tuamotus to the Society Islands — anchorages are abundant within each island group. Although we have had our share of overnight passages, we have also spent periods of a month or longer without doing an overnighter. Oftentimes we would sail, not motor, a couple hours or less to our next destination.

Q: Reality or myth? All islands in the



Sam and Sally strike a pose in the Cook Islands on Aitutaki's One Foot Island, one of the South Pacific's most spectacular lagoons.

OF PACIFIC PUDDLE JUMPING



Contrary to what they'd been told by several cruisers, Sally and Sam weren't able to trade Spam for lobster in Mexico. But they were able to swap Spam for fruits in the Marquesas.

South Pacific begin to look the same after a while.

A: Myth. Each island is distinct and beautiful in its own way. Some islands are lush and green with abundant vegetation, while others are flat atolls where your anchor can be spotted in the moonlight at a depth of 30 feet. Even anchorages within an island are unique. Some have villages and others are deserted. Shelling always brings new discoveries as shells appear to have their own preferences in locale. Exploring new reefs introduces us to new sea life and thus brings ever-changing variety to our snorkeling and diving excursions. We've been amazed time and time again upon landfall how each island holds its own treasures for us to discover.

Q: Reality or myth? Three-month visas in French Polynesia are hard, if not impossible, to acquire.

A: Myth. While it is definitely more convenient to have your visa prior to entering French Polynesia, it is not a necessity. Given the opportunity to obtain your visa ahead of time, I would highly recommend doing so, but not if it means making a special trip back to the U.S. We had also heard a rumor that no bond was required if you had your visa ahead of time. Although some people were able to avoid posting a bond if they had their visa prior to entering French Polynesia, most still had to post bond upon arrival to Papeete.

Similar to experiences in Mexico, when we interacted with officials, the rules depended on whom we were dealing with and what kind of mood they were in. Only a few of the people we did the Puddle Jump with had their visas in advance, and all were able to cruise French Polynesia for 90 days.

We knew some boats that got the run-around as to where they could obtain their visas. At landfall in Hiva Oa, specifically, some friends were told by a French gendarme that visas could only be obtained in Nuku Hiva. Nevertheless, they moved on to Oa Pu, another island in the Marquesas, and had no problem acquiring visas there. Another boat in Hiva Oa spoke to a Marquesan gendarme, and he explained the process for paying a bond and receiving a 90-day visa right there in Hiva Oa. Sure enough, when we inquired about visas, a French gendarme told us we had to go to Nuku Hiva. With invaluable correct knowledge obtained from other cruisers we went to the bank, paid our bonds, went to the post office for necessary passport stamps and then returned to the gendarmerie where we did in fact acquire our 90-day visa. All of this was done in Hiva Oa without any further problems.

It is possible to get a visa for longer than 90 days, i.e. six months, but you must obtain it in a French Consulate in the US prior to departure. (EU citizens, by contrast, don't have to have any prior approval to stay 6 months.)

Another way to extend your stay is to fly out for a week or two prior to the 90 day expiration date — i.e. to the nearby Cook Islands. When you return, you restart the 90-day clock. (Visas are given for people, not boats, so you can leave unattended boats for longer periods, stored on the hard, for example.)

Q: Reality or myth? In order to make the Pacific crossing you must have your boat equipped with an SSB, watermaker and radar.

A: Myth. While an SSB, watermaker and radar are great items to have on board for any type of cruising, they are luxuries and not necessities. We were told that SSB is an essential safety item. However, we believe that an EPIRB is most important for any life-threatening emergency situation that could arise.

In lieu of an SSB transmitter, we have a $150 SSB receiver which allows us to download weather faxes to our computer and listen to weather as it is broadcasted

Snorkeling on the South Pacific's unspoiled reefs, such as this one at the Tuamotus' Fakarava Atoll, is one of the joys of cruising.



on various nets. As eternal 'lurkers', we were able to listen to our friends chat on the morning and evening nets, plot their locations throughout the crossing, learn about various weather conditions, and receive invaluable information from cruisers as they made landfall in the Marquesas. The receiver also acted as our daily entertainment. With only my husband and me aboard our Downeast 32, *Moana,* for 25 days, we could become quite bored with each other at times. It was fun listening to our friends talk, and it was especially exciting when they would send us a message over the net.

In lieu of a watermaker we have two water tanks, one holding 55 gallons and the other holding 38 gallons. We like having two separate tanks so that if something happens to one (i.e. leak, contamination, etc.) we haven't lost all of our tank water. In addition, we had four 5-litre bottles of water in case of an emergency. In order to conserve water on the long passage we used a salt water foot pump to wash our dishes and rinsed with boiled, fresh water. We also used a canvas bucket to collect salt water for our showers, using fresh water only for our final rinse.

Once we arrived in French Polynesia we had no problems obtaining free, fresh, potable water. Many times it was easier to acquire water there than in Mexico, and it was always free. Since water in the villages is collected from rainfall, we enjoyed drinking some of the best water ever. Easy access to good water held true throughout our visits to the Cook Islands, Niue, Tonga, New Zealand, Fiji and even the small country of Tuvalu.

Some cruisers found radar to be valuable in tracking squalls during the Pacific crossing as well as helpful for entering anchorages at night once in the South Pacific. We found that during the crossing visibility was good enough to see the squalls coming up on us. In addition, we have a policy about not entering an unknown anchorage at night, so the lack of radar has probably kept us from doing something we shouldn't be doing anyway. Furthermore, many cruisers said they rarely used their radar because of the power it consumes. Thus, if you have a good watch system and aren't cruising in areas known for fog, radar is in no way crucial to cruising.

Contrary to rumors on the net, Sally was not attacked by sharks while swimming across the equator!



Q: Reality or myth? Dinghy wheels are a must for the South Pacific.

A: Myth. While dinghy wheels seem practically essential in Mexico, they are seldom, if ever, used in the South Pacific. Almost every place we went had a dinghy dock to tie up to. This included more remote islands such as Tahuata in the Marquesas and Kauehi in the Tuamotus. Additionally, we found that we were using our dinghy anchor much more often. An anchor not only held us on the beach when necessary to accommodate the rising tide, it also came in handy when anchoring out for dives.



Making landfall at Hiva Oa was a joyous event. Shortly after arrival, Sally and Sam obtained their 90-day visas without a problem.

Q: Reality or myth? You don't need to stock up on wine, because it is good and inexpensive in French Polynesia.

A: Myth. If you're spoiled by great wines at affordable prices, as we were, having come from California, you will be sorely disappointed by the wine available in French Polynesia. First, we found the quality of wine there was poor — we were glad we knew how to make *sangria* out of it! Second, the prices were not close to being comparable to those found in California. We saw a jug of Carlo Rossi (a cheap California table wine that sells for $3 in the US) priced at over $35 in the Marquesas.

OF PACIFIC PUDDLE JUMPING



Along with wine, you would also be wise to stock up on beer and spirits before making the Jump. A six-pack of beer will cost you almost $20 and a bottle of Jose Cuervo will run you $70.

Q: Reality or myth? Absolutely nothing is cheap in French Polynesia.

A: Myth. There are some items that are subsidized in French Polynesia, and are thus very reasonably priced. Basics such as flour, sugar, baking powder, cornstarch and New Zealand butter are cheap and easily obtained. This was a surprise to our friends who had spent hours brining butter in Mexico before leaving. Fresh baguettes were available for around 50¢ USD a loaf. Locally grown fruits such as bananas, papayas, mangos, pamplemousse and limes are prevalent and are frequently offered for trade or as gifts. At various times we actually had difficulty consuming all of our fresh fruit before it went bad.

Q: Reality or myth? The Marquesas are only roadsteads; a place to stop and rest. Don't spend too much time there.

A: Myth. First of all, the fact that we chose to cross the Pacific in search of remote destinations, visiting a roadstead of sorts almost 1,000 miles away from the nearest big city is exactly what we were in search of. The Marquesas are amazingly beautiful and worth every day of the five weeks we were there. True, many of the anchorages are open and often have small swells rolling through, but after 20 to 25 days at sea, it is a welcome relief to be secure on the hook in a relatively calm anchorage. We've met people who spent their entire cruising season in the Marquesas alone.

Many boats we knew went straight to Nuku Hiva as their port of entry and never visited the more southern islands of Hiva Oa, Tahuata or Fatu Hiva. In our opinion you have not seen the Marquesas until you visit these islands. Not only are they majestic, but the people are charming. The southern islands were undoubtedly our favorite in the Marquesas and are not to be missed.

Q: Reality or myth? French Polynesia is more affluent and modernized than the rest of the South Pacific, or third world countries in general.

A: Myth. Local housing in most of the South Pacific was comparable to the living conditions we saw in French Polynesia. In regards to infrastructure, we were pleasantly surprised at the number of paved sidewalks and roads throughout all of the South Pacific. Furthermore, most Pacific Islanders take pride in their homes, so we found minimal litter and graffiti around their villages.

Internet access could be found in French Polynesia but it was not readily available, affordable or fast. In contrast, the net was much more readily available and affordable with a faster connection in the Cook Islands, Niue, Tonga and Fiji. In Niue, the anchorage is a WiFi hot spot which keeps cruisers entertained on their boats for hours on rainy days.

So how did you do on this little test? Yes, 100% of the statements were myth and were based on information we heard cycling around in the cruising community. Many times it was passed on by people who have never done the Puddle Jump nor intend to. Our point is this: Cruisers often have very insightful and wise information — as we discovered time and time again throughout our two years of cruising. At the same time, you have to take what you hear with a grain of salt and figure out what is best for you. To move into the cruising lifestyle, it takes the ability to think outside the box, yet it is interesting how many people, once they achieve 'cruiser' status, quickly fall victim to 'group think' and simply follow the crowd in their cruising decisions. What may be true for one person may not be true for someone else, because we are all individuals with our own unique personalities, desires, thoughts, talents and experiences.

Discover for yourself what is right for you, rather than relying on others. Follow your instincts. We did, and we have no regrets about our decision to extend

Discover for yourself what is right for you, rather than relying on others. Follow your instincts.



Paradise found. . . If you thought idyllic places like this only existed in movies, set a course for Palmerston Atoll in the Cook Islands.

MYTHS & REALITIES OF PUDDLE JUMPING



The towering mountains of the Marquesas, such as these seen at Fatu Hiva, contrast with the low atolls of the nearby Tuamotus Islands.

our time and distance cruising. In fact, after spending cyclone season in New Zealand and then exploring Fiji for four months, we are currently enjoying time in a remote Polynesian country called Tuvalu, some 500 miles north of Fiji.

If we had listened to all of the rumors we heard while cruising, we would probably be back home right now, listening to other people tell us how insane it would be to quit a good job to go cruising! And as for our Christmas spent in Zihuatanejo, let's just say we had plenty of swinging room in the anchorage, where most of those present gathered for a hopping New Year's celebration aboard a luxurious power yacht.

If we had listened to all of the rumors we heard while cruising, we would probably be back home right now.

— sally peterson

Readers — When Sally and Sam set off on the 2004 Baja Ha-Ha rally, they were among the youngest owners ever to do the event (then 32 and 29 respectively). They'd spent three years and countless hours refurbishing this 1979 classic. Although t the time, they had no idea where their wanderlust would lead them. But when asked on their Ha-Ha application for a quotable quote that described their attitude toward their upcoming adventure, they wrote: "Sometimes the best roads to go down aren't even roads at all!"

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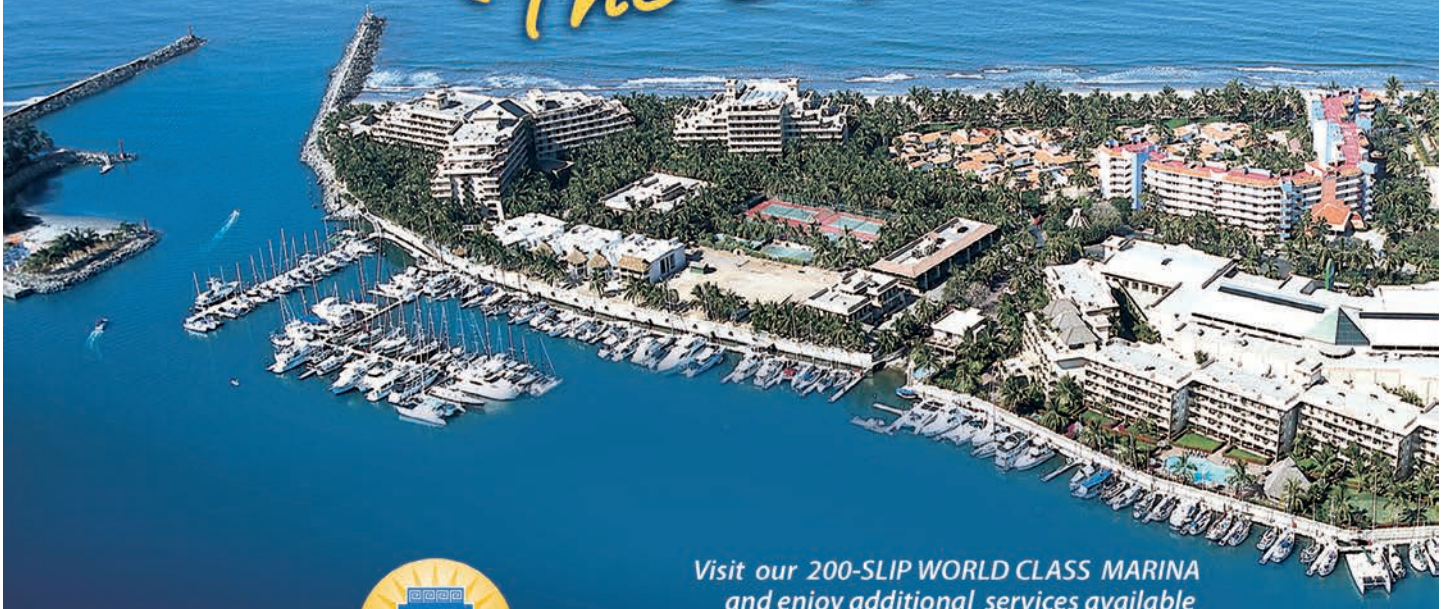
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CLEAN MARINA

HARD LESSONS LEARNED

A month never goes by without maritime misadventures. But November was particularly unlucky for the crews of at least two American sailboats. The Islander 41 *Christabella* sank just off the Baja coast and the Catalina 47 *Starlet* had to be abandoned in the Western Caribbean in Honduras' Miskito Bank.

The good news is that both crews escaped without serious harm, and are determined to get out cruising again soon. We offer you excerpted versions of their tales of woe here, not so that armchair know-it-alls can critique their seamanship skills, but so that we can all benefit from the obvious — and not-so-obvious — 'lessons learned'.

Although Dennis and Leslie Downing live far from any ocean in Billings, Montana, they have both developed a keen love of sailing in recent years. After Dennis completed a battery of courses at Berkeley's OCSC, they bought a vintage Islander 41 in November of '05 with the intention of cruising south the following season. They renamed her *Christabella* last fall after giving her a thorough refit, and were eager to set sail for points south.



ALL PHOTOS D&L DOWNING

Being from Montana, where life is often tough, Dennis and Leslie chose to focus on the bright side: they met wonderful new friends.

The Downings had originally hoped to begin their cruising adventures with the Baja Ha-Ha fleet, but the couple who'd agreed to crew for them — also from Montana — couldn't get away until a week later.



Thirty-six hours into the trip, en route to Turtle Bay, the Downings' troubles began. Their female crew had become so seasick that she was beginning to hallucinate. Dennis decided to backtrack to Ensenada, 65 miles north. After two days of rest and reflection on terra firma, the still-weary crew and her husband decided to abandon the adventure, so Dennis and Leslie resumed their southbound cruise alone on November 10. Fortunately, the long-range weather forecast was for blue skies and light winds. "We planned on gunkholing south in moderate day sails until we hit Magdalena Bay," explains Dennis, "then sail through a couple of nights to Cabo."

The first night out, they laid over at the tiny fishing village of Punta Tomás, 50 miles from Ensenada. After a "wonderfully peaceful night" in the protected cove there, they set out early for Punta Colnett, some 65 miles south. Much to their surprise, though, a violent Chubasco developed offshore. "The cumulonimbus clouds were piled high on the horizon," Dennis remembers. "We sailed about 5 miles from shore to avoid the main storm." But doing so brought little comfort, as they soon found themselves in 25- to 30-knot winds and 15-foot breaking swells.

The stout *Christabella* seemed to love those conditions, however, as she roared along doing 8 or 9 knots under a double-reefed main. Dennis remembers thinking, "This is sailing at its best!"

Soon, however, a series of mishaps dampened his enthusiasm. First, during a jibe, the jib sheets "knotted up like a macramé from hell." Leslie started the engine, but they soon noticed that its oil pressure gauge was reading twice the normal pressure. They surmised that the mechanic they'd hired in Ensenada had drastically overfilled the engine with oil. Before they could do anything about it, the oil seals blew and they were forced to shut it down and continue under main alone.

Then, more bad luck. With only 7 miles to go before rounding Punta Colnett, the main halyard shackle gave way

> *It would have washed me over the stern rail if not for my tether and white-knuckle grip on the steering wheel.*

and "the main dropped to the deck with a heart-rending swoosh."

Dennis took it in stride, though: "Thanks to the training I had received at OCSC, I knew how to sail her by the hull alone, with no sails or auxiliary power." But after calculating the leeway they were making, he knew they'd never clear the point. So he turned the boat and headed her for a bay downwind which appeared on the chart to be clear with gradual shoaling.

"We 'sailed' to just outside the kelp beds, as we had the previous night, and dropped 150 feet of our 200 foot all-chain rode in 20 feet of water. The tide was ebbing, but we felt safe with 15 feet at low tide."

During the next hour, however, the

The morning after, seas were calm and 'Christabella' was a total loss. But Dennis and Leslie intend to 'get back up on the horse' soon.



swells became "enormous" and *Christabella* began to drag. "Our bow rose and fell 30 feet on one swell. Leslie let out the rest of the chain, but we discovered that the enormity of the swells was due to the uncharted reef directly behind us. She was going to use the chain to kedge away from the reef, but a broadside swell had bent our bow roller at a 90° angle. As the tide ebbed further, I could see two enormous rocks off our starboard quarter. I used the back of each swell to gain enough speed to steer away from the rocks. Then our keel grounded so hard that it threw Leslie the full length of the cabin and I chipped my front tooth.

"As the waves grew even higher, they began to break over the bow and cover the entire deck. One wave caused water to leak in through the closed cabin, and it would have washed me over the stern rail if not for my tether and white-knuckle grip on the steering wheel. We began to ground more often and with increased severity."

Leslie put out a pan-pan call on 16, then eventually on all channels. After an hour without receiving an answer, she set off the EPIRB. She finally raised what she thought was Mexican Navy personnel, who said they would reach *Christabella* in 10 minutes. "The Mexican Navy turned out to be a 15-ft panga with three fishermen. I threw them a line, but



Dennis stikes a pose with some of his new buddies. Being men of the sea, these empathetic fishermen did all they could to help.

their craft was thrashed around by our heavier boat. They told us to jump in the water and our boat would make it until the tide reached slack."

Despite the 20-ft breaking waves, Dennis and Leslie eventually scrambled into the *panga* — getting some world-class bruises in the process — and made it safely ashore. There, a woman named Addella, who owned the fish camp, gave them a cabana to stay in, warm clothes and hot fried clams and rice for dinner — all "on the house." An hour after they got ashore, a Coast Guard HH60 Jayhawk helo showed up responding to the EPIRB, which was still transmitting. After learning via VHF that all souls were safely ashore, they took off. "The Mexicans in the village (called Ensendía) had never seen a helicopter." Dennis notes.

Late in the afternoon, Adella's son and nephew went out in a *panga* and, having cut the anchor rode, attempted to tow *Christabella* to a safer spot with a heavy line. Despite their best efforts, though, the tow line exploded, smacking one of the men in the face. "The last they saw of *Christabella*," explains Dennis, "she had hit the rocks broadside and heeled on her side. They said she was taking on water as she vanished in the foggy night."

By morning she had sunk two miles down the rocky shoreline, some 300 yards off the beach. The Downings were emotionally crushed, yet stoic: "I remember Leslie laughing hysterically at one point, and when I asked her what could possibly be funny, she said, 'Well, we won't have to figure out where the toilet smell was coming from in the V-berth.' I laughed so hard my sides ached and added, 'And the engine can't overheat in thirty feet of water.' When we finally stopped laughing we found ourselves staring at our borrowed shoes in utter despair. It felt like some weird dream."

Stuck in a remote fish camp with no money, IDs, or even clothing of their own, they were at the mercy of their rescuers, but the chain of serendipitous events that followed softened the impact of their bad luck and bolstered their faith in humanity. Two Southern California fishermen who were staying at the camp loaned the



HARD LESSONS LEARNED

Downings $200 and supplied them with food, toiletries and a huge bag of clothes. A local diver risked his life inside the surging wreck attempting to retrieve the couple's valuables. When he came up with little of value, he not only refused payment, but offered to loan them his $200 savings. "Money was not important to those wonderful people," explains Dennis. "What was of utmost importance to them was a thing Adella called 'amistad.' It is a combination of love of family and friends, a true sense of community in its deepest sense." Deciding that *Christabella* was beyond salvaging, the Downings encouraged the villagers to take from her anything they could use.

Ironically, the couple had nothing but good fortune on their trip back home. Virtually everyone they dealt with — from poor fishermen to Mexican Consulate personnel — went out of their way to help. And even taxi drivers refused to take payment for their services. U.S. border guards let them cross with only a hand-written police report as identification, a San Diego bank manager arranged for them to get cash from their accounts, a DMV manager worked with his Montana counterparts to get them IDs, a stranger from Scotland posted his credit card so they could get a hotel room, and more.

Now true believers in the concept of amistad, Dennis and Leslie have vowed to find a new boat and have her on the starting line of next fall's Baja Ha-Ha rally.

Meanwhile, off the Caribbean coast of Central America, a melding of several November storms claimed Rick and Marlene Bartlett's Catalina 47 *Starlet*.



Although they assume they'll take flack from nautical pundits for some of the decisions they made leading up to the tragedy, this Arizona-based couple were *not* newcomers to cruising. They'd made two successful trips from San Diego to Acapulco and back before joining the 2005 Baja Ha-Ha fleet.

After a long stint in Mexico, they continued south and transited the Canal, anxious to explore the Western Caribbean. On November 17, they began working their way north from Isla Providencia, a speck in the Caribbean Sea lying roughly 50 miles east of Nicaragua, toward Guanaja, one of the Bay Islands of Honduras. They'd recently visited the San Blas Islands and the Colombian coast. Aboard were the Bartletts, plus two novice crew: Mary Hannon, an English traveler who'd joined them at Colon, Panama, and James Marienthal, a young American from Colorado whom they'd picked up at San Andreas Island two days earlier.

According to Rick, although his wife Marlene is not what he calls an "active sailor," she has a "bullet proof" constitution, and is capable of spending "long periods of time in the galley in heavy weather." Consequently, the Bartletts relied heavily on their autopilot. But it, as well as their depthsounder, weatherfax, generator, running lights and compass lights, had been malfunctioning, especially during rain storms. The Bartletts were anxious to reach Miami so they could get all the bugs worked out. They did, however, have a working SSB, VHF and Iridium phone.



By the time Rick found his much-loved boat — 40 miles from where he'd left her — a week had passed and she'd been completely stripped.

"As we departed Providencia," recalls Rick, "typical Caribbean squalls were moving through with regularity," just as they had on the trip north from Cartegena. Although heavy winds were expected to hit Guanaja within the week, the Bartletts were not initially concerned, as they assumed the crossing would take only three days. What they did not know was that a Pacific storm over Southern Mexico was turning eastward and another storm on the east coast was growing. "Both were boxing us in," explains Rick, "and there was also disturbed weather over Panama."

That first day out, they passed a conservative distance off the Miskito and Gorda Banks before making the westward turn toward Guanaja. According to Rick, "On our second day, the weather was getting bad. Squalls were now fronts or systems with no visible end or escape point. Seas were heavy, forcing us to look for the best way to cut through the huge swells." Although they were only 70 miles east of their target, they decided

"Squalls were now fronts or systems with no visible end or escape point."



COURTESY RICK BARTLETT

their best option was to retreat back to Providencia. "Even the turn away from the island was challenging, but now time was of the essence, as we knew squalls were combining into one large storm." Meanwhile, James had been incapacitated by seasickness since shortly after the trip began.

Nevertheless, Rick felt his crew "held up well with high spirits, despite the persistent heavy heeling and bow slamming through waves. Always in the back of my mind was the option of heaving to, but I felt we must make our best effort to return to the only safe refuge, Providencia. Out of desperation, I cut through the channel southwest of Gorda Bank to save time by heading into waters that were shallow and shown on paper charts as "incomplete survey."

"Luck was with us, as we discovered many uncharted shallows which were never *too* shallow. We watched with serious concern as 120-foot water became 20-foot depths, time and time again defying the charts."

> *"Finally, we fought our way to an opening in the Miskito Bank, south of Cayos Vivorillo, and began to heave to."*

While Marlene held things together below decks and kept an eye on James, Mary would count out 10 degree increments on the compass rose as they proceeded with almost zero visibility. "We were hungry, tired and wet, but had not reached exhaustion," recalls Rick. "Fear, surprisingly, was never a visible emotion."

Conditions continued to worsen, however. "Finally, we fought our way to an opening in the Miskito Bank, south of Cayos Vivorillo, and began to heave to. Around this time, the USCG received our SSB distress call with our latitude and longitude." (Rick had previously made VHF distress calls with no response.)

His Iridium phone allowed him to talk directly with U.S. Coast Guard officers Eldridge and Camarco, who gave him the good news that a ship in the area would divert to their rescue. Rick was sceptical, however, due to the limited shallow-water access and the sketchy chart details.

After several long and uncomfortable hours bouncing in the swells, they spotted the *Stolt Taurus* cargo ship on the horizon. "Amazingly," says Rick,

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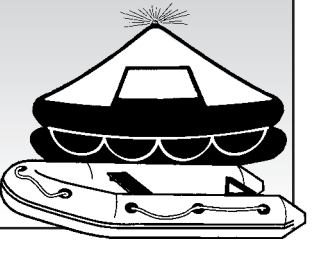
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HARD LESSONS LEARNED

"the *Stolt*'s Captain Glofiro found an approach channel and carefully came alongside as we maneuvered to their portside pilot ladder. In the ship's lee, it was as if the storm had mysteriously disappeared. One by one, the crew climbed the pilot ladder after Mary seized the tethering lines.

"We departed, leaving much behind and taking only what we considered indispensable. I locked the companionway door after turning off all electrical systems. I planned to return, and felt the boat had a fair survival chance." One of the Filipino crewmen had set *Starlet*'s anchor before shoving off.

Sadly, it took another three days before the weary sailors got ashore at Puerto Limón, Costa Rica. Heavy weather kept them captive aboard the ship, although their rescuers did their utmost to cheer them up and keep them entertained. Due to the remoteness of the closest airport and continued bad weather, nearly a week passed before Rick located *Starlet* from a chartered plane. Inexplicably, she was lying on the beach off of Puerto Lempira, Honduras, more than 40 miles from where he'd left her — with her anchor deployed. As the photos clearly show, she'd been completely scavenged.



This rudder was one of the few things the scavengers saw no use for. Over the centuries, many boats have left their bones in that same area.

Looking back, Rick is somewhat haunted by 'what ifs'. "Could we have maneuvered through the reefs and shallows in the midst of the storm? Maybe, but I felt we could not afford to take the risk of finding the answer. Were mistakes made? Without a doubt. I have learned from this experience and will continue sailing." (Thankfully, *Starlet* was insured.)

Having cheated death by a thin margin ourselves more than a few times, we certainly hope that neither the Bartletts nor the Downings beat themselves up too badly about the loss of their boats. Sometimes, despite our best efforts, it happens. As Rick himself reflected, "It's uncanny how a random series of events, when combined, can add up to trouble."

We look forward to seeing both couples 'out there' again soon.

— latitude / *aet*

Ed. note — Shortly before we went to press, we learned that Dennis Downing has already gotten back up on the horse — that is, he flew to Puerto Vallarta and bought another boat!

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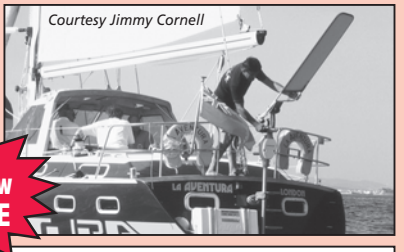
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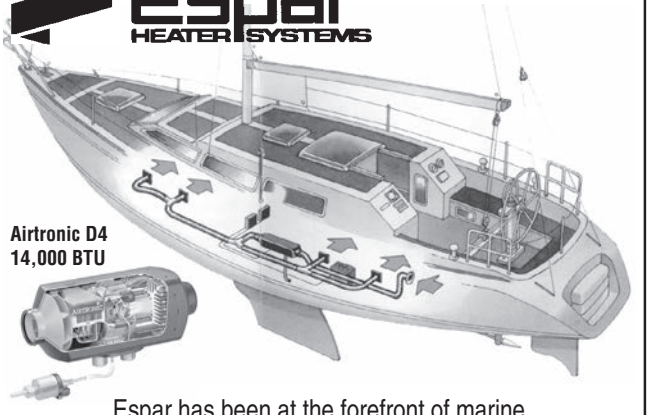
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EYE ON THE BAY

We're probably biased, but we've often thought that getting a bunch of adversarial Type A's out sailing would make the world a better place. We don't care if they're disgruntled fast food employees or world leaders. A fine sail on the Bay together — no shop talk allowed — would diffuse aggressions and encourage camaraderie. By the time a boat returns to the dock, scowls have turned to laughter and genuine friendships have formed. We've seen it a thousand times.

There was lots of goodwill toward men evident in our forays out on the water last month. Maybe 'twas the season, maybe it was the mostly lovely light air sailing, maybe it was the occasional break in the rainstorms. Whatever the reason, everyone we saw seemed to be into the spirit of the season: laughing, waving, enjoying friends and family — and perhaps even believing, if only for a moment, that peace on earth might really be possible.

— **latitude**/*jr*





— GETTING INTO THE SPIRIT







Dashing through the blow (clockwise from below) — mild conditions extended the shorts-and-T-shirts sailing season, at least for some; if there's anything more beautiful than a wooden boat with lots of varnish gliding along in the sunset, we don't know about it; (inset left, even Alcatraz looked peaceful); great conditions for dinghy practice; 'Home Free' looking good; a 'V' for victory (or is it 'marVelous'?) from 'Jane Doe'



ALL PHOTOS LATITUDE / LADONNA

SEASON CHAMPIONS, PART III —

olla podrida (ol-uh-puh-DREE-duh; oy-uh-), *noun*; **1.** A stew of highly seasoned meat and vegetables. **2.** A mixture; a hodgepodge.

This word came across our desk just as we were in the final throes of putting together the third and final installment of the 2006 season championship coverage, and it's hard to imagine a more apt description.

The skippers profiled here represent a stew of highly seasoned classes: the Wooden Boat Racing Association (WBRA), several of the Bay Area's more popular dinghy classes, and the Singlehanded Sailing Society (SSS). Needless to say, you probably won't find most of these sailors in the same room—or pot, for that matter—on any given day. But they share a common passion for racing and represent the cream of the crop.

This month we also talk to the winners in two fleets already profiled. A scoring glitch in the PHRO-1 and OYRA-MORA classes was brought to our attention after we wrote about Dan Newland and Tony Basso in the December issue. In short, Dan won on points in PHRO-1, but sailed less than half of the races in the season, and thus didn't qualify. The honor instead goes to Steen Moller. In the OYRA-MORA division, when the requisite two throwouts were factored in, Mike Warren actually won the top prize.

The mistake wasn't ours (really, officer!) but nevertheless, our sincere apologies for any confusion we may have furthered. You'll find the "real" winners here.

But first, a brief state of the unions.



While you'd be hard-pressed to say participation in the WBRA is off the charts, the woodies seem to be maintaining more than just their vital signs.

Competition in the Knarrs is tight as the fleet ramps up to host the International Knarr Championships on the Bay in August. Same goes for the Folkboats, who will also host their international regatta later this year and have a brand-new Danish-built addition joining the family in 2007, as well as two boats undergoing restoration. Meanwhile, the IODs and Birds continue to bring out their loyal patrons.

Over in the small boats, life remains in a peaceful state of disarray. There is still no unifying organization to oversee small boat racing on the Bay (*à la* SBRA), but Richmond YC's Small Boat Midwinter Series remains hugely popular (165 boats sailed in 13 classes in December) and individual fleets seem to be supervising their own race schedules and results well enough.

Of note on the junior dinghy scene, it appears the demise of the El Toro as *the* training boat on the Bay is near. No official obituary yet, as there were 11 kids in Toros at the December Richmond YC Small Boat Midwinters, but only one junior qualified for the 2006 season. Many kids are switching to Optimists for singlehanded sailing, and we've profiled the winner of that 47-boat fleet here. The Opti seems to be the boat of choice for kids between the ages of 8 and 15 in many countries, and the movement for a universal junior trainer has taken hold in the Bay Area. Even RYC, birthplace of the El Toro, recently acquired 11 Optis for its junior program (though they also



still teach in El Toros).

Meanwhile, over in the SSS, competition continues to thrive, buoyed in large part by several extremely popular races like the Three Bridge Fiasco in the winter, the Singlehanded Farallones in the spring, and the Vallejo 1-2 in the fall, each of which attracted anywhere from 40 to 200 boats. That's not to say things aren't changing. This year is the first season win for both SSS winners.

Three's company — Chris Harvey's F-27 'Three Sigma' leads the parade during a BAMA race in July. Whether you did it on one, two or three hulls, 2006 was a great year for racing.

As much as we'd like to give all winning skippers their time in the spotlight, we just don't have the room. That doesn't lessen the accomplishments of the following three fleets. Congratulations to all of them.

— **latitude** / *ss & jr*

IOD — 1) **La Paloma**, James Hennefer; 2) **Bolero**, Richard Pearce; 3) **Whitecap**, Henry Hernandez. (6 boats qualified)

BIRD — 1) **Oriole**, Daniel McLean; 2) **Widgeon**, Donald Camero; 3) **Skylark**, Jane & Peter Hook. (6 boats qualified)

505 — 1) Mike Martin & Jeff Nelson; 2) Nick Adamson & Steve Bourdow; 3) Mike Holt & Carl Smit. (35 boats qualified)

SEASON CHAMPIONS, PART III —

Knarr
Lykken



Williams (left)/Fisher
San Francisco YC

It was another victorious year for Hans Williams and Rick Fisher's three-year campaign to win the International Knarr Championship when it returns to the Bay Area this summer. In '06 they beat Chris Perkins's well-sailed *Three Boys and a Girl* by just seven points. (That's the same Chris Perkins who won the 2006 J/105 season championship. He's a busy — and talented — guy.)

The whole *Lykken* team, which includes shore support from Rick's parents and boat owners Bob and Saloma, are thrilled with their results this year. "We're excited that we could do this two years in a row in such a tough fleet," explains Hans, a UC Berkeley police officer.

Hans skippered in 2005 and expected Rick (above right) to drive in 2006. But at the beginning of the season, Rick said he preferred to remain in the tactician role for one more year, so the tiller was back in Hans's hand. Next year, Rick will steer the entire season.

"The great thing about this crew is that we can all switch around," Hans says. The dedicated group featured Rick Johnson (a graveyard-shift emergency room nurse who'd often go directly from the ER to the race course), old friend Joel Fong, and team rookie and MVP Risely Sams. They found Risely through word of mouth, but halfway through the season he and Hans realized their dads had sailed together on Cal 20s back in the 70s. It's all in the family.

2) **Three Boys and a Girl**, Chris Perkins; 3) **Flyer**, Chris Kelly. (16 boats)

Folkboat
Polperro



Jeal (left)/Parker
Bay View BC

What a diffference a year makes. In 2005, Peter walked away with the season, winning every race, including the 23-boat Folkboat Internationals at San Francisco YC.

It was a whole new ball game in 2006. Peter was hunted the entire season by second-place Don Wilson and Mike "the Kid" Goebel, and four or five other boats behind them. The championship wasn't decided until the final race.

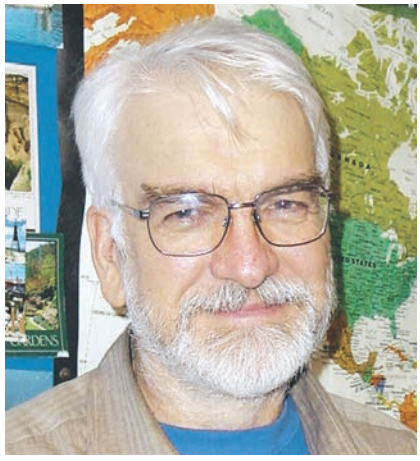
Nevertheless, Peter managed to secure his third straight season title and his fifth since purchasing *Polperro*, named for a fishing port in his native Cornwall, England, in 1992.

"My wife, Susan Parker (above), is my most steady and valuable crew," he says. "She trims the jib, works the foredeck, and gives tactical input." This year the third crew position was a revolving door featuring Demian Weekley, Eammon O'Brien, Bren Meyer and Jen Fuller.

This year's close finish is symbolic of the fleet's improving health. The Wednesday Night series at St Francis YC regularly attracted 12 boats, and teams are tuning up for the Internationals, which return to the Bay in 2007. The selection procedure is tough in Germany, Sweden and Denmark, and three teams are bringing their own boats to ensure that they get to compete. Brock Delappe, a longtime crew on Wilson's boat, may have beaten them to the punch, however. He'll be on his brand new race-ready boat fresh off the ship from Denmark.

2) **Windandsea**, Don Wilson; 3) **Elsie**, Michael Goebel. (10 boats)

SSS Singlehanded
Hurricane — Moore 24



Al Germaine
SSS

Al has been sailing *Hurricane* in the SSS events since he bought the boat in 2001, moving slowly up the ranks as he learned the boat and the many pleasures and eccentricities of singlehanding. Those dues paid off in 2006 with a win of the six-race series, and perhaps his best race ever.

"It was certainly my luckiest," says Germaine, an engineer/meteorologist for an East Bay wind generation company. It was the In-the-Bay race on June 3 and, rounding Southampton, Al could see the fleet ahead of him stacked up at the entrance to Raccoon Strait, trying vainly to outsail the flood to the Corinthian YC finish line in light breeze. He took a flyer and sailed around the *outside* of Angel Island — 6 miles out and around rather than 2 up the Strait — and trounced the whole fleet. It was sweet revenge for the Singlehanded Farallones two months earlier, when he had been clobbered by a raging ebb during the trip back in.

Al started sailing in his 20s on dinghies and scows in the midwest. After arriving in the Bay Area in 1984, he crewed in the Newport 30 fleet for a while and took part in a J/24 and later Santana 22 campaigns. Awhile back, he got interested in the notion of singlehanded racing and started looking around for a drysailed boat small enough to manage, cheap enough that he could afford some new sails, and nimble enough to keep him in contention. The Moore 24 fulfills all those roles admirably.

2) **Sleeping Dragon**, Hobie 33, Mark Halman; 3) **Eyrie,** Hawkfarm, Synthia Petroka.

SSS Doublehanded
Bad Puddy Cat — C&C 37



Matt Siddens
Sequoia YC

Matt and crew Chris 'Lou' Lewis (above right) started sailing in the SSS's Doublehanded division three years ago, but it wasn't until they won the 2005 Half Moon Bay race that they got fired up to really 'go for it' in 2006.

In this division, as in life, the key was simply to show up for every one of the five counting races. (Ironically, the Half Moon Bay race was a bust for wind in '06 so everyone took that as their throwout.) Of course, the other part was sailing the boat hard, for which Matt gives major kudos to his crew. "Lou is always pushing both me and the boat," says Siddens, who works in the family cabinet making business in San Jose.

When not doublehanding, Matt and Lou are active big boat sailors. They did last year's Pacific Cup on Fred Vitale's Beneteau 470 *Siderno*, and are part of the regular crew on Lani Spund's SC52 *Kokopelli²*. Matt got interested in shorthanded sailing through talking to dockmate Phil Macfarlane, a longtime SSS member and former winner of the Singlehanded TransPac.

Matt credits Jonathan Gutoff's *Stink Eye* and Bill Charron's *Borderline* for giving *'Puddy Cat* a real run for the money in the last couple of races (East Bay and Vallejo 1-2). But the most memorable event was last January's Three Bridge Fiasco, where the main 'competition' was against southerlies to 30 knots and rainsqualls. *Bad Puddy Cat* took fifth in division, her worst score of the year.

2) **Carmelita**, Catalina 42, Chris Lewis; 3) **Stink Eye**, Laser 28, Jonathan Gutoff.

BAMA
Origami — Corsair 24



Pace (left)/Stein
BAMA

It would be an understatement to say that partners Bill Pace and Ross Stein "had a good year." In addition to their 10-race/3-throwout Bay Area Multihull Association season win, they won the inaugural 10-race West Coast Corsair 24 Cup. (This event overlaps some of the BAMA events but also includes such far-flung venues as the Trans-Tahoe Race and the Marina del Rey to Catalina Race). *Origami* also sails in Sausalito YC's Spring and Summer Sunset Series well as SYC's last and current midwinters.

Bill, CEO of a business consulting firm, calls tactics, while Ross, an earthquake researcher at the USGS, drives the boat. The latter says his knowledge of "the symmetry of the Bay" — how the underwater topography helps or hinders current — often helps decide which way to go. Running the front of the boat are longtime crew Henry van den Bedem and Carlo Passalalpi.

Ross and Bill chose the Corsair a few years ago "because we like to go fast on the water," says Stein, who as current class president can be forgiven a bit of soapboxing. "Sailing from the windward ama is liberating," he says. "We'd love to bring new converts to the fleet, and can arrange demos for anyone interested in sailing fast with a small crew."

Of course, he's preaching to the choir for BAMA converts, a growing band of 'funny boat' faithful who have really energized this class over the last few years.

2) **Wingit**, F-27, Ray Wells; 3) **Three Sigma**, F-27, Christopher Harvey. (10 boats)

Wylie Wabbit
Mr. McGregor



Desenberg (left)/Groen
Richmond YC

When Kim Desenberg and John Groen repeated their 2003 season victory in 2006, it was just the second championship for the well-sailed hull #8 in its 24 years. "Old age, treachery and showing up," Kim explains of their strategy for this 2006 season. "John said we had to make sure we showed up at all of the counters."

There's a little more to it, though, as both partners have a history with these boats. Kim, a boatbuilder, built Wabbits when he had his shop in Alameda. For John (above right), a stationary engineer at a San Francisco hospital, the fleet is like family. Oh wait, it *is* his family! He grew up sailing in the class and took over his share in the partnership with Kim from his mom Caroline 12 years ago. His sister Melinda Erkelens has won several Wabbit titles with her husband, Bill.

This year, Kim and John were ably assisted by the lovely and talented Terry White as sheet hand.

Their most memorable race was during the nationals at Richmond YC in August, when the firehose reach on the long distance race lived up to its name. "Keeping water out of my face was a real problem," Desenberg says. "I even had a pair of goggles for the race, but I'd forgotten them." Guess that made him one wet wabbit. He managed to see well enough to finish second in the regatta, though.

Kudos also go to 2006 Traveling Trophy winner Rusty Canada and Tim Russell on *Weckless*.

2) **Greyoasim/24K**, Greg Byrne; 3) **Jack**, Melinda Erkelens. (12 boats)

SEASON CHAMPIONS, PART III —

Sr. Solo Dinghy
El Toro



Fred Paxton
Richmond YC

"The El Toro is my excuse to travel around California and go sailing," says repeat 'Toreador' champion Fred Paxton. But topping the fleet in '06 was much more difficult than his walkaway victory (he won all but one race) in '05. With pressure from perennial competitors Art Lange and Gordie Nash and an ever-growing fleet numbering up to 30 boats, last year he really earned it.

The El Toro season consists of six races in a far-flung format the Toro guys happily admit they copied from the Moore 24 Roadmaster series. There are three short-race venues — with up to six races a day — and three 'long distance' events (the latter known as the 'Triple Crown). Fred does best at the shorter races, as evidenced by his wins at all three of those venues. These victories were enough to carry him over to the winner's circle again. (Due credit goes to Dennis Silva for winning the 'triple crown', a cumulative scoring based on performance in the three long races.)

Fred, who 'mixes chemicals for a living' is not just a racer, he's an integral part of the local El Toro scene. Among innovations he'll help implement next year are a Master's Division (age 70 and up) at the Nationals at Pinecrest Lake in August, and reinvigorating the RYC-based Fleet One, whose roots go back to the late '40s when the El Toro was conceived one day in the bar. And of course he'll be back with his 8-year-old Ron Moore-built Toro, trying for a three-peat.

2) Art Lange; 3) John Pacholski. (25 boats; *www.eltoroyra.com*)

Jr. Solo Dinghy
Optimist



Lauren Cefali
San Francisco YC

For 13 year-old Lauren Cefali of Walnut Creek, 2006 was a great year on the Opti circuit. She made the U.S. Optimist Dinghy Association's national development team, finished in the top half of a very competitive fleet at the Midwinters in New Orleans, was the top American at the West Coast Championships, and missed winning the PCCs by a point. (Having both PCCs and WCCs is the USODA's attempt to give sailors more opportunities to make the national team.)

Cefali also won the Bay Area fleet's high point series overall and the Opti division in the five-regatta Bay Area Youth Sailing season, a program that aims to prepare juniors for national and international competition.

As you can see from Lauren's accomplishments, success in the large and highly competitive fleet requires a commitment to travel. "We've definitely put a lot into East Coast sailing," says dad Doug. But that's okay with Lauren, because the best part about sailing in the fleet is the friends she's made.

The bar will be higher next year in the Opti fleet. One of the country's top sailors, Antoine Screve, moved to the Bay Area with his family, and he and his younger brother, Romain, are hot to trot. So is Lauren's younger brother, Will, who traveled to nearly as many regattas as his sister and finished just two places behind her at the Richmond YC Small Boat Midwinters in December.

2) Alex Delle Cese; 3) Michael Grove. (47 boats; *www.sfbayopti.org*)

Two-Person Dinghy
Vanguard 15



Harrison Turner
California YC

College sailing's loss was the Bay Area's gain as Harrison Turner (USC, '05) came north for employment as a mechanical engineer in Sunnyvale — and to turn the local Vanguard 15 fleet on its ear. To underscore his amazing win in one of the Bay's largest and most competitive fleets, 2006 was his first year sailing in 'real wind,' and his first year sailing Vanguard 15s!

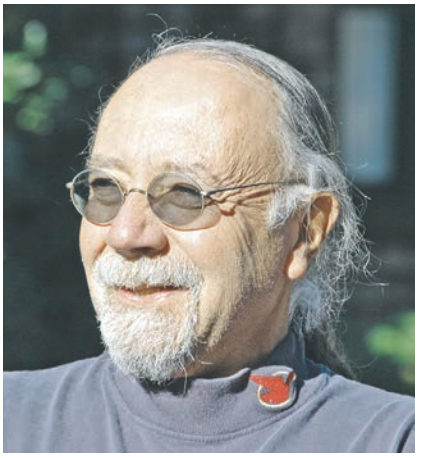
"I heard the competition was good and it was a great group of people," says Turner in explaining why he gravitated to the Vanguards. "I found out they're also one of the one funnest groups I've ever sailed with."

Rebecca Beard (with Turner, above) was his main crew for the season, where 53 races were possible, but boats could qualify for season honors by sailing at least 27 races. Harrison and Rebecca (or occasionally Natasha Baker) completed 29, which entitled them to one throwout. The V-15 program, with lots of short racing, closely mimics collegiate sailing, which is yet another appeal to Turner. Harrison's resume includes being captain of USC's sailing team in his junior and senior years, and an All-American Honorable Mention in 2005. Watch out when this guy moves up to big boats!

In the V-15 universe, the fleet's Thursday Evening Series, sailed off the fleet's headquarters on Treasure Island, is every bit as important as the Season Championship. In 2006, that was won by '05 Season Champ Jim Barkow.

2) Sally Madsen (50 races, 20 throwouts); 3) Kevin Richards, 35(5). (37 boats, 6 qualified)

Two-Person Dinghy
Snipe



Vince Casalaina
Richmond YC

"After doing two America's Cup campaigns and coming in second, winning is a lot more fun." Vince Casalaina is referring to his work as a television producer for two America's Cup documentaries — on Paul Cayard's *AmericaOne* in 2000 and Larry Ellison's *BMW Oracle Racing* in 2003. (Both AC campaigns ended in Louis Vuitton Cup finals.)

But he may as well be talking about his winning 2006 Snipe campaign.

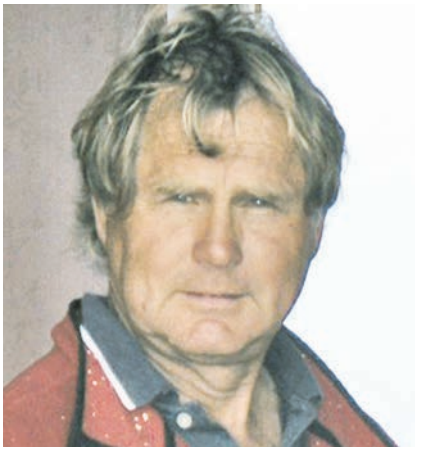
The Berkeley resident has been racing Snipes for more than 20 years, and watched proudly from the sidelines as his son Yano and daughter Miriam won the Snipe Jr. Nationals twice in the mid-1990s. But this is his first season championship as skipper. "Our victory was achieved without ever winning a regatta. We just went to a whole lot of them," he admits. "That's not to say that we didn't have some good races. We had one first, four seconds and a third out of the 17 races we sailed."

Vince can't speak highly enough of his crew Sherry Eldridge, a charge nurse at a Peninsula hospital and a top-level crew on the international Snipe scene. "She's a much better sailor than I am," says Vince, "and I'm very excited to sail with her."

He's now looking ahead to the 2008 Snipe Nationals at Richmond YC. "The last time the Nationals were here, in 1995, we had 44 boats and a lot of wind. This time we're looking forward to having as much fun, but a little less wind."

2) Packy Davis ; 3) Doug Howson. (12 boats; *www.snipefleet12.org*)

PHRO-1
X-Dream — X-119



Steen Moller
SSS

Steen was raised in Denmark but had never sailed before he came to the Bay Area in 1968. He was lucky enough to hook up with Ray Pingree's one tonner *Clockwork* and raced with that successful IOR program for two years. At that point, he says, "I realized that if I wanted to drive, I had to get my own boat."

A Beneteau 40 filled the bill for a while, but in 1993, he bought *X-Dream* in New York and had her shipped out. "Being Danish, I thought it was a good idea to have a Danish boat," he jokes.

Turns out *X-Dream* was a great choice on many levels. Not only do Steen and his crew — Louise Lang, Charles Bohlig, Kelly Myers, Baron Cowan, Mark Arsenault and Kevin and Angelo — race in the YRA, the *'Dream* has done Big Boat Series, a couple of Pac Cups and even the Melbourne to Osaka Cup in 2003.

Moller, a contractor, says the boat really likes flat water and light breeze, which were the predominant conditions in the ocean this year. In fact, he says their best race was the agonizingly slow Farallones race on September 30. "On the way out, it was obvious it was going to be slow, so I asked the crew if they wanted to keep going. They said yes, and 22 hours later, we won our division."

The initial season standings showed *X-Dream* second on points to Dan Newland's *Pegasus XIV*. But Newland raced less than half the required number of races. A late adjustment elevated *X-Dream* to the top of the podium.

2) **Petard**, Keith Buck/Andy Newell; 3) **Recidivist,** Kenneth Alcott. (11 boats)

OYRA-MORA
Andiamo — SC 27



Mike Warren
Richmond YC

Mighty Mike Warren's race record on *Andiamo* would make most Bay Area sailors blush. Since buying the boat as a fixer-upper in 1998 for $5,000 (an upgrade from his champion Cal 20), he's won the Santa Cruz 27 nationals, and had repeated first-in-division finishes in the Spinnaker Cup, Coastal Cup, Singlehanded Farallones, Stone Cup, Vallejo Race, Drake's Bay Race, and the Southern Cross. Then there are his many second- and third-place finishes in a variety of other races, and his 12-day passage in the 2002 Pacific Cup, which yielded a 14th out of 68 boats. Now he adds OYRA-MORA season championship to his enviable record. Not bad for a 30-year-old boat!

But all good things must come to an end. "We've really done everything, from single and doublehanded races, buoy races, coastal stuff and the Pacific Cup," he says, explaining his decision to sell the boat after the 2006 season. "I'm going the racer-cruiser route now on a Beneteau First 310." Warren will do some ocean and coastal racing with the new boat, but he's also looking forward to cruising with his wife on the Delta.

Like many skippers, Warren is quick to point to his top-notch crew as a reason for his success. This year's group included Scott Patterson, Dan Simonsen and Sylvia Seaberg, with guest appearances by Synthia Petroka, Tom Condy, Tom "Monkey Boy" Warren, Chris Arta, and fellow OYRA division winner Steen

2) **Bloom County**, Mancebo 31, Tony Basso; 3) **Eurydice II**, Ross 930, George Biery. (8 boats)

SHAKE, RATTLE



AND ROLL

Crashes are part of the zen of racing. No matter if it's dragsters, horse racing or airplanes — the prospect of someone losing it is at least part (and for some, a big part) of the appeal. We'll leave it to those smarter than us to decide what this says about human nature.

The nice thing about sailboat crashes — what we call roundups or round-downs — is that, on one hand, they satisfy both the visual and mental aspects of a good crash: they are exciting to watch, and the people involved, despite their best efforts to avoid it, are totally out of control. And there's danger — for at least a few seconds, they are at the mercy of wind, waves and flogging lines. Somebody could actually get a rope burn or something.

On the other side of the coin, sailboat crashes are usually over quickly, with no injuries, and the boat can keep going. Compare that to a Formula One crash where it takes half an hour to scrape up all the pieces — *after* you put the fire out — and the driver's in rehab for the next 10 months.

We don't run photos of round-downs to embarass sailors. Really, we don't. We run them more to celebrate this aspect of the sport. We run them to say, "We've all been there. Laugh if you want but it may be you next month." We run them to induct new members into the fraternity. With this spread, Doug Chew and his Merit 25 *Challenger* crew join a cast of thousands — including such luminaries as Tom Blackaller, Paul Cayard, Dee Smith and many others — who have been immortalized in roundups (or downs) on these pages over the years.

And yeah, okay, we run them because they're fun to look at.

For what it's worth, Doug and the guys recovered fine and went on to take fourth in their division.

Have a great New Year, everyone!

Going down! Doug Chew and his 'Challenger' crew auger in at last month's BYC Midwinters.

MAX EBB

"Hey Max, do we have time to give someone a tow out to the starting line?"

We really didn't have time, having left our dock on the late side for the race that day. On the other hand, the Bay was so flat that it was almost certain the start would be postponed.

It was one of those winter days with no weather. The sky was a uniform thin gray overcast, and the wind was absolutely non-existent. I was down below doing the pre-race tasks that always seem to be left to the owner: stow the sandwiches, sponge out the bilge compartments that don't drain to the pump, make sure the race instructions, tidebook and protest flag are all where they belong. And most important, heat up the breakfast pastries on the galley stove — just to remind the crew why they are sailing on a heavy old cruiser instead of a modern racing machine.

"Sure, we have time," I called back up the hatch, and felt my boat turn off course by ninety degrees and then some. I took a look up on deck to see who the hitchhiker would be, and why my tactician — who gets upset when we're not the first boat in the starting area and would normally pretend to ignore anything that would delay our arrival there — was ready to detour that far to give another boat a tow when we were already running late.

The answer was clear immediately. It was Lee Helm on the bow of a small sport boat, waving a spinnaker sheet.

Lee knows how to ask for a tow: She had unrigged her lifejacket, delaminated from her foulies and shaken the reef out of her hair. And she had the line coiled the right way for throwing. We were not the only boat making a detour to take them in tow, but with our big inboard — which I noted had revved up a few hundred more RPMs before I was at the top of the ladder. But it looked like we would get there first.

"There were plenty of other boats ready to pick up that towline," I noted.

"Yes," said my tactician. "But last time that boat threw us a bag of fancy designer cookies when we towed them out to the Bay. That's the kind of rep that makes 'em popular as a towing target. I'll bet they don't even carry an outboard any more."

As we got closer we had a good look at the rest of Lee's crew, all women, and probably grad students like Lee. Clearly my crew was more interested in socializing than being first to the starting area, so I took the helm and did what any good skipper should do under the circumstances: Instead of just cruising by their bow to take the towline, I approached from astern, slowed almost to a stop right alongside, and invited them all over for breakfast while we hauled their boat to the starting area.

Three of the crew hopped aboard, including Lee, who handed the towline to an older woman, evidently her skipper, who was going to stay aboard. But by the time one end was secured the way she wanted it on the bow, and she had the line ready to throw again, we had overshot our position abeam and were almost a boatlength clear ahead. Her first throw was close, but just missed being caught by my distracted crew.

"Rope throws better when it's wet," I reminded her as I swung around for another pass.

She pulled the line back aboard for another try, but as she hauled in each armful with her left hand, her right fist was wrapped tightly around the line, wringing out all the excess water as she pulled the line through.

I wasn't sure whether this was to get the line to optimal throwing weight, or a polite consideration for the people who had to catch it on the next toss. In any case, the question was immediately replaced by another one, after we finally caught the towline: Why so short?

"She just wants to make sure we tie off right at the bitter end, instead of in the middle of the rope," Lee explained.

"What difference does it make?" I asked.

"Max," she sighed. "You've been sailing on big boats with good engines too long. Taking a tow is, like, the nicest way there is to get to a starting line. No noise, no vibration . . . ."

"No smell, no waves, no spray," added another of Lee's crew. "Just smooth and silent speed through the water."

"Only thing is," Lee explained, "you need to drop way back on the towline to get away from the exhaust of the boat that's towing you. So like, if the towboat gets to choose the towline length, you might be stuck on a short tether unless you bring up more string. That's why we always throw just enough for the towboat to make fast, then we can drop back as far as we want."

"Makes sense," I allowed as I put my engine back in gear and both boats began to accelerate. "But that's a spinnaker sheet your skipper threw us. Shouldn't we be using a nylon dock line or something with a little stretch? It's fine now in smooth water, but one ferry wake and that little bow cleat will pull out of your foredeck."

"Not to worry, Max. She'll follow off on one side of our wake, so the boat can yaw a little to absorb shock loads."

I passed the helm off to one of my crew so I could serve warm pastries, hot chocolate and coffee. Meanwhile, my crew was arguing that it was still wrong to tow with a non-stretchy spinnaker or



"Everyone seems to get this wrong. Laminar and turbulent flow are only important near the front of a sail or airfoil."



STEVE HUTCHISON

There's towing and then there's TOWING. This is Steve Hutchison's 5.5 'Seabiscuit' heading for the Delta earlier this summer behind his powerboat. "I've never seen a 5.5 go so fast," notes fellow '5er' Adam Sadeg. Neither have we.

jib sheet, even though everyone does it. "You need some elasticity in the system to absorb the shock loads in waves," he insisted.

"But a stretchy towline can store a lot of energy, and that can be dangerous," Lee responded. "One-half K-X-squared. If K, the spring constant, is high, and X, the deflection, is proportionately lower, then stored energy is decreased and there's much less hazard if the towline breaks."

"Well, you obviously have to size it so it won't break," said my crew.

"But then it ends up not stretchy enough to absorb any shock," Lee replied.

"Tugboats use non-stretchy wire," added my foredeck hand, who had done some commercial sailing. "It's definitely a safety thing."

"But what happens in waves?" asked one of Lee's crew.

"A special towing winch takes care of that," the commercial mariner explained. "It's called a constant-tension winch. It has a spool of wire that reels in and out to adjust to the motion of the tug and barge. But since there's essentially no stretch in the towline there's very little energy absorbed, and it usually doesn't kill anyone if it breaks."

"Think of breaking a rubber band versus breaking a piece of cotton string," said Lee. "The string might be stronger, but it doesn't go anywhere. The rubber band can like, hit someone in the eye when it breaks. . . ."

I passed up the tray of warm Danish, bear claws and croissants just as the first ferry wake hit. Fortunately I grabbed the teapot just in time, then watched as the boat on the towline swerved way out to one side so that whenever the slack snapped out of the towline her boat could yaw into it to absorb the shock. A few minutes later the Bay was glass smooth again, and the water was hot, drinks were made, and we all took our morning doses of caffeine, sugar or cocoa.

> *"Well, that doesn't prove anything."*

Thus energized, my crew decided to raise the main, and it was quick work with the crew from Lee's boat there to assist.

"Not too tight on the outhaul," suggested my tactician. "It's going to be light, and we want a really full main."

"But if there's any sloppy wave action," said the foredeck crew, "we have to flatten it out, even in light air. We don't want a tight leech to break up the laminar flow over the sail."

"You mean, you don't want to change attached flow into separated flow," Lee corrected.

"No," he said again, "I mean laminar. If the leech telltales are flying, then the flow is laminar all the way across the sail."

Lee rolled her eyes.

"Laminar flow," she said, "only happens at much lower Reynolds numbers than you will find at the back edge of a sail."

"But I thought that. . ."

"I know," Lee interrupted. "Everyone seems to get this wrong. Laminar and turbulent flow are only important factors near the front of a normal sail or airfoil.

Realistically, you can never really expect laminar flow over the sail beyond the mast, and like, only for the leading edge portion of the keel and rudder, if that."

"Well if the flow isn't becoming non-laminar, what's it doing when the telltales go crazy in back? Huh?"

"Turbulent flow can still be attached flow. In fact, turbulent flow usually stays attached longer around a curved foil. Note the turbulators on the top of airplane wings.

"Right, I know about those. They keep the flow laminar."

"No, they keep the flow attached! An airliner wing is already at such a high Reynolds number that the flow is like, way turbulent. Those turbulators add some carefully calculated additional turbulence to help keep the flow attached."

"What does happen in the back part of the sail," added one of Lee's crew, probably another grad student from Lee's department, "is that attached flow — which is turbulent, not laminar — might become separated flow."

"Well then, what does aluminum foil have to do with any of this?" quipped my foredeck crew.

"I get it: Reynolds number," said Lee. "In a moving fluid, Reynolds number is a measure of how important the inertial or momentum forces are, compared to the viscous or frictional forces. Basically it's proportional to flow velocity times size of the objects involved — with viscosity and density thrown in to make the units come out right. So like, if you have a fluid moving fast over large objects, the Reynolds number will be high and momentum forces dominate. If the flow is very slow, or if the objects are very small, viscosity becomes more important."

"But why," I asked, not having enough sense to just let the subject die, "is this important for laminar flow?"

"Because viscosity suppresses turbulence," she answered. "At low Reynolds numbers you can have laminar flow. Look. . . ."

She poured some coffee slowly from my cup into another cup, pouring slowly enough so that some of the liquid didn't break clear of the rim, but instead dribbled down the outside surface of the cup.

"Laminar flow. The coffee flowing right along the edge of the cup as it goes over the lip is moving very slowly due to friction. The liquid just a little further out is moving faster and gets free of the attraction to the glass."

"Well, that doesn't prove anything," said my tactician. "The coffee that was further from the cup surface just wasn't close enough to be attracted around the corner.

"For sure, but like, on that theory, no matter how fast I pour, there should always be some coffee very close to the cup surface, slowed down by friction, that runs down the outside, right?"

"Uh, let me re-think that..."

She poured out some more coffee, this time fast enough so that all of it cleared the rim of the cup, avoiding the mess on the cockpit table that the first demonstration had produced.

"Now the Reynolds number is higher, and even right alongside the cup the liquid is moving fast enough to detach from the rim. Momentum dominating over viscosity. But like, this is better demonstrated with pipe flow: Water coming slowly out of a hose will dribble if the flow is laminar, because the water close to the edge of the hose is moving slowly while the water in the center of the hose is moving faster. The water is moving in separate layers that don't mix."

"Hence, laminar," added Lee's colleague.

"And with laminar flow, water from different layers comes out of the hose moving at different speeds, so some water goes in a longer trajectory while some seems to fall straight down. When the flow rate increases, or the size of the pipe increases, then the flow becomes turbulent and it all comes out in a more uniform stream and it all follows the same arc."

"You know, boys usually have an easier time understanding this than girls," Lee's crew teased. "You guys all get a lesson in applied boundary layer theory several times a day."

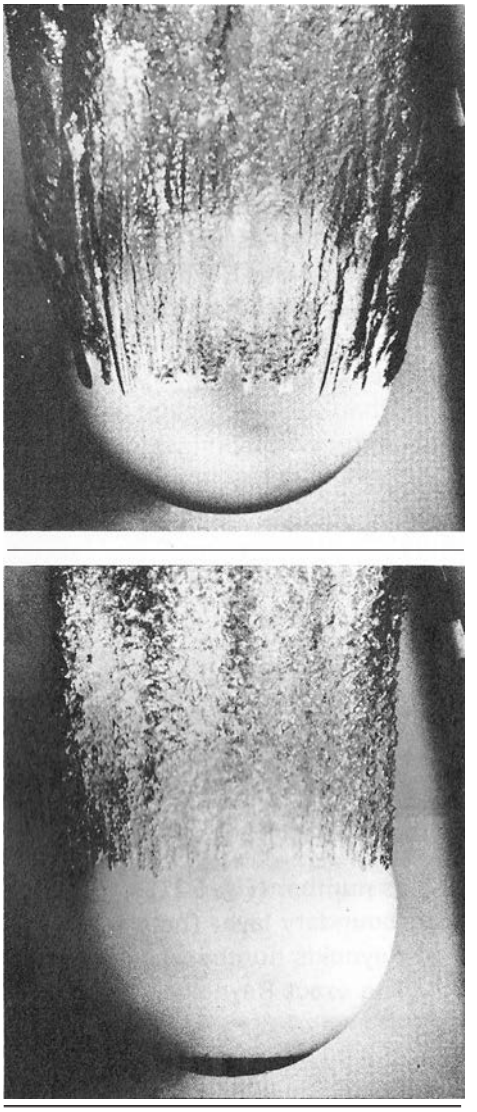
It took me a while to realize exactly what she was referring to.

"Note that watering pails and teacups have long spouts," Lee added. "This help transition the flow into the turbulent regime before it leaves the spout. No dribble that way."

"So is it good to have laminar flow?" I asked. "Seems like all it did for us this morning was to make a puddle of coffee on my table."

"And those yellow spots on my pants," said my foredeck crew.

"Laminar flow produces much less drag because the fluid flowing right next to the surface is moving very slowly. It doesn't mix with the other layers that are moving faster. There's a steady increase



Hon, have you seen my bowling ball? This classic experiment shows how a rough nose, generating more turbulence (lower photo), can delay flow separation and reduce total drag.

"Laminar flow produces less drag because the fluid next to the surface is moving slowly."

in velocity as you move away from the surface, so the shear rate is relatively low and the frictional drag is also low. But like, with turbulent flow, all the layers are all mixed up and there is much faster-moving fluid very close to the surface, so the shear rate is higher and the frictional drag is higher."

"Less drag is good," said Lee's crew, "so laminar flow is good. But it's hard to make it happen on a sailboat."

"Okay, okay, we'll stop calling it laminar flow on our sails. What should we call it when the sail stalls, again?"

"Separated flow," all three women said together.

"That's when the streamlines don't close up neatly behind the object," explained Lee, "but make random turbulent oscillations and vortices."

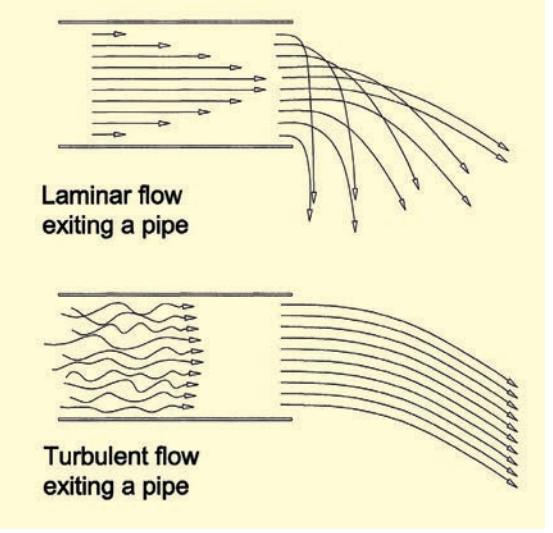
"Less lift, more drag," said Lee's crew. "Separated flow bad, attached flow good."

Lee's friends then started to explain why a bowling ball with a patch of sand on the front end will sink faster than a bowling ball that's completely smooth, just to prove that there was in fact a relationship between the level of turbulence and the degree of flow separation. But before they had convinced us of anything, we noticed the towline going slack as the boat behind began to pick up speed, and our mainsail was off to one side and not luffing anymore.

The wind was coming up, the sun was starting to break through, and there would probably not be a postponement of the starting sequence. Lee's crew gulped down the rest of their drinks, grabbed some more hot pastries and jumped back onto their boat after we had slowed a little to let it come alongside.

We had to get our jib up and begin the pre-start maneuvers almost immediately — with barely enough time for one more "lesson in boundary layer theory" over the stern.

— max ebb



For laminar flow, size matters: Pipe flow will only be laminar if diameter (in inches) times speed (in inches per second) is less than about 4.2. For a very smooth keel or rudder at a low angle of attack, speed (in knots) times distance from the leading edge (in feet) must generally be less than about 8 to have any chance of laminar flow.

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CREW LIST 2007

Back in *Sightings* we mentioned Paul and Susan Mitchell, a couple who are coming up on their 25th year of cruising the oceans of the world. We met them back in '82 in the aftermath of the big cruising debacle in Cabo and ran into them again recently in PV. Now, we've met a lot of nice folks over the years.

I AM / WE ARE LOOKING FOR CREW TO RACE ON MY/OUR 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
2)_____ Monterey/Santa Cruz
3)_____ Ocean Series
4)_____ 2007 TransPac
5)_____ Coastal Race(s)
6)_____ Mexico Race(s)
7)_____ Baja Ha-Ha Cruiser's Rally (starts October 30)
8) Other_____

a)_____ Handicap
b)_____ One Design
c)_____ YRA Season
d)_____ Specialty Events and/or occasional YRA
e)_____ Beer Cans
f)_____ Anything & everything

I / WE WANT CREW:

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

I / WE RACE:

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

Mail completed form and **$7** to: *Latitude 38, Attn: Racing Crew List, 15 Locust Ave., Mill Valley, CA 94941* by **FEBRUARY 15, 2007.**

Without putting too fine a point on it, when we run into them again two decades later, they look older. Paul and Susan, however, look surprisingly young. They aren't the only ones. From Richard Henry Dana on down, folks who go sailing are healthier and happier than those who don't — and they show it.

So, in the interests of keeping our readers healthy, wealthy and wise — well, at least healthy — we offer you the Crew List, the place where everybody can have a chance at some nice, robust sailing this coming year.

Whether you want to get on a boat as crew, are a boat owner needing crew, want to co-charter or boat-swap, or whether you're just up for a few daysails this year, we've got you covered. And best of all, you don't even need to own a boat to take part! There's a huge stress reducer right there, eh?

The Crew List is easy to figure out and even easier to use. To begin, check out the forms on these pages and find the one that most closely suits the type of sailing you're interested in. For example, if you've started sailing recently and are really enthused about jumping in with both feet, you may want to send in a "Want to Crew on a Racing Boat" form. If you're a boat owner taking off for far horizons, you'll probably be most interested in the "Looking for Cruising Crew" form. For those in between — daysailors looking for boats or crew, people looking for other folks to co-charter with them, or even boat owners willing to 'swap' boats with other owners in other areas of the country or world (you use their boat there for two weeks, they use yours here) — there are categories for you, too.

Once you find the form that best suits your fancy, fill out as much information as accurately as you can. Then enclose the form with the appropriate advertising fee in an envelope and send it to our office. (Around mid-month, you can also access

HAVE SAILBOAT, WILLING TO TAKE OTHERS OUT FOR CASUAL DAYSAILING

NAME(S):_____

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

CONTACT IF DIFFERENT THAN PHONE:_____

_____

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 forms and **$7** to: *Latitude 38, Attn: Daysailing Crew List, 15 Locust Ave., Mill Valley, CA 94941* by **MARCH 15, 2007.**

forms at our website, *www.latitude38.com*. But these are to print out, fill in and send by snailmail. We cannot accept forms electronically, and we cannot accept forms that are not accom-

— SOMETHING FOR EVERYONE

panied by the $7 processing fee.)

Once we receive the forms, we compile them into two Crew List articles in the March and April issues. The March one will be for racers only, as those boats will need to firm up crew for the racing season early. In April, we'll run the Cruising, Co-Chartering, Daysailing and Boat-Swapping Crew Lists. In both issues, we'll publish the names of everyone who sent in a form, 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 contain hundreds of names of people of both sexes, all ages and all experience levels. If you're a boat owner and can't find crew here, well, maybe it's time you had those swastika tattoos removed.

When the March and April issues come out, look over the lists of people whose needs best match your desires, and start making calls. If you sent in a form yourself, you'll also be getting calls, of course. Many Crew Listees end up facing the pleasant dilemma of having to choose from a variety of offers.

On April 4, 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 like-minded people. Any way you look at it, the Crew List experience is pretty much 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 in the Crew List, or the conditions of their boats and equipment. You must judge those things for yourself.

Now that the lawyers are happy, here are some tips and suggestions to help you get the most out of 'Listing:

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS

NAME(S):_____

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

CONTACT IF DIFFERENT THAN PHONE:_____

_____

I AM / WE ARE:

(check as many as apply)

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

Mail completed forms and **$7** to: *Latitude 38, Attn: Daysailing Crew List, 15 Locust Ave., Mill Valley, CA 94941* by **MARCH 15, 2007.**

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
2)_____ Monterey/Santa Cruz
3)_____ Ocean Races
4)_____ 2007 TransPac
5)_____ Coastal Race(s)
6)_____ to Mexico (Nov)

I / WE PREFER:

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

MY/OUR EXPERIENCE IS:

(Check/circle 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 am unfamiliar with local conditions

4)_____ Mucho: **a)** One or two **full** local seasons;**b)** One or two long-distance ocean races; **c)** Years of Bay and ocean racing

Other pertinent experience: _____

I / WE WILL:

(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, 2007.**

• *Be Honest.* This is probably the most important 'rule' of all. Don't artificially inflate your experience or skill level. It's bad karma, for one, and — on a racing boat especially — it will come

CREW LIST 2007

I AM / WE ARE LOOKING FOR CRUISING CREW

NAME(S):_____

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

CONTACT IF DIFFERENT THAN PHONE: _____

_____

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/birthday suit
11)____ Understand and appreciate Confucius' teachings.

Mail completed form and **$7** to: *Latitude 38, Attn: Cruising Crew List, 15 Locust Ave., Mill Valley, CA 94941* by **MARCH 15, 2007.**

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

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 awakened 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, 2007.**

back to bite you. We don't mind sailing with BS'ers, as long as they're honest ones.

• Along the same vein, *little or no experience is not always a disadvantage.* If you're looking for a boat on which to crew, you newbies out there have as good a chance — okay, *almost* as good — as more experienced hands. If the truth be told, you might even have an advantage over more experienced folks in some cases. Why? Experienced people are more likely to take issue with an owner about the set of the sails, best way to anchor and so on. Novice hands, however, are happy to do things just the way the skipper teaches them. Hey, it *is* his (or her) boat.

• *Be realistic about the commitment.* Sailing takes time. Even a simple daysail can end well after dark by the time the boat gets put away — the 'time flies when you're having fun' principle in action. Cruising and chartering are obviously 24-hours-a-day pursuits, but perhaps the most time-intensive type of sailing out there is racing. Tons of behind-the-scenes work goes on in any successful racing campaign, and only a portion of it takes place out on the race course. Racing campaigns require after-hours work at the dock, on the trailer or in the yard. And sometimes on-the-water practice days. As part of the crew, you'll likely be expected to put in your share of layday work. This is not to mention the racing itself, which goes on for some fleets several

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

2)_____ Moderate. I sail regularly and have chartered before

3)_____ Lots. I've sailed and/or chartered many types of boats and am a competent skipper

a)_____ I'd like co-charterer to skipper and give me direction

b)_____ Prefer co-charterer of at least equal proficiency

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 to 40 ft) boat with one or two other people
7)_____ A medium (40 to 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
2)_____ Monterey/Santa Cruz
3)_____ Southern California
4)_____ Mexico
5)_____ Hawaii
6)_____ Pacific Northwest
7)_____ Caribbean
8)_____ Mediterranean
9) Other: _____

Mail completed form and **$7** to *Latitude 38, Attn: Co-Charter Crew List, 15 Locust Ave., Mill Valley, CA 94941* by **MARCH 15, 2007.**

I / WE WANT TO BOAT-SWAP

NAME(S):_____

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

CONTACT IF DIFFERENT FROM PHONE:_____

_____

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, Attn: Boat-Swapping Crew List, 15 Locust Ave., Mill Valley, CA 94941* by **MARCH 15, 2007.**

weekends per month from April through September. Whatever the schedule of your boat's fleet, you, as crew, will be expected to show up on time and in working order for each race unless you call ahead *well* in advance to let your mates know about changes in plans.

In a related tenet, even if you discover halfway through the season that racing's not really your cup of tea, tough it out with a good attitude until the end. The sailing community is a small one, and once you establish yourself as a dependable player, other opportunities will develop.

• *Be realistic about deadlines.* We must receive forms from racers no later than **February 15**. Everyone else has until **March 15**. If we don't have the forms in our carpal-tunneled little hands by then, your name won't go in. Your name will also not go in if the $7 advertising fee isn't included with the form. In case you forget, all the pertinent information is at the bottom of each Crew List form.

• *Women Crew Listettes.* Women taking part in the Crew List are encouraged to use first names only — and some filter to screen responses such as email or voicemail or text messaging. Why? Because if you are a woman, you will get lots of calls from men, some of whom are interested in more than just sailing.

• *One person per form please — unless* you are offering your skills or services as a couple only and don't wish to be considered individually. (Yes, you're right — it does enhance the experience if you can share it with your sweetie.) If you need more forms for friends or whatever, just make copies of these.

Well, that's about it. We plan to rerun the forms next month, but we encourage you to get them in sooner rather than later. Think of it as seizing the day, the bold first step toward the new, improved, younger looking you. Until then, eat right, get some exercise, and remember the immortal words of that forever young stud muffin, Ratty: "There is nothing, absolutely nothing, half so much worth doing as simply messing about in boats."

— latitude 38/*jr*

THE RACING

*With reports this month from around the World and around the Bay: Always the bridesmaid, finally the bride at the **2006 Audi Etchells Worlds**; big turnout for the **Big Sail**; more **midwinter** racing coverage, punctuated by the story of a **naked lady**; and a menagerie of **race notes**. Who knew winter could be so exciting?*

Etchells Worlds

Jud Smith finally proved to the world what everyone already knew: that he's international championship material.

After winning three Etchells North Americans and finishing second at four previous Worlds (including last year's regatta on the Berkeley Circle), the Bostonian's win at the 2006 Audi Etchells Worlds in Fremantle in late November was a sweet victory. However, competition in the 69-boat fleet was tight through the last race, and first place didn't come easily.

"The monkey is off my back after four seconds," a jubilant Smith said. "I thought that we did not deserve to win the Worlds last year in San Francisco. We just did not have the speed, and we came up short. We are good in under 15 knots, but it took a year-long campaign to improve our heavy weather sailing."



LATITUDE/JR

'E' for excellence — A big crew and big weather practice finally put Jud Smith in the winner's circle at the Etchells Worlds.

Heavy air training paid off, though, as the Fremantle Doctor, Western Australia's famed summer sea breeze, paid numerous visits to the race course and gave sailors a good workout with consistent 20-knot winds. The conditions weren't too unlike those served up by the Bay in 2005, with the important distinctions being water color (blue instead of brown) and air temperature (considerably warmer).

Smith started the week strong, guarding first place closely through the fifth race with two bullets, a second, and a fifth. But a 21st in race five and a sixth in race six left him suddenly sharing his regatta lead with Kiwi Alistair Gair.

In race seven, Smith added a fourth to his race record, and going into the last race, he trailed Gair by two points, only six points ahead of third-place Ante Razmilovic of Britain. By this time, it was a three-horse race, with fourth-place Andy Beadsworth 11 points behind Razmilovic, and the top Australian boat, fifth-place Cameron Miles, 25 points away from a podium finish.

But Smith came out strong for the final race and led from the first mark. San Diegan Chris Busch, sailing with the Bay Area's Rodney Hagebols, overtook Smith on the run. Smith rounded inside Busch and reclaimed the lead for the bullet. Busch finished second, followed by Tiburon dentist Craig Healy on *I Love My Wife*, making it an American sweep, at least for one race.

Shortly after Smith and his "United Nations crew" of Canadian Dirk Kneulman and New Zealanders Andrew Wills and Thomas Saunders crossed the finish line, the Star Spangled Banner erupted from *Black Swan*, the same tender that boomed Men at Work off Newport, R.I., in 1983 when *Australia II* became the first challenger to wrest the America's Cup from American soil.

Healy, sailing with longtime crew Keith Stahnke and Dave Gruver, had a strong regatta, and local fans were hopeful he'd at long last take the world title. An OCS in race two and a 23rd in race three didn't help his cause, and even a second and two thirds in the last half of the regatta weren't enough to pull him higher than fifth overall. Still, it's hard to complain about a top five finish in what is easily the world's most competitive fleet.

A year ago, Healy wasn't even sure he wanted to go to Fremantle in 2006. After



COURTESY AUDI ETHCLLS WORLDS

a demoralizing couple of OCS starts in the 2005 Worlds, he was ready to pass it by. But when Stahnke and Gruver both said they'd be up for the event, and several sponsors came to the table to help make an expensive trip a little less costly, Healy said he couldn't not go.

Other locals returning for another run at it were Perth native Andrew Whittome, sailing with Richmond YC's Jim Gregory and John Callahan on Whittome's *Down Under*. They turned in a 39th overall and while they had hoped to do better, they had, by all accounts, a most entertaining time.

This was Gregory's second 39th-place finish. He and then-competitor Whittome tied for 38th in 2005, with Whittome winning the tie-breaker.

Northern California was also repre-



The Doctor is in — Australian entry 'Squeaky Clean' in the heat of battle at the 2006 Audi Etchells Worlds off Fremantle.

sented by Kers Clausen, Kjeld Hestehave and Matt Noble on *USA 1234*, who finished 57th, and John Gilmour, Andrew Minkwitz and Terry Dobell on *Lost in the Fog* in 66th.

Interestingly, both of the top two boats sailed with four people, rather than the traditional three-up crew. After race six, Smith said he thought this was the right call for this regatta. "The four-up crews seem to have an advantage upwind and that is what is keeping us in the series."

1) Jud Smith, USA, 21 points; 2) Alastair Gair, NZL, 25; 3) Ante Razmilovic, GBR, 30; 4) Andy Beadsworth, GBR, 50; 5) Craig Healy, USA, 56; 6) Cameron Miles, AUS, 61; 7) John Bertrand, AUS, 64; 8) Mark Bulka, AUS, 64; 9) Mark Bradford, AUS, 65; 10) Stuart Childerley, GBR, 78. (69 boats)

The Big Sail

Stanford's varsity sailing team swept Cal 2-0 in the Big Sail, but not before Cal took both alumni races in the annual match race between the Bay Area's rival universities at St. Francis YC November 28.

It was a battle of former world champions in the 'master' alumni race, with Cal graduate (and 2002 Women's Match Racing World Champion) Liz Baylis squaring off against Stanford's Malin Burnham, who began his illustrious sailing career by winning the Star Worlds at the tender age of 17 with a guy named Lowell North — another Cal alum — as crew.

With Burnham's pre-start timing off and a penalty for not entering the pre-start box on time, it wasn't much of a contest. Baylis and crew led around the course and never looked back.

In the 'young' alums race, Stanford's Scott Sellers took the start and led narrowly for three of the four legs of the race. Stanford's shrimped spinnaker and twist in the kite at the last windward mark rounding was all that Cal's Seadon Wijsen needed to take control of the race and come home with the win.

While the alumni races only counted for bragging rights, the real competition was determined in the best-of-three series between the schools' varsity sailing teams in borrowed J/105s.

Stanford team captain Brian Haines led early, controlling Cal's Chris Wenner in the pre-start. When the gun went off,









ALL PHOTOS LATITUDE/JR

Stanford had the controlling position and never let it go, increasing its lead in each leg by pushing Cal into unfavorable current.

The start was even for the second race, but a close port-starboard resulted in a penalty for Cal. Berkeley took the penalty turn on the second upwind leg and gave Stanford a solid lead that ensured Cardinal victory.

Sailing with Haines (2007) on the Stanford boat were tactician Evan Brown ('08), trimmer Emery Wager ('07), Graham Brandt-Zawadzki ('08) in the pit, Taylor Grimes ('09) at the mast and Leigh Hammel ('10) on the bow.

With both schools' bands and cheerleaders busting their moves shoreside and at least 100 spectators of both persuasions, the Big Sail's popularity continues to grow. There's talk of having more focus on the alumni next year, with perhaps an additional race for women alums, and all of the alumni races counting towards another version of the sailing axe.

Perry Cup

Monterey Bay delighted sailors on December 2 with clear skies and a brisk 8-10 knot Northerly. Ten Mercuries had three excellent races on the double sausage-downwind finish course.

Dave West—who won four of six races in November—stayed home for the December edition of the 5-day, 15-race







The J/105 fleet in action at RegattaPRO's windy One Design Midwinters race on December 9. See results in Box Scores.

series, giving the the rest of the fleet a chance to catch up.

Perrenial favorite Doug Baird, with new Mercury owner Skip Shapiro as crew, did just that, winning the first two races. Steve Reinhart, sailing with Jeff Richter, earned an honorable mention in race one with their first top-five finish after more than two years of acclimating to the mercurial Mercury.

It took Peter Baldwin and Curtis Davies, tangling with Baird in the third start, to give someone else a shot at the lead. Pax Davis and Dave Morris took off with a hefty lead and won the race.

Baird's strong showing on the water belies what was actually very tight racing. At the end of the day, there were two ties among the top six places. Baird beat Davis on the tie breaker for first. Jack and Patti McAleer were third all by themselves, and three Mercs tied for fourth. Hal and Anne McCormack broke the tie, Myron Erickson with Rebecca Lee took fifth, and John Hansen and Tony Basso settled for sixth, all with 15 points.

1) Doug Baird/Skip Shapiro, 7 points; 2) Pax Davis/Dave Morris, 7; 3) Jack & Patti McAleer, 9. (10 boats)

AYC Estuary Midwinters

Alameda YC's winter series on the

THE RACING

Oakland Estuary got off to a slow start in November when the race was abandoned due to lack of wind. Come December 10, the race committee was hopeful that the weather would cooperate, but meteorologists insisted otherwise. In the end, it was a split decision. Racers had a beautiful day and enough wind for a start, but it was somewhat light and variable.





LATITUDE/JR; INSET: COURTESY J. CARLOS DEVILLA

Lady's man — 2006 Olson 30 season champion Jeff Blowers shows his back and front sides.

Twenty boats started off in the direction of the Park Street Bridge for the windward mark. By the second leg, everyone was crawling up the creek on a spinnaker run to the next mark. With shifting winds and a flood tide, the race committee mercifully shortened the course to a downwind finish, much to to everyone's relief.

DIV A — 1) **Rascal**, Wilderness 30, Rui Luis. (3 boats)

COLUMBIA 5.5 — 1) **Tenacious**, Adam Sadeg. (3 boats)

DIV C— 1) **Bewitched**, Merit 25, Loraine Salmon; 2) **My Tahoe, Too**, Capri 25, Steve Douglass; 3) **Lelo Too**, Tartan 30, Emile Carles. (7 boats)

DIV D — 1) **Pip Squeak**, Santana 20, Aaron Lee. (2 boats)

DIV E —1) **Svenska**, Peterson 34, Fred Minning 2) **Knotty Sweetie**, C&C 32, Martin Johnson. (5 boats)

The Chicken or the Egg

Remember a few issues back when we ran the photo in *The Racing Sheet* of Jeff Blower's spectacular naked lady tattoo? Jeff had just won the ODCA season championship with his Olson 30 *Naked Lady*. So the big question on our minds was: Did she appear after he named the boat — or was the boat named for her? Unfortunately, Jeff had to go out of state for work before we could find out.

Well, Blowers was back in town for the hoidays and we finally have an answer, which is, basically, both.

"The genesis for the name and my tattoo came somewhat simultaneously," he says. "A few years back, the boat had a good reputation as *Taco Pescado*, but we wanted our own name and started toying with the idea of some kind of nose art from World War II airplanes. I started looking at Vargas prints of the period and found an untitled one I fell in love with. Since I was looking for just the right 'tat around the same time, it fulfilled both purposes. So after we decided on the name for the boat, the next step was a quest to find an artist who could pull it off as a tattoo."

It seems the naked lady is also lady luck, as Jeff and the *'Lady*'s men' not only won the Olson 30 Season championship, they iced the cake with a win of the Champion of Champions, too.

Jeff gives due credit to his 'A team' crew, Derik and Dawn Anderson, Carlos Devilla, Will Lowe, Mike Brennan, Tim Gulley, and Sam McFadden. Brad Pennington, Mike Ashe, and Dawn Chesney came in as strong pinch hitters near the end of the season.

Andy Macfie's veteran *Hoot* program provided the main competition. And talking about World War II airplanes, "our buoy races with those guys were real dogfights," laughs Jeff.

Golden Gate YC Midwinters

Golden Gate YC's popular Seaweed Soup series continued December 2 under sunny skies with a northeasterly and a ripping ebb.

BOX

Once again, our cup runneth over with race results. Enjoy another round of box scores on the house.

SMALL BOAT MIDWINTERS (RYC, 12/2; 4 races):

EL TORO SR. — 1) Gordie Nash, 11 points; 2) Fred Paxton, 16; 3) John Pacholski, 17; 4) Paul Tara, 18; 5) Skip Shapiro, 33; 6) Will Paxton, 35; 7) Chris Straub, 36; 8) Mike Quinn, 38; 9) Robert Hubes, 51; 10) John Amen, 54; 11) John Liebenberg, 55. (22 boats)

EL TORO JR. — 1) Mackenzie Cook, 9 points; 2) Butch Micttel, 20; 3) Patrick Tara, 20; 4) Stephen Katz, 22; 5) Marina Fennell, 29. (11 boats)

OPTIMIST — 1) Lauren Cefali, 16 points; 2) Nevin Snow, 16; 3) Will Cefali, 19; 4) Patrick Snow, 25; 5) Kate Gaumond, 27; 6) Romain Screve, 31; 7) Jack Barton, 34; 8) Domenic Bove, 36; 9) Lyle Larsen, 47; 10) Marie DeCannart, 54. (21 boats)

BYTE — 1) Trish Sudell, 5 points; 2) Gail Yando, 14; 3) Laurie Davis, 17. (7 boats)

SNIPE — 1) Doug Howson & Bonnie/Spencer Howson, 9 points; 2) Vince Casalaina & Sherry Eldridge, 12; 3) Doug & Mary Cefali, 14; 4) Alberto Amengual & Page Flood, 17. (8 boats).

OPEN (Breakwater) — 1) Greg Paxton, IFJ, 15 points; 2) Bill Gutoff, Banshee, 19; 3) Bill Gage, Megabyte, 33; 4) Greg Miller, IFJ, 33; 5) Bob Carl, Banshee, 35; 6) George Wilson, Sunfish, 35; 7) Sarah Mackey, Lido 14, 40; 8) Bob Cronin, Sunfish, 42. (17 boats)

CFJ — 1) Tom Parker, 11 points; 2) Simon Vaxia, 13 points; 3) Julia Paxton, 13; 4) Will Larsen, 22. (8 boats)

I-14 — 1) Ted Rogers & Tim Burks, 5 points; 2) Kirk Twardowski & Nate Campbell, 8. (5 boats)

29er — 1) Brian Maloo & Matt VanRenagalaer, 9 points; 2) Skip McCormack & Jody Taliaferro, 10; 3) Max Fraser & Andrew Cowley, 11 points. (7 boats)

WABBIT — 1) Andy Hamilton, 7 points; 2) Tim Russell/Rusty Canada, 8; 3) Melinda Erkelens, 19. (7 boats)

CORONADO 15 — 1) Dave Rambaugh & Anne Jaeschke, 4 points. (2 boats)

LASER — 1) John Pearce, 7 points; 2) Steve Bourdow, 9; 3) Tracy Usher, 14; 4) David Lapier, 15; 5) Walt Spevak, 20; 6) Claire Dennis, 22; 7) Eric Wilson, 39; 8) Mark Halman, 39; 9) Katie Maxim, 44; 10) Rebecca Beard, 48; 11) Mike Scott, 48; 12) Ron Witzel, 54; 13) Peter Jesberg, 64; 14) Tim Knowles, 67; 15) Steve Hendricks, 70; 16) John-Bernard Duler, 72. (32 boats)

OPEN (Southampton) — 1) Michael Gillum, Thistle, 5 points; 2) Brian Bauman, Thistle, 9; 3) Don Jesberg, Finn, 18; 4) Scott Muir, Catamaran, 28; 5) Wayne Clough (boat not specified), 28; 6) Doug McWilliams, Flying Dutchman, 29; 7) Del Olsen, Int. Canoe, 29; 8) Mike Molina, Lightning, 31; 9) Dan Brandt, Int. Canoe, 34. (18 boats)

WINTER ONE DESIGN INVITATIONAL (Regatta-PRO, 12/9; 2 races):

1D35 — 1) **Tabasco**, Gary Fanger, 3 points; 2) **Alpha Puppy**, Mark Witty, 5. (5 boats)



LATITUDE/LADONNA

One-man band — Trevor Rowedder multi-tasks during Richmond YC's Small Boat Midwinters.

"With the ebb, we didn't really want to send the fleet all over the Central Bay but rather stay close to the relief on the City-front," said PRO Matt Jones. "Although not a true windward-leeward, the fleet did experience most points of sail over the course."

After rounding the windward mark, an inflatable north of the Hyde St. Pier, racers got on the 5-knot ebb tide expressway for a quick run to Blackaller. On the second beat, trimmers got a workout and beachcombers got a good show as skippers short-tacked up the shore to stay out of the worst of the current.

Never mind that it was the second race of the series; several boats still hadn't figured out the restrictions on the start/finish line and either had to do penalty turns or make severe course corrections. Lucky for them, there are still two more races to get it right.

PHRF 1 (< 54)— 1) **Howl**, Sydney 38, Peter Krueger; 2) **Racer X**, Farr 36 OD, Gary Redelberger; 3) **Q**, Schumacher 40, Glenn Isaacson; 4) **Heartbeat**, Wylie 46, Lou Pambianco; 5) **Kokopelli²**, Santa Cruz 52, Lani & Scott Spund; 6) **Quiver**, N/M 36, Jeff McCord; 7) **Sapphire**, Synergy 1000, Dave Rasmussen; 8) **Mr. Magoo**, J/120, Steve Madeira; 9) **Great Sensation**, 1D35, Gary Fanger. (18 boats)

PHRF 2 (55-99) — 1) **Tupelo Honey**, Elan 40, Gerard Sheridan; 2) **Yucca**, 8-Meter, Hank Easom; 3) **Whisper**, J/105, Eden Kim; 4) **Cirque**, Beneteau 42s7, Louis Kruk; 5) **X-Dream**, X-119, Steen Moller. (10 boats)

PHRF 3 (100-155) — 1) **Lilith**, Wyliecat 39, Karin & Tim Knowles; 2) **Harp**, Catalina 38, Mike Mannix; 3) **Uno**, Wyliecat 30, Steve Wonner; 4) **Shaman**, Cal 40, Steven Waterloo; 5) **Arcadia**, Santana 27 (mod), Gordie Nash; 6) **Spirit of Elvis**, Santana 35, Lewis Lanier; 7) **Blue Pearl**, Hunter 41, John Dahle. (15 boats)

IOD — 1) **#78**, Paul Manning; 2) **Youngster**, Ron Young; 3) **La Paloma**, James Hennefer. (6 boats)

PHRF 4 (>156) — 1) **Crazy Jane**, Thunderbird, Doug Carroll; 2) **Straitjacket**, PocketRocket, Ben Haket; 3) **Gran Wazoo**, Pearson 29, Sal Balistreri. (5 boats)

CATALINA 34 — 1) **Crew's Nest**, Ray Irvine; 2) **Mottley**, Chris Owen; 3) **Casino**, Bill Eddy. (7 boats)

KNARR — 1) **#134**, J. Eric Gray; 2) **Narcissus**, John Jenkins; 3) **Benino**, Mark Dahm. (7 boats)

FOLKBOAT — 1) **Nordic Star**, Richard Keldsen; 2) **Thea**, Christopher Herrm; 3) **Shanty**, Richard Haslacher. (5 boats)

South Bay YRA Midwinters

When does 5 + 5 not equal a perfect 10? When it's a five-knot ebb and a five-knot breeze on the South Bay.

Twelve boats in two divisions were lulled by modest breeze and relatively warm weather to the starting area of the second race in the SBYRA midwinter series December 2.

Unfortunately, the breeze didn't bother to stick around, instead replaced by miserably strong current. By the second lap of the triangle-windward-leeward course, Luther Izmirian on *Paradigm* and Robert Hu on *Mist* had done a horizon job on the fleet while everyone else

SCORES

J/120 — 1) **Mr. Magoo**, Steve Madeira/Bob Garvie, 2 points; 2) **Grace Dances**, Dick Swanson, 7; 3) **Dayenu**, Dennis Jermaine, 9; 4) **Valkyrie**, Mark Varnes, 9. (9 boats)

J/105 — 1) **Orion**, Gary Kneeland, 5 points; 2) **Jitterbug**, Joe Wells, 9; 3) **Yikes**, Susan Melanson, 11; 4) **Alchemy**, Walt Sanford, 11; 5) **Lulu**, Don Wieneke, 11; 6) **Larrikin**, Stuart Taylor, 12. (12 boats)

BENETEAU 36.7/40.7 — 1) **Inspired Environments**, Beneteau 40.7, Timothy Ballard, 2 points; 2) **Ay Caliente!**, Beneteau 36.7, Aaron Kennedy, 4. (5 boats)

WINTER KEELBOAT INVITATIONAL (RegattaPRO, 12/2; 2 races):

MELGES 24 — 1) **Smokin'**, Kevin Clark, 2 points; 2) **Flexi Flyer**, Mitchell Wells, 4. (4 boats)

J/24 — 1) **Bogus**, Chris Snow, 3 points; 2) **TMC Racing**, Mike Whitfield, 4; 3) **Snowjob**, Brian Goepfrich, 5; 4) **Running with Scissors**, Jim Yares, 8; 5) **On Belay**, Don Taylor, 11. (10 boats)

PRE-HOLIDAY REGATTA (SFYC, 11/18-19; 6 races):

1D35 — 1) **Great Sensation**, Mark Gulfie, 7 points; 2) **Double Trouble**, Andy Costello, 8; 3) **Yeofy**, Eliel Redstone, 10. (7 boats)

AE28 — 1) **Ditzy**, Ralf Morgan, 4 points; 2) **Dream**, Kirk Smith, 9; 3) **Eagle**, Chuck Eaton, 12. (6 boats)

PHRF 1 (< 71)— 1) **Valkyrie**, J/120, Mark Varnes, 5 points; 2) **Q**, Schumacher 40, Tracy Cahill, 14; 3) **Secret Squirrel**, Schock 40, John Claudianos, 15. (7 boats)

PHRF 2 (> 72) — 1) **White Jacket**, Etchells, Randy Smith, 6 points; 2) **Stewball**, Express 37, Caleb Everett, 8; 3) **306LP**, IC, Jim Davies, 15. (11 boats)

JACK FROST MIDWINTERS (EYC, 11/18; 2 races, 1 throwout):

PHRF A (<132) — 1) **Encore**, Cust. Wylie Gemini 30, Andy Hall, 1 point; 2) **Sheeba**, C&C 99, Mike Quinn, 2; 3) **Mistral**, Beneteau 36.7, Ed Durbin, 3. (8 boats)

ANTRIM 27 — 1) **Cascade**, Steve Rienhart, 1 point; 2) **Arch Angel**, Bryce Griffith, 1. (4 boats)

MELGES 24 — 1) **Tinseltown Rebellion**, Cam Lewis, 1 point; 2) **Personal Puff**, Dan Hauserman, 2. (5 boats)

OLSON 25 — 1) **Hamburger Haus**, Jens Jensen, 1 point; 2) **Sweetness**, Reubin Rocci, 1; 3) **Shark on Bluegrass**, Falk Meissner, 3. (7 boats)

PHRF B (>133) — 1) **Breakthrough**, J/24, Darren Cumming, 1 point; 2) **Lelo Too**, Tartan 30, Emile Carles. 1. (5 boats)

NORTHERN CALIFORNIA LASER GRAND PRIX (final results):

STANDARD — 1) Walt Spevak, 20 points; 2) Simon Bell, 47 ; 3) Tracy Usher, 47; 4) Tom Burden, 50; 5) David LaPier, 59; 6) Stephen Orosz, 60; 7) Peter Phelan, 64; 8) John Pearce, 64; 9) Kenton Hendricks, 64; 10) Brodie Cobb, 65. (73 boats)

RADIAL — 1) Nick Dugdale, 6 points; 2) Blake Martini, 10; 3) Katie Maxim, 10. (15 boats)

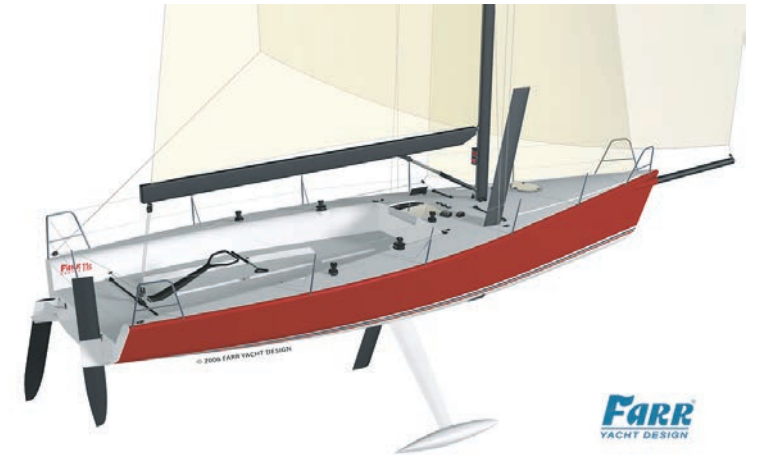
was shoved sideways to Hunters Point instead of toward the mark off Sierra Point.

It wasn't all smooth sailing for Izmirian. A fisherman on the course complained that *Paradigm* violated his personal space and threatened to call the Coast Guard. Tempers apparently cooled, though. As far as we're aware, Izmirian did not spend the night in the hoosegow for scaring the fish.

Depsite the challenges, all five spinnaker boats, and all but one non-spinnaker boat managed to finish.

DIV A (SPIN) — 1) **Mist**, Beneteau First 38, Robert Hu; 2) **Paradigm**, J/32, Luther Izmirian; 3) **Wired**, Larry Westland, Choate 27. (5 boats)

DIV B (NON-SPIN) — 1) **Hot Ice**, C&C 110, Mike Haddock; 2) **Chablis IV**, Cal 25-2, Dave & Kay Few; 3) **Osprey**, C&C 35 Mk I (mod), Rob & Hillary Hutchinson. (7 boats)



Family resemblance — The latest one design project from Farr Yacht Design applies some of the designers' research from their Volvo Ocean 70s and Open 60s to a 35-ft sport boat for buoy racing and the occasional coastal flick.

Race Notes

The long and the short of it: US Sailing has announced the short list of nominees for its **2006 Rolex Yachtsman and Yachtswoman of the Year** awards. The men's list features John Dane, Greg Fisher, Howie Hamlin, **Stan Honey** (of Palo Alto), Mark Mendelblatt and Jud Smith. Yachtswoman of the Year nominees are Sally Barkow, **Claire Dennis** (of Saratoga), Sarah Lihan, Paige Railey and Anna Tunnicliffe. Winners will be announced later this month.

More envelopes, please: A panel of independent judges has deemed the **Esse 850** to be the 2007 *Sailing World* **Boat of the Year**. The 28-ft Swiss design beat out 18 other nominees. The Open 5.70 was named Best One Design, while the Corsair Sprint 750 garnered Best Sportboat, and the X-35 One Design earned the Best Racer/Cruiser title. The Best Cruiser/Racer was the Salona 37.

New year, new boats: Another BOTY finalist, the Robert Perry-designed, Chinese-built **Flying Tiger 10M** made its





debut on the Bay just before Christmas. **Fabio Maino** of Palo Alto and **Felice "Cino" Bonardi** of Menlo Park (both natives of Italy and both technical leaders at Cisco Systems) took delivery of *Cento Miglia* in late November. Maino says there are seven other boats on order for Bay Area sailors, and hopes a one design class isn't too far away. (The San Diego fleet has grown to eight boats now and has a similar ambition for one design status before too long.)

Maino also says: "One of the hot spots of the boat is her price. After shipping the boat from China, paying customs and taxes, adding an outboard engine, and instruments, and commissioning, it cost us approximately $65,000 for a brand-new race-ready boat. Pretty amazing for a 33-ft boat with carbon spar, boom and sprit."

BO(Next)Year? If your budget is more flexible, you may be interested in the latest one design project from Farr Yacht Design. Due to launch in February, the 36-ft **Farr 11's** design brief called for a quick buoy racer with six or seven intermediate level crew. It also needed to be capable of coastal racing.

Below the water, the carbon boat sports a 45-degree canting keel powered by a hydraulic ram/electric pump system, twin asymmetric canards and twin retractable rudders. The skiff-based rig has a large square-headed main on a highly swept spreader and no backstay. Motoring power comes from a 20 hp outboard in a cockpit well. All up, the boat should weigh just under 5,300 pounds. Hull #1 is being built by Premier Composites Technology in Dubai. Additional orders are apparently in the works.

More new boats: **Caleb Everett** took delivery of a new Melges 32, *Stewball*, in late November. He intends to keep his Express 37 of the same name and do both the Melges 32 season on the East Coast and the Express 37 season on the Bay. Ultimately, the hope is that the Melges 32 will develop a one design season on the West Coast. In his first race on the new boat, at Lauderdale YC's Melges 32 regatta, Everett finished a respectable 5th out of 11 boats. Not bad since he just started sailing a few years ago and, having selected two classes with strict rules about who can drive, does all of his own helming.

Meanwhile, **Chris Dickson** is the proud owner of a new-to-him IOD. The *BMW Oracle Racing* skipper bought #102 from SFYC member Dennis Brewer and had it shipped home to New Zealand. While Brewer is sad to see the boat leave the area, there's hope that the first Kiwi IOD will spark renewed interest there and even back in the Bay Area. Is Dickson expecting to have free time on his hands later this year?

Other boats on the move: **Gary Fanger** of the Grand Prix Sailing Academy is leaving one of his 1D35s in Hawaii for the season. He and several GPSA crew raced in the Phil Dripps Regatta in Waikiki aboard *Sensation* December 10, finishing second. "The water was warm and the scenery the best," Fanger said. "With winds ranging from 8 to 35 knots it made for some exciting racing." Fanger is a pretty busy guy. He's also just purchased *Tabasco* to add to GPSA's 1D35 fleet, and plans to race it in the upcoming TransPac.

Northern exposure: **Steve Wonner's**



Wyliecat 30, *Uno*, made the trek up I-5 to Anacortes in early November for the Round the County Race. (That's San Juan County.) Competition was stiff, and most race regulars, who weren't familiar with Wonner's winning ways, didn't hold out much hope for the quatro on *Uno* (Wonner, Bren Meyer, Andy Hall and Kimball Hall). But with a third in their division and a 13th overall, they changed a few preconceptions about catboats.

Southern migration: If you're looking for a quiet place to dry out from a wet winter, you'd do well to avoid Key West from January 15-19. With 260 boats signed up (as of December 18) for **Acura Key West 2007**, the annual sailing festival promises to be quite a show. Northern California will be well represented. Bay Area-based boats include John Kilroy's new TP52 *Samba Pa Ti*, Rick Wesslund's J/120 *El Ocaso*, Tom Coates's J/105 *Masquerade* and Caleb Everett's aforementioned Melges 32 *Stewball*. In the Melges 24 fleet, there's Peter and Kristen Lane's *Brick House*, two of Philippe Kahn's *Pegasus* boats (one with Dave Ullman at the helm), and Steve Pugh's *Taboo*. Other boats racing with current or former local talent on board: the Swan 601 *Moneypenny* (Dee Smith and Rob Moore) and the Rogers 46 *Yeoman* (Ashley Perrin) in the IRC division, *Groovederci* (Jeff Madrigali) in the Farr 40s, *Vmax* (Bill Erkelens) in the J/105s, and *Bone Chillin* (Don Trask) in the J/80s. No doubt we've missed a few folks, but we'll have full coverage of the event in the February issue.

Five Northern California 505 teams are packing up for an even longer trip south to the **2007 SAP International 505 World Championships** January 27-February 2 in Adelaide, South Australia. Local boys include Nick Adamson and Steve Bourdow, Mike Holt and Carl Smit, Mark Dowdy and Jason Bright, Stuart Park and Barney Harris, and Doug Hagen with a mystery Australian crew.

Bring on the bubbly: Thirty boats showed up for the **Mumm 30 Worlds** in Miami in December. France's Erik Maris won the event. NorCal boats among the highly talented group of sailors in attendance included Philippe Kahn and Jeff Madrigali on Kahn's *Pegasus 30* team in 11th, and Marin's Kristen and Peter Lane on *Brick House/Venturesome* in 24th.

Bright stars: Reigning Star world champions Hamish Pepper and Carl Williams (both of New Zealand) continued their winning ways in November at the **Star North Americans**, sailed out of Coral Reef YC in Florida. The Kiwi duo won in convincing form without having to sail the last race. Brazilian Robert Scheidt, with crew Bruno Prada, finished second. Top Americans in the 79-boat fleet were 9th-place Andy Horton and Brad Nichol, San Diego sailmaker George Szabo, sailing with Mark Strube, in 11th; and Star king Mark Reynolds, with Skip Dieball, in 13th. The Bay Area's Peter Vessella and Darin Jensen finished 34th, and Brooks Sperry and Tim Ray, 66th.

Hot stuff: San Diego YC's three-race **Hot Rum Series** concluded December 3 under clear blue skies and what promised to be a Chamber of Commerce day. At noon, the wind was blowing 8 to 12 across the whole course, and for the first half hour, the little boats got off to a fast reach at the start. But by 1:15, as the last boat was starting, the wind had

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let up completely. Our sources say it was quite a sight to see Jim Madden's R/P 66 *Stark Raving Mad* work through the top of the fleet in very tricky puffs. *SRM* finished first overall in the 144-boat fleet. Aaron Strum's Wylie Wabbit *Wild Bunch*, Chuck Nichols's J/120 *CC Rider*, Will Stout's Etchells *Slipknot*, and Dennis and Sharon Case's *Wings* rounded out the top five.

Back on the homefront: A scant four boats turned up for Lake Merritt Sailing Club's **Robinson Memorial Midwinters** on December 9. "Lotta boats missed a great day with steady winds to about 18 knots," said race chairman Duncan Carter. Dennis Silva posting three straight bullets.

A-Cup action: ***Desafío Español***, the Spanish challenger to the America's Cup, has hired Marin's **Paul Cayard** as a technical and sports advisor for its 2007 campaign. The international sailing veteran contracted for two months of supervising preparation and fine-tuning the team's new boat, ESP-97. After that, Cayard, who was recently named **San Francisco YC Sailor of the Year,** and *Desafío Español* may discuss further opportunities to work together, though the team officials say there are no concrete plans at this time.



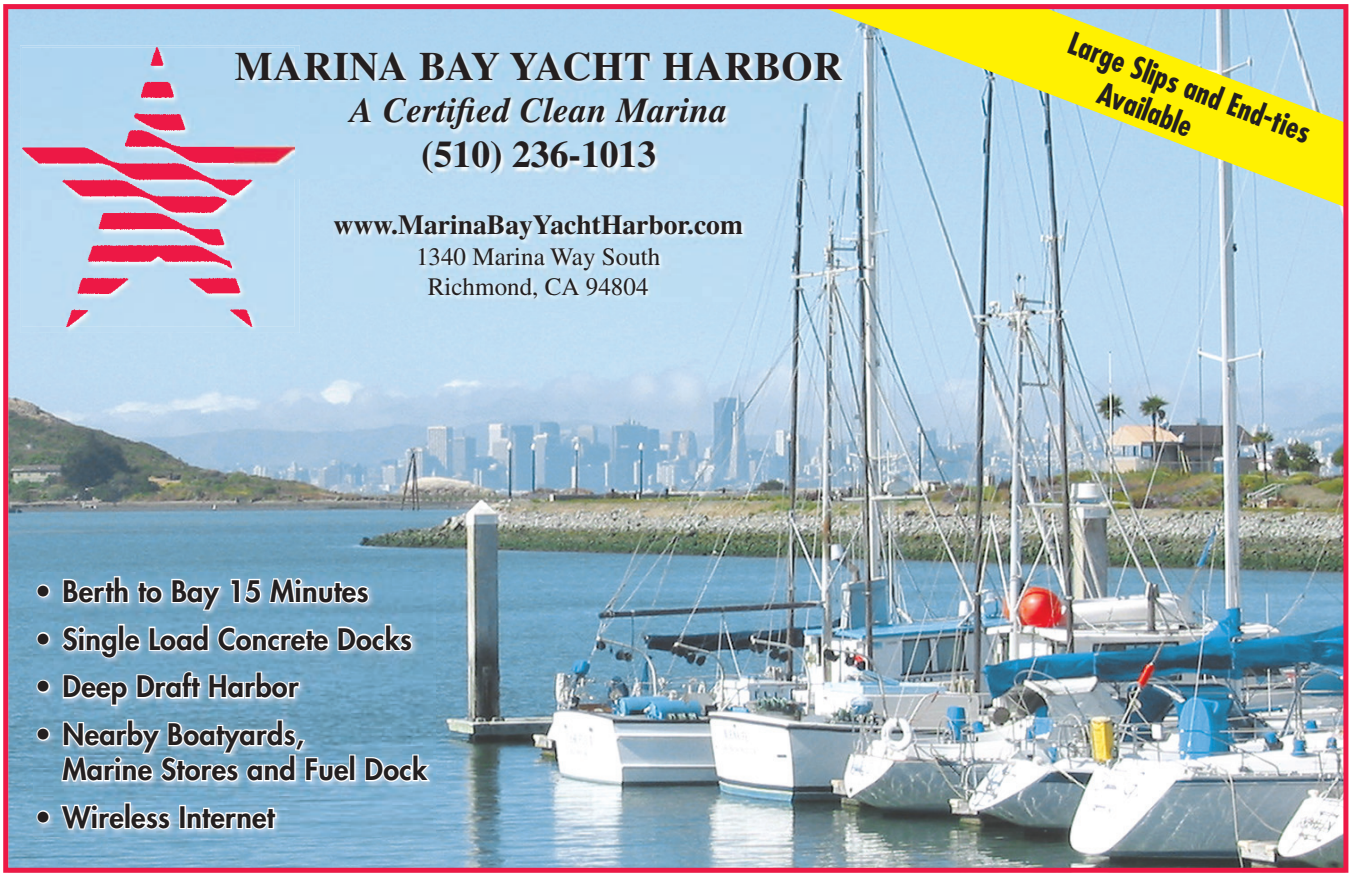
PHIL UHL /COURTESY PACIFIC HIGH PRODUCTIONS

Practice run — The crew from the TP52* Morning Light *crosses the famed TransPac finish line off Diamond Head during a training session aboard a polynesian canoe.

A different kind of training: Over Thanksgiving weekend, the 15 crew members of the Transpac 52 ***Morning Light*** continued their quest to be the youngest sailors, by average age (21 years old), to finish the TransPacific Yacht Race. (You may recall that this project, set up under the auspices of Roy Disney, is documenting crew selection, training and racing for a feature film scheduled to hit theaters in 2008.)

The team's most recent task involved taking a 62-ft double-hulled canoe offshore in a series of day and evening sails to learn the art of ancient Polynesian navigation from master navigator Nainoa Thompson. Hardly what you'd consider typical training for racing a high-performance boat across the Pacific, but perfect for team-building, not to mention knowing what to do in the unlikely event of instrument failure during the race.

The original plan to sail from Maui to Oahu via Molokai was scrapped due to the prospect of adverse weather, but



THE RACING SHEET

no one was discouraged. "It came out by far the best it could have, especially because there wasn't much wind the whole weekend," said an enthusiastic Disney. "The kids just ate it up. In just two days they figured out how to sail that thing pretty well." The team reassembles later this month in Hawaii to begin training on the actual race boat until July. Go to *www.pacifichighproductions.com* for more information.

Nice work if you can get it: Alinghi afterguard member **Peter Holmberg** (ISV) won the World Match Racing Tour's **Monsoon Cup** in Malaysia in early December, but only after narrowly avoiding elimination during the round robin. Holmberg bounced back from a 4-5 record with two races remaining in the round robin to beat Mathieu Richard (FRA), 3-2, in the finals. The event's prize purse is the largest in sailing, with competitors vying for MYR 1 million (approximately $275,000) in prize money. Holmberg was rewarded handsomely for his win, walking away with $70,000. Money can't buy everything, though, as he sits in "just" sixth place in the WMRT rankings. Richard (second on the WMRT leaderboard) took home approximately $41,700 for his efforts. Even the 12th-place finisher, Malaysia's lone female match racer, Tiffany Koo, came away from her WMRT debut with $7,700. Next up is Match Race Germany in Langenargen in May.



CARLO BORLENGHI//ROLEX

Full on — If it's this wet on the bow of* Wild Oats XI *in the Med, what's it like in the middle of the tempermental Bass Strait?

Land down under: Hopefully all 79 entries in the **Rolex Sydney Hobart Yacht Race** have arrived safely at the dock by the time you read this. The 61st running of the 630-mile classic started December 26, taking racers south along the Australian coast and across the often devilish Bass Strait to the Tasmanian capital city. The odds-on favorite before the start was defending line and handicap winner and race record holder, *Wild Oats XI* (with Oakland-based *BMW Oracle Racing* mast/pitman Rodney Daniel on board). Other boats racing for line honors glory were Grant Wharington's turbo-charged *Skandia*; the New Zealand-based 99-ft Greg Elliott design, *Maximus*; 2005-06 Volvo Ocean Race winner *ABN Amro One;* and the recently modified Volvo 70 *Brunel* (now called a Jones 70 and racing under the name *Ichi Ban*). They were not joined by 2004 line honors winner *Nicorette*, racing in 2006 as *Diabetic*, which dismasted during a practice sail six days before the start. Better close to home than at sea. Complete coverage is at *www.rolexsydneyhobart.com*.

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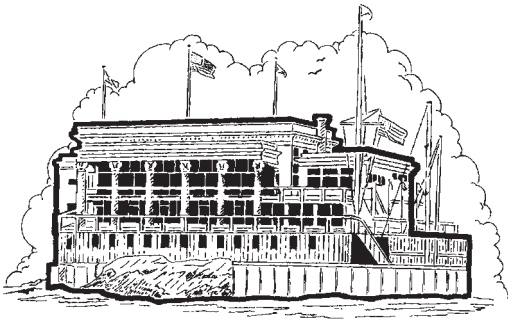
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With reports this month on how to choose ***The Charter Destination That's Right for You*** *and a look at how an entrepreneurial Swede combines* ***Cruising and Chartering.***



ALL PHOTOS LATITUDE / ANDY

If you're looking for a truly exotic destination, consider Tahiti's Leeward Islands, where traditional Polynesian culture is still very much alive. Booming inter-island passages are contrasted by tranquil overnights in idyllic anchorages.

A New Year of Sailing Opportunities: So Many Possibilities

The vacuum's clogged with confetti and the last splash of New Year's champagne has gone flat in the bottom of the bottle — sure signs that it's time to flip the calendar and make some plans for the months ahead.

If you're like us, one of the most important resolutions you made over the holidays was to spend less time stressing and more time sailing. Of course, daysails are a splendid way to get your mind off the mundane, and racing is a great way to get some adrenaline coursing through your veins, but for a true change of pace there's nothing quite like a sailing vacation. And there's no better time to ink some dates on that brand new calendar of yours than right now.

As we often preach in these pages, locking in dates six, nine or even 12 months in advance assures that you'll get the boat type you want for the exact dates you want. And with the way many major airlines are tightening up their flight schedules these days, you'd be smart to also lock in your flights far in advance — especially if you hope to use frequent flyer miles.

As you can see by the graphic below, bareboat bases have been established in almost all the prime sailing areas of the world. And if it's a luxury crewed charter you're after, the possibilities are even more wide-ranging. There are so many possibilities, in fact, that it's tough to decide which venue to visit first.

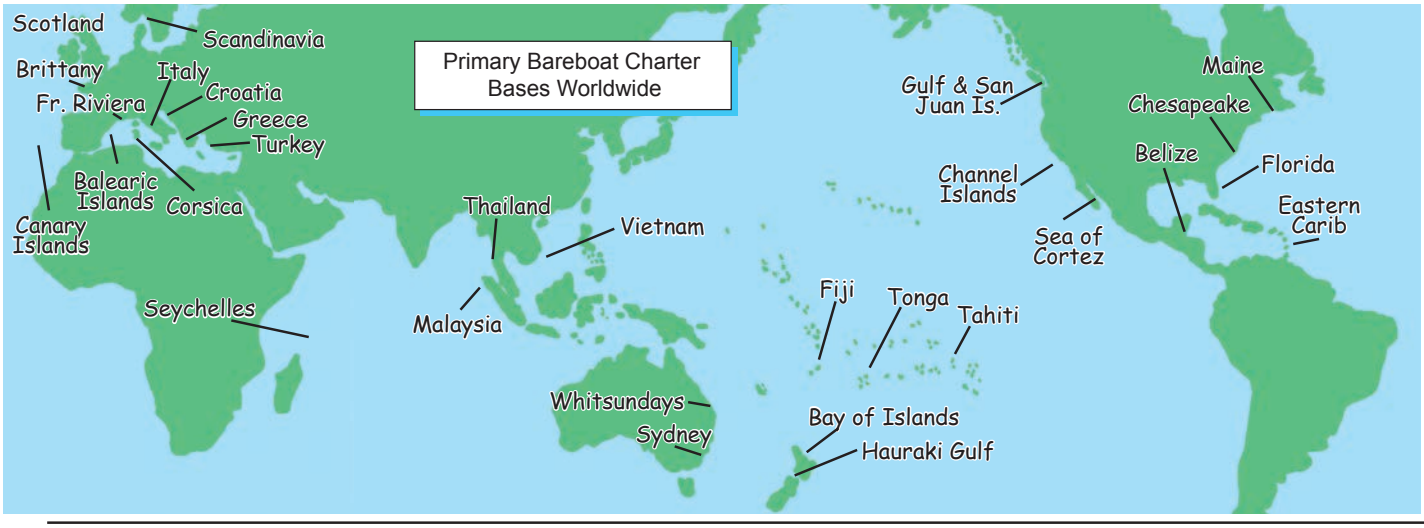
Before you pick a spot at random, we suggest you sit down with your would-be chartering partners and ask yourselves a few key questions: How much time can we spare? How much can we afford to spend? And which elements are most important to us, such as: reliable wind, snorkeling, nightlife, shopping, cultural history, lack of development, travel time to get there, and so on.

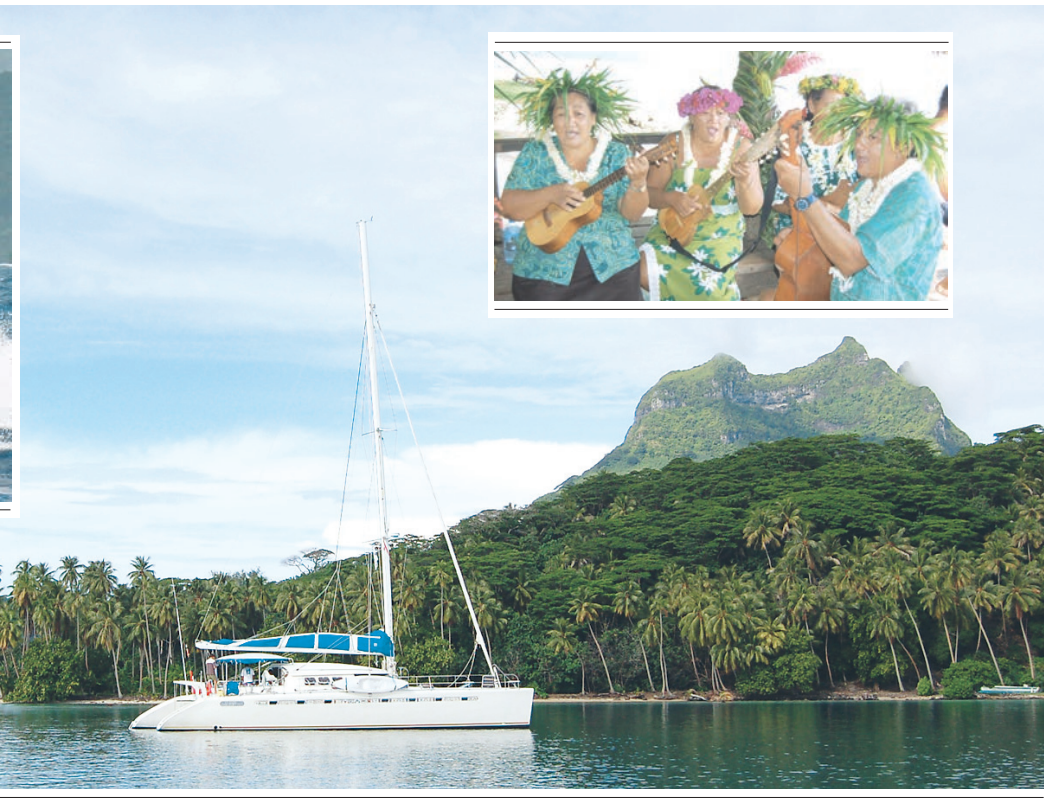
Naturally, if you can't squeeze out more than seven days of vacation time, including travel days, you'd be wise to stick closer to home. Summer sailing in the Puget Sound area of the Pacific Northwest lies just a few hour's flight from the Bay Area, as does Belize and La Paz, Mexico, gateway to the Sea of Cortez — the latter two options being well worth visiting almost year round. Even closer to home are our own Channel Islands, which offer wonderful sea caves, secluded coves and remote beaches to explore, in contrast to the bustling tourist mecca of Catalina. Boats can be chartered at a half-dozen harbors between Santa Barbara and San Diego.

With 10 days or two weeks to vacation, the world is your oyster! Right now, during our winter months, New Zealand's spectacular Bay of Islands is enjoying warm, sunny days and Australia's Sydney Harbor area is abuzz with summer fun. Although the islands of the Eastern Caribbean are considered to be year-round destinations, their very best winds and weather tend to be during our winter months.

You'll have the most charter choices, however, during our own spring, summer and fall, as that's when the majority of worldwide charter bases experience their best weather. The diverse options include Greece, Turkey, Italy, Scandinavia, Scotland, Tahiti, Fiji and Tonga.

In terms of cost, boat pricing doesn't vary between international venues nearly as much as do air fares and the





cost of goods and services ashore. If you haven't noticed, these days the almighty dollar is weak against the euro (and associated currencies such as the French Polynesian franc), which is an important factor to consider if your budget is tight. So where are the bargains? Places like Turkey, Mexico and Thailand are always inexpensive. And the argument is often made that you can't help but spend less in cruising grounds where there's simply less to spend it on such as Tonga, Fiji and, again, Mexico's Sea of Cortez. Choosing to sail in the low or shoulder seasons, of course, will also save you a bundle of cash.

Perhaps the most important question to ponder, though, is what you expect to get out of the trip in terms of activities and cultural attractions. If warm water snorkeling or scuba diving is your thing, the South Pacific and Eastern Caribbean islands can't be beat. But if you're a cultural history buff, the ancient ruins of Turkey and Greece will probably put those venues at the top of your list, with Italy and Croatia close behind. Speaking of Europe, we're big proponents of coupling land-based travel with sailing trips. The options are many, including Scandinavia, the British Isles, Spain's Balearic Islands, Corsica and Sardinia. And if you relish a truly exotic vacation, we suggest you consider the Leeward Isles of Tahiti, Thailand, the Seychelles or the newest member of the bareboating club, Vietnam.

Yeah, we know, so many choices, so little time. And, truth be told, each and every one of them has its own special charms. Wherever you decide to charter this year, we'd love to hear about it. So let this be your official invitation to send us a brief charter report and a few choice photos upon your return. If you do, there'll be some *Latitude* swag in it for you, as always!

— latitude/aet

A Little-Known Charter Option: Cruising as "Paying Crew"

An inexpensive alternative to cruising on your own boat or chartering is to find a boat needing crew in the area of the world you wish to sail. It's not hard to do, as many longtime cruisers take on 'paying crew' as a way to supplement their cruising budget. Unlike cruising your own boat, which requires a lot of money and a major commitment, or chartering, which requires experience and is only available in a limited number of places, booking a berth as 'paying crew' only requires that you decide where you want to sail, find a reliable skipper and pay a little money.

I briefly tried the paying crew option in Thailand several years ago, and had a great experience. Last summer I was ready to try it again. I didn't begin my search until late June, but by August 3, I was happily sailing out of Odessa, Ukraine, into the Black Sea, headed for Istanbul, Turkey. And even before leaving for Odessa, I'd received offers from two more skippers giving me additional options. I could have either spent late August and early September sailing from Santorini, Greece, to Italy, or a few weeks sailing in southern Turkey.

Unless you are already at your departure point, the best way to search for boats looking for crew is on the Internet. I started on Google by searching for "sailboat crew Mediterranean." I knew I wanted to sail in the Med, but was going to be flexible about exactly where until I found out what was available. This search brought up some personal sites of cruising boats, as well as free crew posting sites like *www.crewfile.com* and *www.floatplan.com*. I later learned about the pay site *www.findacrew.com*, which looks to be one of the most extensive with plenty of postings.

Although you never know what the boats and people are going to be like until you meet them, cruisers generally seem pretty easy-going and, based on my experience, the postings and websites have accurately represented the boats and skippers. Of course, I recommend that you read between the lines when reviewing the postings, and that you don't respond to ones that seem fishy.

For example, I decided to pass on filling out a 15-page application, which



Swedish author/sailor Lars Hassler gave up a successful financial career to pursue his sailing passion aboard his Beneteau 50 'Jennifer'.



ALL PHOTOS JOHN THOMPSON

The author posed in front of the Hagia Sophia Church in Istanbul, an extraordinary work of Byzantine architecture.

included an extensive medical history section, giving up the chance to sail with a 48-year-old woman into yoga. Instead, I contacted Lars Hassler, a Swede who has a very straightforward website describing the summer itinerary for *Jennifer*, his Beneteau 50. What made Hassler seem even more reputable is that he's written many books about his adventures — including one about a 10-year circumnavigation he did that was financed completely by paying crew.

Last summer, Hassler's plan was to sail counterclockwise around the Black Sea. Although such an itinerary wasn't on my original list, I was eager to try somewhere off the traditional cruising route. After considerable email correspondence, it was agreed that I would join the boat for two weeks, at a price of $50/day, starting in Odessa.

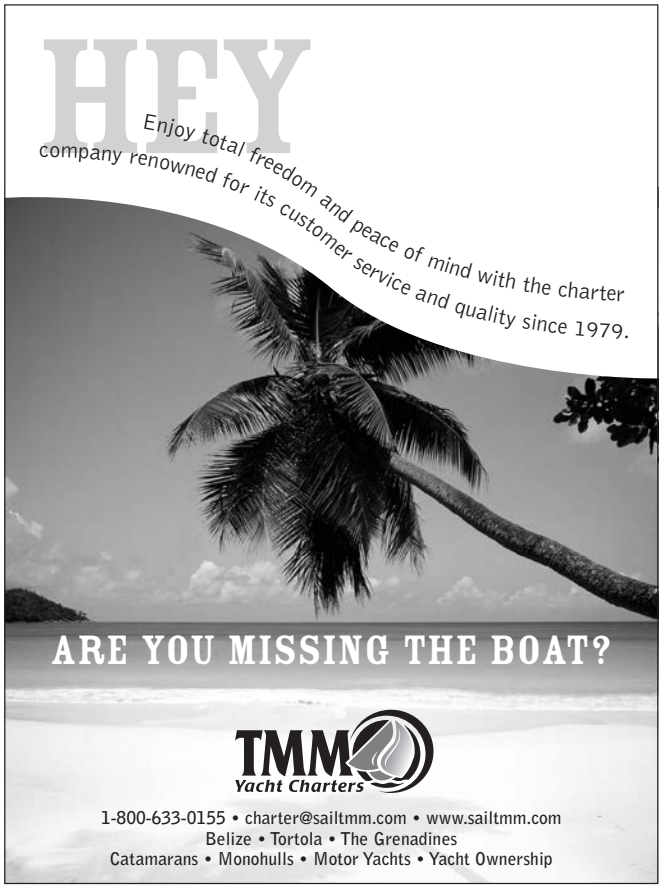
As was the case with most skippers I contacted, the daily rate included all expenses — except meals ashore. Depending on the length of the trip and the type of passage, you can expect to pay between almost nothing and $100/day. For example, if someone needs help getting a boat across the Atlantic, they would probably give you a free berth in exchange for your help, but if you are looking for a leisurely sail in the Mediterranean, at the minimum you should expect to pay a nominal charge to cover your share of operating costs.

When responding to posts, it's best to be honest about who you are, what your experience is, and what you're looking for. After all, the skippers also need to screen applicants to get the kind of crew they are looking for.

John Torgersen, the skipper of the Beneteau 42 Malandro, was another who responded to my inquiry. I didn't know much about John's plans other than he would be in Bodrum, Turkey, on August 19 and that he only wanted 9 euros per day. This seemed pretty inexpensive, but he seemed sincere, and I decided that I would take a chance. If it turned out









Marmaris, a major yachting center on the Turkish coast, combines antiquities with dining, shopping and modern services.

not to be what I expected, I could just jump ship, as we'd be stopping in many ports. So I booked an electronic ticket on Turkish Airways, which would take me to Bodrum, taking me straight from one boat to another. I also wanted to do some land-based travel, so I got on *www.kayak.com* and found a cheap flight to Palermo, Italy, from where I would spend September island-hopping through Sicily, Sardinia and Corsica. If you have time, it is nice to balance your trip with some land-based travel, since you probably won't have much of a chance for land excursions when crewing.

So how did it turn out? My flight from San Francisco took me to Frankfurt and Vienna, which meant I wouldn't arrive in Odessa until almost midnight. I was a bit nervous about landing so late in what I envisioned would be a seedy former communist country, so via email I arranged for a private car and driver to meet me and take me to the boat for $20. All went as planned. Although halfway around the world, behind the former Iron Curtain, as soon as I stepped aboard *Jennifer*, I felt right at home in the familiar surroundings of a sailboat.

Until I reached the boat, I had no idea how many others would be sailing with us. It turned out that the number would fluctuate, as we started with four, then had three for a week, and finally five. Considering that the boat had 4.5 cabins and five heads, it never felt crowded. However, I would recommend that one of your first questions of the skipper be how many others will be on the boat. I did hear of one boat that accepted so many crew that some had to sleep on deck!

It would also be good to confirm the planned itinerary, inquire about the sleeping arrangements, and the toilet

Aboard 'Jennifer' John traveled to places far from the mainstream. Here, cruisers find a berth at Sulina, Romania, on the Danube.



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and bathing facilities. You'll also want to know if the boat has an autopilot, and what kind of safety equipment she has.

One way in which being paying crew is quite different from chartering is that the itinerary is usually up to the skipper. In my case, Lars decided that we would be leaving Odessa in the morning, one day ahead of schedule. This meant that I did not have a chance to see anything of Odessa, other than what was visible from the boat. In exchange for low prices and the privilege of traveling on someone else's boat, you do give up some freedoms.

On the first day, Lars reviewed safety equipment for the crew, as well as the operation of the boat, and what to do if anybody got seasick.

As is typical in most paying crew situations, everyone was expected to help with the preparation of dinner and clean-up. And during the day, we'd all help with sail handling and keeping watch.



ALL PHOTOS JOHN THOMPSON

When exploring Turkey, you can choose between stern-tying to a quay and berthing in a marina or anchoring in a quiet bay.

Since the boat had a reliable autopilot, we didn't have to do much hand-steering. Lars selected all the course settings, was in charge of anchoring and docking, and worked with the often-difficult officials in each port. In the Ukraine, which only sees a handful of international cruising boats each year, we were forced to use an agent, both to clear in and to clear out.

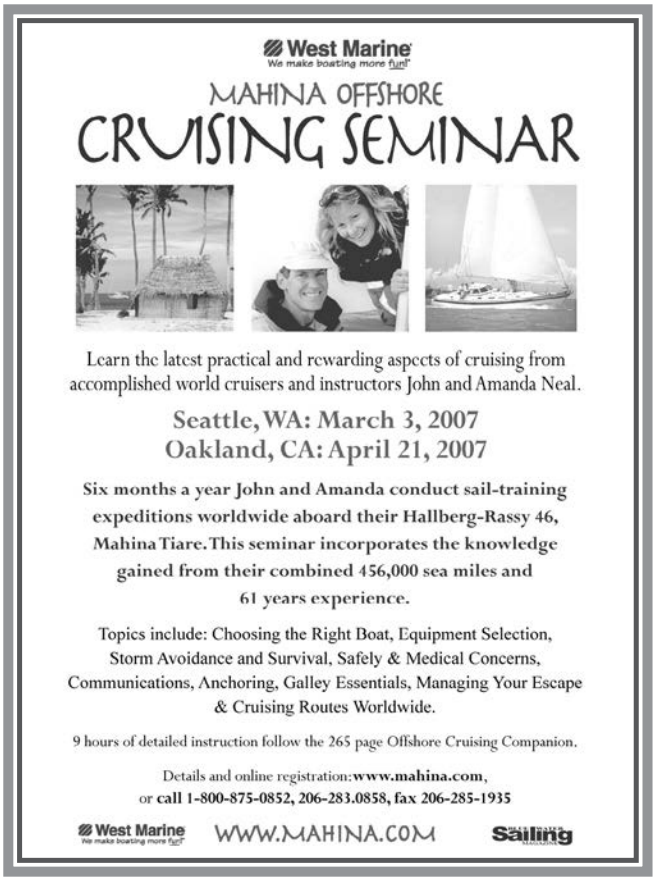
From Ukraine, our route took us up into the Danube River delta, where we crossed over into Romania. While in Romania, we had to check in and out of every port inside the country — like you used to have to do in Mexico — which resulted in lots of souvenir stamps in our passports. The officials, however, were much friendlier than in the Ukraine.

One crew member left us in Ukraine, so for a while there were just three of us. With so few of us, everything was quite relaxed and meals less formal.

One night we anchored in a protected area, where two major waterways of the delta merge. It was quite an experience, seemingly in the middle of nowhere, with hundreds of birds preparing to roost for the night. That evening we enjoyed the tranquility, with the sound of the majestic Danube flowing by under a fire-red sunset.

It may have seemed as though we were far from civilization, but as soon as we went around a bend the next morning, we came across the stereotypical (former)





communist industrial town of Sulina, Romania, where we tied up to a floating hotel. Ashore was a gigantic but dilapidated 20-story government housing project that gave the impression it has been falling apart since the moment it was completed. After lunch and a quick tour of the town, we decided to press on for Tulcea, a small agricultural town where the Danube meets the Black Sea.

Once back out in the Black Sea, we needed to cover some ground quickly, so we did a few overnight sails. Being fairly new to cruising, it took me awhile to get used to the idea that 60 miles is a long day of sailing, and that seven knots is a decent speed. Having used Google Earth extensively to plan my trip, everything seemed so close together! Since there were three of us for the overnight sails, we took four-hour watches, which meant we all got about six hours sleep between shifts.

Our next stop in Romania was Constanza, a large city near the beach resort of Mamaia. The beach town looked like it had changed little since the end of communism, with the skyline dominated by old cement block government-built hotels. As we continued down the coast into Bulgaria, the scenery began to get more interesting, with mountains replacing the flat plains. We stopped in Varna to pick up additional crew, at the historical city of Nessebar, and at the optimistically named Sunny Beach. Finally, our route took us down the Bosphorus and into Istanbul.



Cokertme, Turkey, lies in a remote bay with a backdrop of pine-covered hills. Several excellent restaurants offer dining ashore.

After a day of touring Istanbul, it was time for me to switch boats. My flight was a late one, so after enjoying a last meal aboard *Jennifer*, I headed for the airport and made it to Malandro by midnight. As had been the case in Odessa, everything went smoothly and I felt right at home once on board. This boat was nice, although not quite as luxurious as *Jennifer*. We would only have three on board: me, John, the skipper, and a man from Brazil who had been on board for two months.

The first day was spent exploring Bodrum and provisioning. Our shopping list was short, because unlike the Black Sea, southern Turkey is well equipped to handle cruising boats. There are many anchorages that have a restaurant or two. Additionally, there are plenty of



marinas all along the coast which almost always have some sort of a market.

After leaving Bodrum, our first stop was at Cokertme, a small protected bay with a few restaurants. Anchoring was easy since we just picked up a mooring in front of a restaurant. The scenery was quite a contrast to what I had been used to in the Black Sea. The water was deep blue and we were surrounded by high jagged mountains, blanketed with pine forests.

If you go during this time of year be prepared to be hot. The temperatures were well into the 90's every day. Unfortunately, the captain was not a swimmer and we did not take as many swim breaks as I would have liked. We were able to take showers though, but with a bit more primitive setup than on *Jennifer* — a garden sprayer that you pumped up and used at the back of the boat.

We continued all along the Gulf of Korfez, making several stops. The gulf is very long and it took several days to go to the end and back. Had we chosen to skip going into the gulf, it would have only been a short trip across the opening. But by going in we did get the chance to stop at Cleopatra's Beach, a popular day-tripper destination. Legend holds that Cleopatra imported the sand from Egypt. We also stopped at one of the most scenic anchorages of the trip, a small bay, enclosed on one side by a rocky island with the remains of a castle on top.

Once you have experienced sailing in some distant place you, too, will be left dreaming of your next journey and of the sea.

We continued on to Marmaris where our main goal was to check out the Marmaris Yacht Marina which was reputed to have the lowest prices around for storing a boat over the winter. Apparently many people sail their boats for only three months and then leave them at a marina the rest of the year. At 1,300 euro to leave the boat in the water Marmaris Yacht Marina was almost half the price of any other marina we had checked.

Although the boat would return to Marmaris, we continued for several days more until we reached our final destination of Antalya, just several hundred miles short of the Syrian border. Luckily, we were at sea during a spat of bombings up and down the Turkish coast, including Antalya and Marmaris. Despite these bombings, everywhere we went felt quite secure and, in terms of avoiding terrorist attacks, there probably is no safer way to travel than by boat. I left the boat at Antalya, as I had to make my way to Rhodes to catch my flight to Italy.

During these two stints of sailing I covered a lot of territory, was never lonely, and had a great experience, all at minimal cost. I never had to find a hotel, worry about train or bus schedules, or look for a restaurant. It was a slow and relaxed pace. It was an adventure far from the everyday grind of office buildings and gridlock. Once you have experienced sailing in some distant place you, too, will be left dreaming of your next journey and of the sea.

— john thompson

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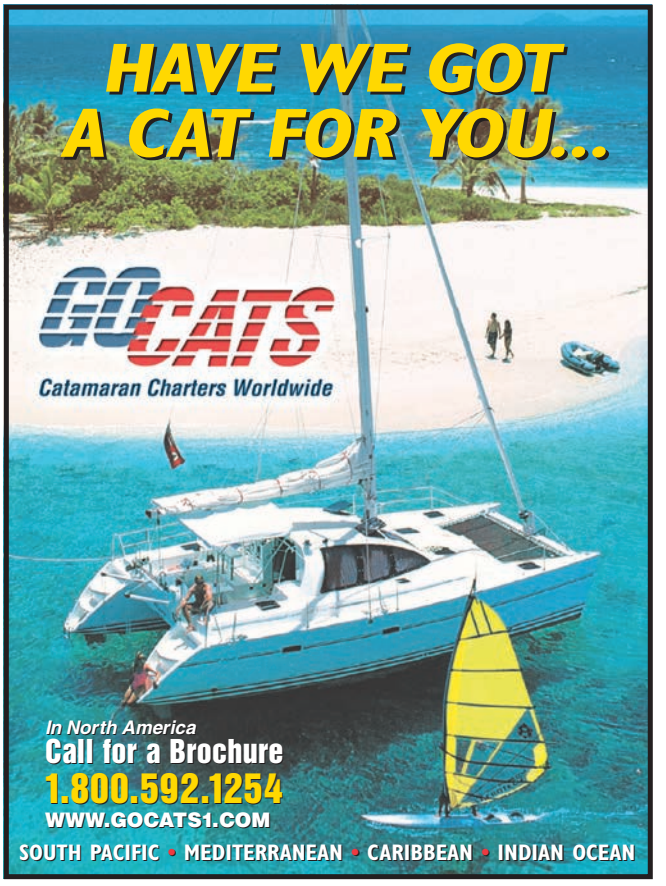
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CHANGES

*With reports this month from **Fleetwood** at Hellville, Nosy Be, Madagascar, where the body of a decapitated cruiser was found; from **Sereia** on not buying into 'pee cures' in Guatemala; from the **Cruiser Chili Cookoff** in Marina Paradise; from the **Wanderer** on the pace of construction at the La Cruz Marina; from **Serendipity** on their return to the Pacific after six years in the Caribbean; from **Surf Ride** on six years in the South Pacific; from **Sea Bear** on the passage from Maine to Barbados; and the most **Cruise Notes** ever!*

Fleetwood / Naja 30
Jack van Ommen
Madagascar To South Africa
(Gig Harbor, Washington)

I started my cruise from Gig Harbor on February 10 of '05 by trailering *Fleetwood*, which I'd raced in the Singlehanded TransPac many years before, to Alameda. After launching her, I sailed across the South Pacific to the Philippines, Vietnam, Sabah, Indonesia, Christmas Island, the Seychelles and Madagascar. I'm writing this log while enroute from Madagascar to South Africa.

I have passed latitude 21°S, which puts me the furthest away from the equator since May of '05. While at Haiphong, Vietnam, last April, I'd gotten as far north as 20°37', and while in Fiji last September, I'd gotten down to 19°S, as far down as I've ventured until today. The water temperature is dropping and, after two years in the tropics, I'm looking forward to some cooler weather. The furthest south my circumnavigation will take me is 35°S at Cape Town, which is roughly the same latitude as Monterey.

I arrived at the offshore Madagascar Island of Nosy Be — also known as Nossi Be — on November 8 from the Seychelles. I then spent 10 days at Hellville, the most popular first port to clear into at Nosy Be. Madagascar, a former French colony, is the world's fourth poorest country. French is still spoken by most everyone, although there is a Malagasche language that is a mixture of Swahili, Portuguese and whatever. The majority of the early population came to Madagascar as slaves from the nearby African continent.

When it comes to exotic-sounding names — and beauty — you can't beat a port of entry such as Hellville, Nosy B, Madagascar.



ELVINA DE AFRIQUE

There was also a migration from Malaysia/Indonesia several centuries ago. Most of these people live in the central highlands of the main island. A number of Vietnamese fled here after the fall of Saigon in 1974. Some intermarriage with Europeans, Indians and Asians is apparent. Many of the women are attractive in an exotic way.

The cruising guides mention that the check-in procedures and fees can be complicated and expensive at Hellville. But the port captain that I saw was extremely hospitable, and I didn't have to pay anything to stay for a week. The only fee was $7.50 for the quarantine/health clearance.

Hellville is a throwback to the early 19th century, and looks like a movie set for the *Three Musketeers* or some French Revolutionary period movie. The buildings have not been updated or repaired since Napoleon Bonaparte left for Elba. The cannons of that era are still positioned at the ramparts and in front of the old armory, which is now the local jail. There are probably still a few *guillotines* laying around here — which brings me to the gruesome story of a yachtsman who was found beheaded on his boat here last March.

In short, the story is about two European adventurer/sailors here in Nosy Be. The victim was Hans Michael Klein, a German on the van de Stadt 50 *Doalula*. The other individual is Alex Klaar, a Swiss on the aluminum ketch *Ice*. Both boats returned from a side trip to Kenya in early March. Both of the men are suspected of having been engaged in some questionable businesses to maintain their lifestyles and local families. Reportedly they had an argument shortly before Mike was found at the bottom of the companionway, his severed head laying at his feet.

The police arrested Alex, who was held in the local jail from April until September. But after a team of Swiss police came out and proved that the DNA found on Mike did not have any match with Alex, he was conditionally released. The people who know Alex maintain that he isn't the kind of man who could commit such a hideous crime. I tried to talk to Alex myself, but he was at Mahajanga on the main island when I was at Nosy Be. When I found his place in Mahajanga, he'd left the day before for Nosy Be! I learned he'd gone to Mahajanga to try to get custody of his two daughters. Apparently, it didn't go well. In fact, his ex-wife, a local, managed to get him thrown in jail for another month. There are a number of theories of what happened to Hans, one of them being that he was executed by a drug gang.



There are a number of other boats, mostly French, whose skippers have decided to make Nosy B their semi-permanent home. Some of them take visiting tourists on charters for a few days to the surrounding islands. Nosy Komba is just a few miles away, and the famous Madagascar rhesus monkeys can be observed here. Alitalia has a weekly flight from



LECTRONIC/RICHARD

Big Sky country. If you ever wondered why sailors love the Caribbean in the winter, the above photo should explain it all. You've got the beautiful warm water, the strong and reliable trades, and lots of great boats to see and sail. And, as this photo proves, there's an almost endless amount of blue sky — the most underrated feature of the Caribbean. It's a nice change from urbanity.

Milan to Nosy Be and, next to the French, the Italians are the most regularly seen group of visitors to Hellville. The local vendors have even mastered an Italian sales vocabulary.

— jack 12/10/06

Readers — While we don't like to hear about yachties who've been beheaded, we do enjoy reading about what long and great cruising adventures folks can have on very humble cruising boats.

Sereia — Mariner 36 Ketch
Peter And Antonia Murphy
Pyramid Blues At Lake Atitlan
(Pt. Richmond)

Not all cruising adventures happen at sea. Peter and I recently spent a month traveling inland to San Marcos, a tiny village nestled lovingly on the shores of Lake Atitlan in Guatemala. Actually, we didn't even spend a full month there, just 28 days. And by then the whole town hated us.

I think it started with the pee. We were having drinks with our hosts and some of their friends at the hotel when I started offending the guests.

"Drinking your own urine is very cleansing," one woman announced, apropos of nothing.

"What?" I asked. "Drinking pee?"

"They use it here as a treatment," she continued. "If the child is sick, they use urine to make it get better."

I had to clarify. "What do you mean, they use urine? You mean they make the child drink his own pee, or they pee on the kid?"

She was starting to get annoyed. "Say what you like. I have a friend who claims he cured himself of HIV with urine."

I took a deep breath and looked around the table. "You know, I'm just going to be the one to say it. If I get sick, I'm taking antibiotics. You all can have pee, I'm seeing a doctor."

"Well," she said, pursing her lips. "You should really try it, before you judge it."

Right then they had me tagged for a bitch. And I hadn't even slaughtered the turkey yet.

You see, San Marcos is a community of *gringos* who cater to the New Age tourism crowd. This means that the paths along the lake are festooned with hand-painted signs that say things like '*Learn* about Shamanic Healing!' and 'What is Reconnection? Come inside and ask!' Then when you go inside, they teach you about astrology and numerology and metaphysics, separate you from your money, and send you on your way.

CHANGES











ALL PHOTOS BY LECTRONIC/RICHARD

If you're lucky. Sometimes, they won't let you out again.

"The culmination of the pyramid program," the pee woman explained, "is an all-night meditation inside the pyramid center. They stay there all night and meditate."

"They don't let you out?"

"You don't go out," she replied, looking mysterious.

"What if you have to pee?" I asked. "They don't make you drink it, do they?"

She rolled her eyes, shaking her head. "They don't go out," she repeated.

Apparently, this pyramid thing was on a need-to-know basis.

But I wasn't done. "What if I was meditating there and I set the place on fire?" I persisted. "They'd have to let me out then, right?"

At that point the woman left. I don't know what her problem was, I was just trying to educate myself.

So the next day, Peter and I went down to the pyramid center to see for ourselves. They had a pretty garden with a variety of pyramid-shaped trellises that are apparently for concentrating psychic energy — although they look as though they would work equally well for growing tomatoes. Mystical music was piping through the loudspeakers. It took me a minute before I recognized the soundtrack to *The Lord of the Rings*.

"Look at this," Peter pointed to the information sign. "You can get introduced to your very own animal spirit guide."

"Hmmm," I said, my beady little eyes looking for things to judge. "And the tarot, which has its origins in Atlantean knowledge."

"Atlantean knowledge?" Peter looked confused. "What's that?"

"You know, Atlanta, dumb-ass. Atlanta, Georgia." Sometimes Peter can be so dense.

Then I saw the sign and the whole thing came crashing down: 'First week of the moon course includes chakras, spiritual bodies and psiquic senses'.

Don't you think if you were going to open a psychic center, you would at least learn how to spell the word? Even if a computer spell-check is too judgmental, you'd think your average psychic secretary would feel a terrible sense of foreboding while typing out that mess

Actually, I know how it happened. 'Psiquico' is, in fact, how you spell 'psychic' in Spanish, which just goes to show that they are catering to the locals. You see, the New Age businesses of San Marcos are just the ones down near the water. A few steps up the hill there's a grindingly poor village of Mayan peasants living in concrete boxes with dirt floors. Lots of kids don't have shoes, they drink their own pee when they get sick, and I'm sure they're dying to learn about Atlantean knowledge. Well. You know. First they want to learn how to read and do basic arithmetic, then they want to acquire Atlantean knowledge.

Actually, it would just be better for everybody if they'd learn how to behave themselves when they wander down toward the water. It's very distracting for spiritual pilgrims to have children begging for money all the time, and once we actually saw a Mayan woman passed out drunk in a doorway at eight in the morning. How is anyone supposed to concentrate on their spiritual path when it keeps getting blocked by drunks and beggars? They're so negative.

But the roots of my acrimony toward San Marcos really had nothing to do with my sympathy for the poor Mayans. They've already weathered five centuries of cultural attrition, I'm sure they can make it through a few more. No, my problem had to do with the food. There wasn't any.

Specifically, there was no meat. Meat offends the pyramid people. Restaurant menus were fit to burst with tempeh and tofu, veggie omelettes and bread — but no ham. Not a breath of bacon. Not a smidge of steak. After the first week I started feeling a little anemic. My thoughts were confused. I considered drinking my own pee. Then I had an idea.

"Peter," I announced, "If they won't sell us meat, we're going to have to find it and kill it ourselves."

Peter sucked on his Marlboro and eagerly agreed. He'd been chain-smoking since we got there to stave off the hunger pangs.

So that very day we hiked to a remote Mayan village and purchased a live turkey. We snuck it back to San Marcos in a sack. When our boat reached the dock, I handed Peter my sweatshirt. "Here," I whispered. "Put this over his head, I don't want to upset anyone."

We tried to be subtle. We tried to be sensitive to the feelings of others. We smuggled the turkey into a small, private yard behind the hotel. We made discreet inquiries about borrowing a large machete. We poured a couple of shots of liquor down the bird's throat and hung it upside down from a tree. I crouched down and held turkey's head steady, keeping the neck taut for the kill. Peter stepped back, raised the machete, and swung. Instantly,

During an inland trip to Lake Atitlan, Peter and Antonia got blood — turkey blood — on their hands and learned about healing with pee.



SEREIA













A large crowd of cruisers, retired cruisers and locals showed up for the Cruisers' Annual Chili Cook-Off for Charity at the Vallarta YC at Paradise Marina in early December. Clockwise from bottom right; U.S. consular agent Kelly Trainor and her husband Carlos Oceguere. If you get thrown in jail, she's the one who visits you within 24 hours. A couple of lovely young ladies who were attracted by the bright lights and crowd. Two cruisers were so well disguised that we don't know who they are. The four purveyors of Queen's Anne's Revenge, a nasty strain of chili. Teapot Tony and Ronnie 'Tea Lady', who take care of a lot of the boats in Paradise Marina. An unidentified swashbuckler. Harbormaster Dick Markie and his lovely wife Gena. Owen, recreational director, gets pecked by an affectionate wench. And finally, Camilla, looking as hot as her chili. Nice job everyone!

the turkey started flapping all over the place. The head separated from the body. Blood sprayed everywhere. And that's when the vegetarians came home.

The turkey didn't make much noise when it died. We had it liquored up enough that it couldn't feel a thing. The two young girls, however, let out a bloodcurdling scream so loud they might have revived the dead bird if we hadn't decapitated it, its severed head cradled in my palm. I stood up, fumbling the bloody head like a football.

"Wait!" I spluttered. "It's not what you think!" I wiped a stray bit of gore off my cheek. But it was too late. They'd already fled.

We later found out that the private yard we'd chosen was in fact used by artists staying at the hotel while they made murals of elves and fairies with biodegradable paint in the garden. They were young girls, just out of college. Their names were Star and Wind. And now they hated us.

In fact, the whole town hated us. We'd approach these peaceful, spiritual people on the path and they'd avert their eyes or turn around and walk away. One girl had taken a vow of silence at the pyramid center, so I figured she couldn't say anything bad to us. Then she handed me a piece of paper that read, 'I know what you did.'

"Isn't that cheating?" I asked. But the girl didn't answer. She was silent.

A few days after the turkey murder, life in San Marcos settled back into the old routine. Tourists arrived, meditated on their chakras, learned how to breathe, and left again. Workshops continued in Hatha Yoga, Reiki, holistic therapy and animal spirit guides. People listened to synthesized harp music and ate their tofu omelettes.

Occasionally, young Mayan men would break into a hotel room and swipe a camera or grab a young backpacker and shake her down for a few bucks. The kids kept begging for spare *quetzals*. I couldn't really blame them. After all, the three-month Sun Course at the pyramid center cost more than $1,200. That was almost a year's wages for the locals. If someone was paying that much money to learn how to relax, clearly they had money to burn.

We spent the rest of our month in San Marcos in relative peace, despite the rancor that had developed in the wake of the killing. I worked on my novel, Peter took lots of photographs, and we began to enjoy the idyllic atmosphere of the village. Meanwhile, this thing kept shitting on my head.

Although we were beginning to relax and enjoy ourselves, I'd wake up every

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morning and find a small pile of poo on my pillow. We pulled the bed away from the wall, but a little animal was living in the rafters, producing mysterious black pellets that rained down on the floor every night for a month. I couldn't explain it.

Then, after four weeks, it was time to go. On the boat ride out, Peter and I sat next to a Mayan woman and her daughter, both wearing hand-loomed clothing. The little girl was crouched at her mother's feet, eating an orange. She pulled the sections apart carefully, sharing the fruit with her mother, then collected all the peels and seeds and made a little pile of them in her mother's lap. Her mother put one hand over the peels so they wouldn't blow away.

"Why don't you just toss them over the side?" I asked. After all, it was just garbage, and it was biodegradable.

"No," the woman shook her head. "We save it. For the garden."

The boat sped across the lake. I watched the summer homes — elaborate castles built by foreigners on the water's edge — pass in a blur. With three massive volcanoes rippling in its silver surface, Lake Atitlan is a spectacularly beautiful place. It's no wonder people come here, buy property, and build their own personal image of paradise.

And all of a sudden, the shit on my pillow made sense. You can eat your veggie omelettes. You can build your castle in paradise. You can channel your energy and drink your pee and meditate under a pyramid until your butt gets sore. But the tourists could afford to come here because the poverty of this place kept everything cheap. This woman was saving her orange peels, and I was drinking wine, writing a novel, and getting massages for half price. Go ahead and laugh. I know that little animal that was shitting on me was my spirit guide.

That a Guatemalan woman 'saved' orange peels says everything about the cultural divide between the First World and Developing World.



CYNTHIA CITRUS









In this series of photos of the marina in La Cruz, now under construction, it's easy to see where work has been done, where no work has been done, and why homeowners are pissed.

In his own small way, he was giving me a message. You can go to Guatemala, you can go to San Marcos, you can hide under a pyramid. But for the people who live here, life is survival. Yes, you can go where you like, but you can't get away from the shit.

— antonia 10/15/06

Readers — Always wanted to be a vegetarian but couldn't quite pull it off? It's actually easy to do. Just visit Peter and Antonia's www.svsereia.com website and view their killing of the turkey. We don't know if it was a dull machete or if turkey's have tough necks, but it was no clean killing. In fact, it looked like a muffed attempt at a death penalty execution in a U.S. prison. But in all fairness, Peter and Antonia are artists, not experienced butchers.

Marina La Cruz
Banderas Bay
(Mexico)

Nowhere in Mexico are marina slips more in demand than on Banderas Bay, which is why construction is underway on Marina La Cruz, which is located about 10 miles north of Puerto Vallarta. According to the plans, it's going to be a massive facility, with 400 slips, many of them huge. For example, there will be 69 70-footers, 19 125-footers, and eight slips between 150 and 400 feet! The intent is for it to be a world-class marina that will attract the kind of world-class yachts that have started showing up on the bay in the last few years. The marina will also accommodate the more than 100 *panganeros* who have always operated out of La Cruz. In addition to having wide *malecon* for strolling on the marina perimeter, there will be a hotel, shops, condos and much more.

There has been bitter opposition to the project by a group of mostly *gringos* who own homes that previously overlooked the bay, but now overlook the marina site and proposed boatyard. We drove past the houses last month, and almost every one of them is for sale. Despite the threat of lawsuits, work on the marina breakwater continues, and there's been enough dredging so that a handful of cruising boats have snuck inside to enjoy the sheltered waters.

"We arrived at La Cruz on December



PHOTOS BY CAT 'N ABOUT AND 'LLECTRONIC/RICHARD



10 to find the breakwater mostly completed and just enough room to squeeze *Cat 'n About*, our Gemini 3000 cat, inside the breakwater along with about half a dozen other boats," report Rob and Linda Jones of Puget Sound. "They're working on the docks and the breakwater, and have five slips completed. We talked to a skipper of one of the other boats, and he told us the La Cruz port captain says it's all right for boats to anchor inside for now as long as they don't get in the way of the dredge. But we don't think that's going to be allowed much longer."

The original estimate for the completion of the basic marina — as opposed to all the shops, condos, hotel and so forth — was the winter of '07. It's hard to know of the project is on schedule. We wouldn't be surprised if they didn't have a lot of slips ready for basic occupancy by the end of the year, but it's clearly going to be years before the entire project is completed.

For folks who haven't been to La Cruz in a year or two, the changes in the once sleepy town and area have been dramatic. Massive condo and housing projects aimed at *gringos* are going up everywhere, and the scent of rapid change fills the air. It would have been fine with us if the town and area had stayed as it always had been, but that would be unrealistic. All of Banderas Bay, from downtown Puerto Vallarta to Punta Mita and on up to San Pancho, is exploding because it's the best and closest tropical bay and coast to the western United States that has a great climate as well as terrific sailing, surfing and fishing. One can only hope that Marina La Cruz is done with intelligence and class, because, if done right, it could directly and indirectly lead to thousands of much-needed jobs for the locals.

The other thing we noticed is that lots of boats are still anchored outside the marina breakwater, just as they have always been. It's long been one of the most popular — and free — cruiser anchorages in Mexico. The marina developers have said that boats will continue to be allowed to anchor out once the marina is done, and we don't see why that wouldn't be true. In fact, we predict that once the marina is completed, all the conveniences will attract double the previous number of boats at anchor.

— *latitude/rs*

Serendipity — Peterson 44
Barritt & Renee Peterson
Back To The Pacific
(San Diego)

Having not written or visited with the Wanderer since early '95 at Columbie anchorage in St. Barth, we thought it was time for an update. After almost six years in the Caribbean, we are finally headed back towards Mexico and San Diego. We've had our full share of fun and adventures throughout those years, and the trip back hasn't been any different so far.

Our departure from Bonaire for points west was delayed due to some engine problems, but after getting underway, we stopped in Curaçao for our friend Roy, then headed on to Cartagena. We're heard nothing but glowing reports about the Colombian city, so we were very much looking forward to seeing it for ourselves. On the way — which was a slow motor because the trades had shut down — Roy hooked a huge bull dorado. The fish almost spooled the reel before Roy could slow him down, but eventually he landed him.



SERENDIPITY

Back in the Pacific, the Petersons found there wasn't as much wind as the Caribbean, but there were more fish — such as this mahi.

Just as we had hoisted the fish over the lifelines, we noticed an American Navy AWACS plane giving us a fly-by — no doubt on a drug interdiction patrol. When the plane came around for a second look, it was only about 200 feet above the deck. Renee grabbed our slack American flag and strung it out, and Roy and I held up the fish. It was very cool, as the pilot of the plane waggled his wings at us and waved as he went by. We sure wish we could get a copy of whatever shots they took of us and *Serendipity*. Upon our arrival in Cartagena we were met by the Colombian Coast Guard, which proceeded to board our boat. But they were the epitome of politeness and care, using big fenders out of apparent concern for our vessel.

Cartagena was fascinating — and should not be missed by any cruisers passing through the area. It's a city so full of history, interesting architecture and friendly people. And Club Nautico

Renee and Barritt, as seen four years aboard 'Serendipity' at Columbie, St. Barth. He'd already cruised the South Pacific.



LECTRONIC/RICHARD

is truly a spot for cruisers, as the staff takes your laundry, your garbage, provides wi-fi, serves inexpensive food and drinks, and is just a block away from a great market. The very friendly — and attractive — ladies who serve everyone are a real pleasure, too. One can easily see why, like La Paz and a few other spots, some folks just can't seem to get away. And their anchor chain and waterlines show the effects.

We then revisited the San Blas Islands of Panama. We thought that we had enough *molas* from our first trip through, but apparently not. Renee calls it 'Mola Madness', and it can get expensive. Our transit through the Canal was just as exciting as the first time through six years before. The Panama Canal YC at the Caribbean end seems unchanged — which means it looks as though it's about to fold, but it still hasn't. We also visited the new Shelter Bay Marina across the bay from Colon. Although it's a little isolated, it's a nice facility and had the components of a Travel Lift on the ground about to be assembled. Everything that's been done at Shelter Bay Marina so far has been first class. As an added attraction, we were able to walk about 300 yards into some World War II bunkers, where we surprised some howler monkeys hanging out in the trees above us.

We had some more engine problems — a broken damper plate — while awaiting our transit. It's nice that we didn't have that problem during a transit. The Panama Canal YC has a super diesel mechanic on the grounds, and he had our transmission out in less than four hours! The replacement part arrived in time for him to put it in and us to still meet our transit date. Andy is the mechanic's name, and we'd recommend him to anyone.

With Travis, my son, having flown down to do the transit, we were all ready to go through the Canal. We had a little excitement in the first Gatun lock, which is the one that has the most turbulence. Thanks to a line not being quite tight enough, *Serendipity* got sideways in the lock! The adrenaline sure flowed while we got things back under control. Once we got settled and our heartbeats returned to something close to normal, we continued under reasonably good control.

The transit from the Caribbean side to the Pacific side is now a two-day affair, as you transit the Gatun Locks in the dark mostly, anchor in the lake, and then continue across and through the rest of the locks the next day. Since our boat was less than 50 feet, it cost $650, plus an $850 deposit for any damage we might do to the cement locks. Yeah, right! You suppose you get the $850 back if you're careful and don't hurt the locks.

Our trip from Panama City to Golfito, Costa Rica, was uneventful — except for the fact we lost the shackle holding the head of the genny to the Pro-Furl roller furling. This naturally happened at about midnight while we were close to a bunch of reefs. One thing we noticed about the Pacific is that there is much more sea life than in the Caribbean. As soon as we got away from the Canal Zone, we started seeing dolphins, fish boils and birds. It's just not like that in the Caribbean, and we really missed it. Everything is a compromise, however, as the tradewinds don't blow on the Pacific like they do in the Caribbean, and we'll certainly miss that great sailing.

We just left a very enjoyable bunch of folks who put on a hell of a Thanksgiving dinner here in Golfito. Some were ex-pats living here in Costa Rica, others were cruisers such as ourselves. It was a very eclectic group, to say the least. However, the highlight of the evening was meeting up with Liz Clark of the Cal 40 *Swell*, whose reports have been featured regularly in *Latitude*. What a most engaging young woman! Renee and I had a delightful conversation with her, and were sorry that we wouldn't be staying around longer to enjoy her company. Our plan is to head north shortly and be in Puerto Vallarta not long after the holidays — at least in time for the Banderas Bay Regatta in March.

— barritt & renee 11/15/06



COURTESY SERENDIPITY

Renee, Barritt and Roy 'bookend' Patricia and Marta, "two of the sweethearts who tend bar and serve tables at Club Nautico, Cartagena.



Surf Ride — Valiant 42
Richard Bernard
Where Is He Now?
(San Diego)

Sometimes you meet old friends in the strangest places. For example, we bumped into Richard Bernard at the Reef Restaurant at Two Harbors on Catalina in October, not having seen him since he'd done the last of his three Ha-Ha's back in '01. He'd just arrived from the Pacific Northwest, having had a windless but nonetheless cold 12-day trip. But he's spent most of his time since '01 in Hawaii or the South Pacific.

"After that Ha-Ha and some time in Mexico, I returned to San Diego, then sailed to Hawaii, where I have a permanent slip at the Ala Wai, Fanning, Suvarov, the Samoas, Tonga, New Zealand, back to Tonga, Christmas, Fanning, Hawaii and the Pacific Northwest. I'm not sure where I'm going next. Maybe I'll go to Mexico or just back to my slip in Hawaii — although I'd rather do something



LECTRONIC/RICHARD

If, like Bernard, you'd spent the last six years cruising and surfing the Pacific — and getting ready for more — you'd be smiling, too.

more fun like sail to the Marquesas or Tuamotus. But I'm just going to tweak the boat a little, then keep going somewhere. Once you start cruising, it's hard to stop."

Having just turned 60, and having had a lot of ocean experience, Bernard feels very comfortable on the ocean, even when singlehanding. "I've been singlehanding about 25% of the time, and usually I don't mind. My attitude is that if I have crew, fine, if I don't, I'll go anyway because it's better than being stuck at the dock. My insurance is probably void if I don't have two crew, but frankly, I don't care. In fact, I don't care if I have insurance or not."

The absentee co-owner of the big Surf Ride surf shop in Cardiff, Bernard, who just turned 60, is still an avid surfer — although he's beginning to feel some pains he didn't when he was younger. "I wrecked my elbow by pulling a sheet too hard while singlehanding," he says. "So now, to me, a successful cruise is one in which no part of me or the boat breaks."

And he's got some good news for older surfers — that the best 'old guy' break in the South Pacific never has any surfers. "It's the entrance to Fanning Island, which breaks just like a Trestles wave — hollow and crisp. Fanning can get so big that the entire pass closes out, so it's best about door high, when you get crisp, thin waves in crystal clear water. It's nice if you have someone else to surf with you, but that's usually not the case. The other great place to surf in the South Pacific is the Tuamotus."

While Bernard doesn't think all that much of boat insurance, he's been very pleased with weather reports and routing from Commander's Weather. "When the grib files all indicated that it was going to blow 25 knots on the way from Christmas to Hawaii, Commanders said it was going to blow 40, so I stayed behind. Commander's was right. And when I left Tonga for Hawaii once, the gribs said 25 knots, so everybody took off, while Commander's said 40 knots, so I waited. The others got creamed while I later had a very relaxing trip in 8 to 10 knots of wind. Commander's has been very accurate."

Bernard's one gripe about cruising is the maintenance. "I'm tired of doing that."

But his Valiant 42 has been a very solid and reliable boat. She's been great, as has been *Blue Tango*, Walt Schrick's sistership that I did the Ha-Ha on in '02. Those folks are in Fiji now. As much as I like my Valiant, I nonetheless almost bought the Switch 51 cat *Willyflippit*. But not quite."

After a brief time together, we had to rush out, so we hope to continue our conversation with Bernard soon. Hopefully out at a good surf break. Anybody know where he is now?

— *latitude/rs*

Sea Bear — Wittholtz 37
Pete Passano & Marina
Maine to Barbados
(Marin County / Maine)

We departed Wiscasset, Maine, on October 15, as planned and, catching the ebb tide, had a fast trip down the Sheepscot. It was a beautiful day with a fine westerly sailing breeze, enabling us to lay our course to the Great South Channel between Cape Cod and Georges Bank. A half hour before midnight the following day, Sea Bear logged nautical mile 100,000 beneath her keel. It happened on a lovely star-studded night just east of Nantucket Shoal. When Marina came on watch at midnight, I asked her to empty my last bottle of Mt. Gay Rum over the side as a token gesture of thanks to King Neptune for all the years of good luck and fine sailing we've had. The bottle was emptied — but not before the skipper poured a celebratory

Although he's now in his mid-70s, Pete Passano, seen with Marina in a photo taken four years ago, just keeps on cruising.



LECTRONIC/RICHARD

dollop in his coffee. In fairness, it must be admitted that there was hardly sufficient spirit for Neptune to properly wet his whistle. Perhaps my miserly offering was the reason the weather deteriorated from that point on.

When we reached the Gulf Stream, it was blowing a gale. Fortunately, it blew from the southwest, so the seas weren't too bad. It blew Force 7 (28-33 kts) and Force 8 (34-40 kts) for 10 hours and rained like the dickens as a slow-moving cold front moved through. After it passed, we had fair winds for a while, but they soon died out. There was one nine-hour period where we only made a total of 18 miles. Then the wind came back out of the southwest again and blew Force 8 for 27 straight hours. By this time we were getting pretty close to Bermuda. We hadn't planned on stopping, but we hadn't been able to get any tropical storm activity forecasts over the National Weather Service offshore weather forecasts. We later found out that was because there was no such activity. But not being aware of this, I was beginning to wonder what was going on with the weather down in the Caribbean, as technically it was still hurricane season in this unusually quiet year. But in all honesty, we were also a bit tired of all the upwind sailing, so I began to rationalize all the things I could accomplish by stopping. For example, we'd blown out a seam in our light air genoa by leaving it up in too much wind, and we were out of ice. So at the last minute we decided to stop.

We only stayed in Bermuda for four days, and spent the entire time at St. Georges. It was when we learned that a 20-lb block of ice cost $13 that we realized that we couldn't afford to stay. We left on October 26 on the backside of a cold front to take advantage of the favorable wind. A couple of days later, however, we were again plagued by headwinds.

Anyway, at 10 days to cover 1,358 miles, it was a pretty slow passage to Barbados. Normally, one would expect to reach the trades near 25°N, but didn't encounter them until we had crossed the Tropic of Cancer at 23°N. From then on, however, we had smooth tropical sailing. We arrived in Barbados on November 6 about the same time as a smallish — 800-ft — Italian cruise ship. As we were both trying to enter the deep water terminal, I kept referring to her as 'The Wopper'. Marina thought I was being disrespectful when I explained what a 'wop' was. But as it turned out, it was filled with Germans.

On arrival, we were pleased to learn that the U.S. had not declared war on any other countries while we were at sea. Anyway, we happily anchored in Carlisle Bay directly in front of The Boatyard, the famous beach bar. It's different now than it was on my last visit with my kids several years ago, as there is a $5 cover charge when you come in your dinghy to buy a drink. But the reggae music still goes on until 3 a.m. Some people accuse me of being a little hard of hearing, but apparently my hearing is just fine. It didn't bother us the first night because we were so tired we slept right through it. But the next day, when we learned that Carlisle Bay had been voted the noisiest anchorage in the Caribbean, we moved down the beach to the west to get away from the source. We practically had the bay to ourselves. There were a few local boats, but none of the transatlantic cruisers had arrived from the Canaries, and wouldn't for another month.

My first visit to Barbados was back in '66, as my wife Brooke and I, and my brother, arrived on December 16th aboard our 35-ft Akka from the Canaries. Barbados had been granted independence from Britain only two weeks before. We anchored in Carlisle Bay, and the next morning a small rowboat with three splendidly uniformed officials came alongside to clear us in. They were flying the beautiful new flag of their new country, which was blue with a yellow striped field and a black trident in the center. The flag was the size of a bedsheet — or at least a tablecloth. It looked ridiculous on such a small craft, but the officials were all so obviously proud — as well they should have been. In those early days, only a handful of yachts crossed the Atlantic each year, and it was the custom to go into The Royal Barbados YC and sign the book. As I recall, that year we were the 16th boat. These days there are thousands.

We have had a very nice 10-day visit, having visited the Cheapside produce market, the Mt. Gay Rum Distillery, the Sugar Machinery Museum, the Botanical Gardens and the Tropical Forest Reserve. In addition, we've been all around the island to see all the sights and enjoy the local flavor. The people here are as nice and relaxed as they come in the West Indies. And now that we've taken care of the most important task of all, which is to replenish the rum locker, we're about to make the short sail to Tobago.

By the way, while in Carlisle Bay we were anchored next to a Bajan fishing boat named *Here Fishie*. We thought that





LECTRONIC/RICHARD

Bernard and Angela 'the surf queen' hit the waves at scenic Bahia Santa Maria back in '01 when he last did the Ha-Ha.



LECTRONIC/RICHARD

Spread, the 'tuna' salad. Inset, Vietnamese spring rolls. Cruisers who eat at the La Luna Cafe are not going to starve or go broke.

was a really cool name.

— peter & marina 11/15/06

Cruise Notes:

"We arrived at Coff's Harbor, Australia, on October 25 after a great sail from New Caledonia," report Jan and Ramona Miller of the Northern California-based Odyssey 30 yawl **Jatimo**. "It was a seven-day trip in mostly southeast trades. After completing much boat work at Coff's Harbor, we departed for Sydney with a good weather window on December 5, and arrived two days later."

Some of you will recall that the couple left Santa Cruz in April of '04, and then sailed to New Zealand by way of Hawaii, Fanning, Christmas, the Samoas, and Tonga. They then sailed back to Fiji, where they left their boat for the last South Pacific cyclone season, cruised some more, and then continued on to Australia in pursuit of their circumnavigation. Bluewater cruising with *Jatimo* is nothing new for Jan and Ramona. Shortly after they met, they cruised her to Mexico, French Polynesia and Hawaii. The continuing bluewater episodes of *Jatimo* just go to show you how seaworthy even relatively small but well-built boats can be. *Jatimo* is hull #8 of the 24 Odysseys that were built around San Francisco Bay. Many years ago Mike Lynch of Tiburon also did a South Pacific cruise aboard his Odyssey 30 yawl, and Ben Wells of Berkeley did a circumnavigation with the sistership **Dawntreader**. The Alberg design might be something to consider for those of you with big cruising dreams but small cruising budgets.

Some parts of **tourist-oriented Mexico** are no longer as inexpensive as they used to be. Take Punta Mita, the fine anchorage and surfing spot on the northwest tip of Banderas Bay, which, unfortunately, has become home to a massive Four Seasons Resort and other high-end real estate. Thanks to a new kind of clientele, the *palapa* restaurants on the beach have all had to/been able to raise their prices significantly. As such, old favorites such as El Dorado, Tino's, Mañana, and Margarita — the latter being the place that from time to time serves as the Punta Mita Yacht & Surf Club — are a little steep for many budget cruisers. Fortunately, the new **La Luna Cafe,** just a half block back from the beach on Panga Avenue, is a reasonable alternative. Art, the chef and proprietor, is from Texas and believes in the 'big bang for the buck' dining — specifically, four-course meals for less than $9. He says he's able to do this because he limits the dinner menu to two entrees. We've eaten there several times and have been impressed. The best was the night we had the tuna salad entree — which was much better than it sounded. The first two courses were a cup of savory soup and some spectacular Vietnamese spring rolls. This was followed by the main course, which turned out to be a big slab of fresh seared tuna atop a green salad, and was topped off by rum cake for dessert. La Luna doesn't have a view of the ocean, but it's a charming place, and for $9 for dinner, it's the bargain of the area.

If you're cruising Mexico — or anywhere else — and find a great 'big bang for the buck' place to eat, we'd love to get a few lines and a photo of it. Gracias.

We're still trying to figure out what happened to **Phileas Fogg**, the Islander 36 that Pierre-Alain Segurel of San Francisco entered in the Ha-Ha. The boat made it to Turtle Bay just fine, but when it came time to start the second leg, he informed the rally committee that he, like several other boats, would be staying behind for a few days. By the time the Ha-Ha fleet was in Cabo celebrating the completion of the event, Segurel had experienced a nightmare. The accompanying photo and somewhat confusing

The hole created by the forward lower chainplate pulling through the deck is testament to the force with which she was hit.



PHILEAS FOGG

CHANGES

email tell everything we know about the story:

"I woke up on the morning of November 10 as people were screaming like madmen. I realized that something was happening, and looked through the port to see a huge powerboat coming at us. We only had time to jump to the starboard side of the boat to keep from getting hurt. The impact was huge and the damage extensive, but nobody was hurt. The chainplates pulled through the deck, the head compartment exploded, and for a distance of eight feet the hull separated from the deck. It is over. I don't know what's going to happen, but I doubt that *Phileas Fogg* will ever get back to the U.S."

We were supposed to hear back from Segurel when he returned from France, but we have yet to hear from him. Our heart goes out to him, but at least nobody was injured.

Does your life just keep getting better and better? It does for some people, such as the Winship family — Bruce, April and daughters Kendall and Quincy — who took off cruising in the '00 Ha-Ha aboard



COURTESY CHEWBACCA

Kendall and Quincy, as seen in a file photo when they were replacing the Colombian courtesy flag with the Panamanian courtesy flag.

the Crowther 33 **Chewbacca.** And it's not as though their cat is the largest, most luxurious or most expensive cat in the world.

"We've just completed our third season exploring the San Blas Islands of Panama, and life just keeps getting better and better. The winter windy months are upon us, so we are changing gears as we usually do here in the Caribbean in the winter, looking to hang out in civilization, eat ice cream, and catch up on six months of internet and emails. We wanted to stay at the new, first-class Shelter Bay Marina on the Caribbean side of the Canal. While talking with the owner of the place, he asked if I would help oversee construction of their new Travel-Lift bay and 100-ton Travel-Lift. It sounded like fun, so here we are, still living in paradise and getting to do some interesting work. It hasn't been that hard on April, as she got to trade her 5-gallon wash bucket for the marina washing machines and a bug sprayer in the cockpit for a bubbling jacuzzi. We aren't doing any snorkeling, there is an adjacent 14,000-acre rainforest to explore, which is full of monkeys and sloths, and is even home to an old Spanish pirate fort. And we're no longer eating the delicious dog snappers, but the marina restaurant does serve a wicked half-pound burger

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with fries. Can life get any better? Yes, it can, and it will, right after I get done teaching them how to make banana splits.

For the record, the San Blas Islands are most popular in the winter, but pretty much abandoned in the rainy summer months, so the Winships have been doing things backwards.

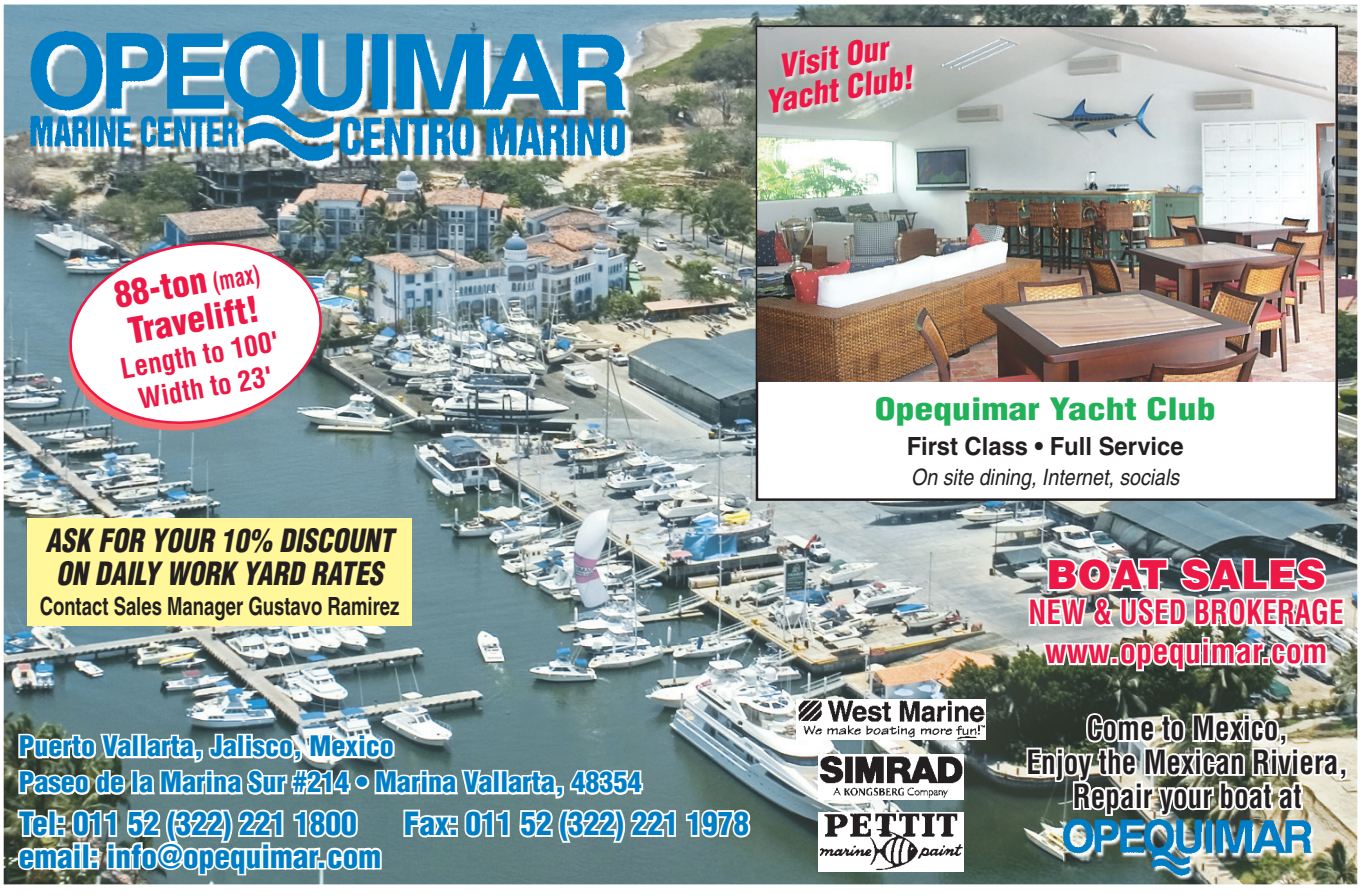
Antonio Cevallos, the outgoing Harbormaster at **Marina Mazatlan**, reports that the season got off to a great start in that part of Mexico. "On November 18, we had 135 cruisers from all the local marinas participate in our very successful Margarita Welcome Party at the marina's new Cruisers' Lounge. It was sponsored by Costa Marinera restaurant, which supplied the finger foods and margaritas. A '50/50 draw' game was played to raise money for one of the orphanages in the area, and a pot of $1,460 *pesos* was raised. Half of the money went to the winners, Kim and Sharon Barr of **Georgia J** — who promptly donated the money back to the orphanage. A week later we had our traditional Thanksgiving festivities, which start with a mass, followed by a priest going all around the marina in a panga blessing the fleet. In the afternoon we had our dinner dance with a great band, fireworks — they spelled 'Thanksgiving' correctly this year — lots of dancing, and great traditional food by Panama's Restaurant. We had another '50/50 draw' game that raised another $1,260 *pesos*. Winners Chris and Heather Stockard of **Legacy** also donated their half back to the orphanage. Today a group of cruisers came with me to the orphanage to delivered the monies raised, together with the portion donated by Liana Buchanan from the proceeds of her **Cheers Mazatlan Cruiser's Guide**, some foodstuffs brought in by Marina Mazatlan cruisers,



Cruisers gathered all over Mexico for holiday activities, including this Cruiser Thanksgiving feast at Marina Mazatlan.

and the Bee costumes that the guys wore at the Baja Ha-Ha Kick-Off Party in San Diego.

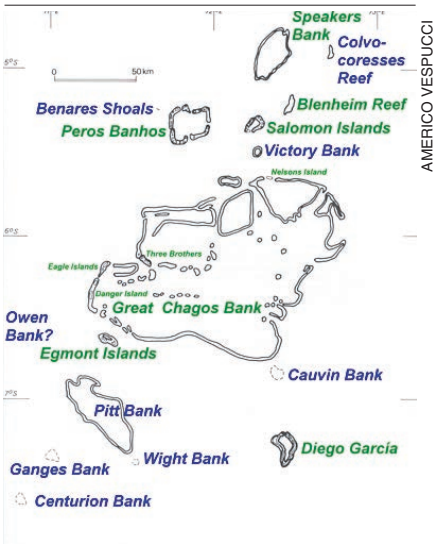
There was considerable alarm among cruisers in the Indian Ocean's **Chagos Archipelago**, as well as anyone else considering going there. This included Richard Clark and Jennifer Eaton of the Alameda-based Catana 44 **Mystic Rhythms**, which is currently in



CHANGES

Australia. According to the first BIOT (British Indian Ocean Territory) announcements, on January 1 the price for a visitor's permit was going to be raised to £1,000 — nearly $2,000 — an increase of 2,700%. Fortunately, things have changed somewhat for the better. "We just received another email from the BIOT," report Clark and Eaton. "We wonder if enough people complained, or if Tony Blair actually got our email. Not likely. Anyway, here's the gist of new policy in the *Revised Notice To All Mariners* of new procedures for yachts visiting the BIOT:"

"New procedures for obtaining permits in advance and the increase in mooring fees will come into force from 01 April 2007, and not 01 January as previously advised. The re-scheduled start date should accommodate the difficulties faced by some yacht people who are currently visiting or who have made plans to visit the British Indian Ocean Territory (BIOT) in the next three months. After 01 April 2007, anyone wishing to visit the British Indian Ocean Territory (BIOT) by yacht will need to apply for a permit in advance from the British Indian Ocean



AMERICO VESPUCCI

The Chagos Archipelago, the most remote islands in the world and a cruiser paradise, is administered by the BIOT.

Territory Administration (BIOTA) in London. On receipt of a request for a permit (sent by email, fax or post), BIOTA will send a Visit Permit Request form. Once the completed form and mooring fee (by bank transfer) have been received, the BIOTA will issue a Permit, Laws & Guidance for Visitors with charts and co-ordinates showing where yachts may be moored. Under BIOT law, any person who enters the Territory, including its 3-mile territorial waters, without a permit is liable to imprisonment for up to three years and/or a fine of up to £3000. A mooring fee will be charged of GBP £100 for one month, payable in advance from 1 April 2007. (However, if payment of USD 100 has been made to the BIOT Customs Officials for a 3-month permit in February or March 2007, the new fee will not take effect until the end of that 3-month period.) Mariners are also reminded that BIOT Customs will continue to enforce BIOT's "The Imports and Exports Control Ordinance 1984" and "The Misuse of Drugs Ordinance No.5 of 1992". The BIOT drug dog will be deployed on all future BIOT patrols of the Territory. Any breach of these Ordinances may result in a fine or imprisonment. The Island of Diego Garcia and surrounding territorial waters remain prohibited to all unauthorised vessels. Any vessel entering

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SUMMER WIND

Having dragged during a November norther, the C&C 34, believed to be based out of Berkeley, pounds against a seawall in La Paz.

Diego Garcia territorial waters is liable for interdiction and boarding."

Some of you may know that all the locals in the Chagos were displaced in the late '60s and early '70s by the British so the Brits and the U.S. could build a strategic military base at Diego Garcia, which is the largest of these most remote islands in the world. Cruising friends of ours who arrived at the archipelago back then tell us that some of the atolls were like the Garden of Eden, with houses, crops, workshops and such looking as though people had just walked away from them. But others who were in the military at Diego Garcia say that everything was taken from that atoll. In any event, it's one of the more unusual places in the world of cruising. Recently the Illos, the French name for the displaced people, have won court cases in England that ruled they were illegally displaced. It's unclear if they'll be returning soon, but if they do, it won't be to Diego Garcia, for neither the Brits nor the U.S. are about to give up the military base.

The waters of the Sea of Cortez can be deceiving. Much of the time they are about as calm as calm can be, with scarcely a ripple. But all of a sudden, it can start blowing pretty good. It happens with the coromuel out at the islands at night, and it particlarly happens all over the Sea when a Norther comes down. So don't be lured into complacency.

"Thanks for all the **'Lectronic Latitudes**, as they make me feel as though I'm still part of the West Coast sailing gang, even though Lupe and I are here in Bocas del Toro on the Caribbean coast of Panama," writes J.R. Beutler of the Puerto Vallarta-based Catana 47 **Moon and Stars**. "There are several boats here that did one of the Ha-Ha's, and we passed several others that were headed to Florida and then the Med. My main reason for writing is to alert everyone to the FNMOC weather maps, which have proved to be fairly accurate in the Western and Northwestern Caribbean. It's best to pull it up through Google at www.fnmoc.navy.mil/PUBLIC/WXMAP. For those — like me — who have trouble understanding such stuff, there is even a tutorial section. The site has weather for the entire globe, and anyone with internet access can get the information. Lupe and I have been very happy down

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CHANGES

here in Panama, and we plan to cruise here some more, as it's an amazing area studded with reefs and small to medium-sized islands. For those headed to Florida from Panama, don't miss the Bocas del Toro. In addition, the Bocas YC and Marina is quite nice. We should be coming through the Canal in late February or early March, after which the boat will be headed up to Banderas Bay. Hopefully she'll be there in time for the March Madness — including the Banderas Bay Regatta."

Can anybody tell us why the *panganeros* in the photo above would want to drag a **bull** out into the surf? Is there some kind of bull bodysurfing contest in mañanaland that we haven't been told about?



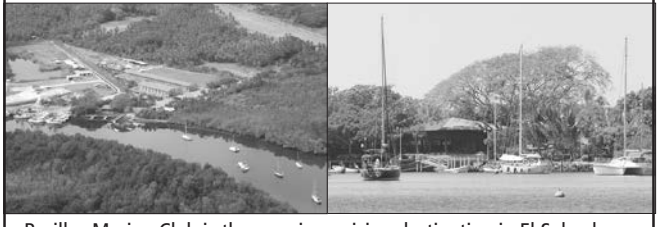
DONA DE MALLORCA

Everybody knows why the chicken crossed the road, but what's the deal with the bull wandering — at the end of a rope — through the surf?

Early November's **Caribbean 1500 Rally** from Hampton, Virginia, to the British Virgin Islands attracted a record fleet of 71 boats from the U.S., Canada, the U.K. and Australia. After a two-day delay of the start because of bad weather, the fleet made its way across the Gulfstream, after which they faced two weeks of generally light and shifty winds, often on the nose. That's all except the three boats that made pit-stops of various lengths in Bermuda. Because the 1500 is a rally, boats are allowed to motor, although they were then assessed a penalty when they did based on how much they did it. Gil Smith's Farr 50 **Joy For All** was the first boat to finish, although her elapsed time was not disclosed. Ray Dionne's Pacific Seacraft 40 **Hi Yo Silver** was the overall corrected-time winner. The best performance by West Coast sailors was turned in by John and Anne Burnett, whose San Francisco-based J/46 **Folie a Deux** took second in Class A. All the other West Coast boats competed in the cruising division, in which times are not recorded so their insurance isn't voided because they were 'racing'. These included Tom & Diane Might's Phoenix-based Hallberg-Rassy 46 **Between the Sheets**, the largest boat in the fleet; Mark Burge and Adriana Salazar's Reno-based Bristol Channel Cutter **Little Hawk**, the smallest boat in the fleet; and Bob and Linda Masterson's Beneteau 473 **Villome** from Laguna Beach. Presumably they'll all be spending the winter enjoying the warm and clear waters of the Caribbean, so maybe we'll cross paths with them.

And while we're in that part of the

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DANIEL FORSTER

The locals may not be as universally friendly as the people of Mexico, but the Caribbean has spectacular sailing conditions.

world . . .

"This will be a little dated when it comes out in *Latitude*, but we plan to be at St. Barth for New Year's again, and hope that the Wanderer and Doña de Mallorca will there once again also," write John and Cynthia Tindle, and the famous boat dog Mattie, of the Redondo Beach-based Sun Odyssey 45 **Utopia**. "We'll be spending the winter in the Eastern Caribbean in search of warmth and blue skies. But we can see that it's going to be more expensive than ever, as the euro is at a high, and even Puerto Rico enacted a 7% sales tax. The prices in St. Barth should be out of sight! You probably know this year's Antigua Sailing Week will be the 40th, so we're going to do that, too. Peter and Jean Ryan of the Santa Cruz-based Catalina 42 **Neener**[3] will be with us, so it should be a blast!"

Unless the Wanderer and Dona de Mallorca are in a hospital or dead, they'll be in St. Barth for New Years — it's their editorial obligation. The seven-mile by three-mile island fulfills all the requirements for coverage in the Caribbean: all the great new yachts, terrific tradewind sailing, clear and warm water, great beaches, wonderful bodysurfing, and lots of riff-raff friends. So the heck with high prices, we can live on *baguette* sandwiches and cheap drinks at Le Select. We'll see you there, as well as John Anderton of Sanderling, and hopefully all the other cruisers from the West Coast. We'll be on the Leopard 45 **Petit Profligate** anchored beneath Fort Oscar, so please stop by.

As for this being the 40th anniversary of **Antigua Sailing Week**, we're fully aware of that. Having not done one in 10 years, and noting they are permitting multihulls once again, we think we're going to do it, so we hope to see you there, too. In fact, we've already contacted Jol 'Voice of Antigua' Byerly, and requested permission to enter our boat renamed **Caribbean Spirit of Jol Byerly** in the great character's honor. The cat would be captained by the Wanderer, and would have an all-women crew wearing the same uniform the all-women crew always wore for Sailing Week on Byerly's boats



CHANGES

— nothing but bikini bottoms. If you're a women sailor who would like to crew in Antigua in a way to honor Jol, send your resume to donna@latitude38.com.

No matter if you'll be chartering the **Caribbean** for a week or cruising it for six months on your own cruising boat this season, here are what we consider to be the most important dates and events:

January 18-21 — **St. Martin Classic Yacht Regatta**, a relatively new classic regatta at the half-French, half-Dutch island that has become the yachting center of the Caribbean.

February 20 — **Mardi Gras,** all over the Caribbean, especially at Trinidad. You'd better start limbering up that booty and working on your rhythm.

March 1-4 — **Heineken Regatta,** St. Martin. Three days of tradewind racing for everything from charterboats to the hottest racing machines. 'Race hard, drink hard, shag hard' at one of the premiere fun regattas in the world.

March 26 -29 **— BVI Spring Festival**, a fun race to the Bitter End YC to play with all their toys and get ready for the BVI Spring Regatta which follows immediately afterwards. Great fun for folks chartering or cruising.



Classic yacht regattas are almost always as much fun for the spectators as the participants. This is the J Class 'Ranger' at the Bucket.

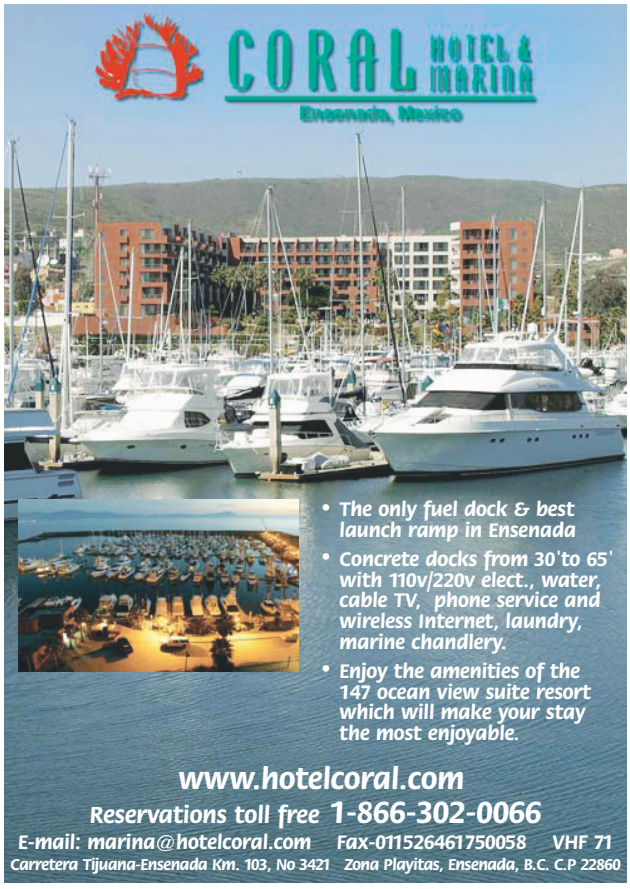
March 30 - April 1 — **BVI Spring Regatta**, slightly more serious racing, but still great fun for cruisers and charterers in the flat and salubrious waters of the British Virgins.

March 31 — **St. Barth Bucket**. Gentleman's racing for folks with boats between 100 and 200 feet, but limited by space to the first 30 to sign up. It's great spectating on the water and on the quay, and the island itself is so sweet.

April 5-9 — **Bequia Easter Regatta**, great fun racing at a charming little island. Not a suitable venue for those opposed to subsistence whaling.

April 19-24 — **Antigua Classic Yacht Regatta**, the great classic yachts from around the world gather for one of the premiere classic regattas in the world. It's at least as much fun for spectators as participants, and many spectators are asked to crew.

April 29 - May 0 — **40th Antigua Classic Yacht Regatta.** This is the event that inaugurated the concept of sailors racing, drinking and flirting in the hot and humid Caribbean. Great for everything from charter boats to racing machines. This year multihulls are being welcomed once again after being banned





for 25 years after D. 'Bad Boy' Randy West t-boned **Mistress Quickly** with his multihull. The event is not appropriate for people who don't like crowds or rum, and/or who don't have the stamina to last for an entire week.

May 25-27 — **Foxy's Wooden Boat Regatta**, Jost van Dyke, B.V.I. Nobody has been doing it better for longer.

If you're looking for something a little more ambitious, try one of the **Club Transcaraibes** events — especially if you speak French:

Feb. 10-20 — **Tour du Carnaval**, from Guadeloupe to Trinidad.

March 16 - April 8 — **Guadeloupe to Cuba**, with stops at St. Martin and the D.R. along the way.

June 15 - July 7 — **Route des Tepuys**, from Martinique to Grenada to a bunch of Venezuelan islands to Puerto La Cruz, Venezuela. Be nice to President Hugo — or else!

"We thought you might like to see a photo of the only three skippers from the **'05 Ha-Ha** who made it all the way across to New Zealand this year," writes Chris Mellor of the Pt. Richmond-based Norseman 447 **Sensei**. "The three of us are Dave Kane of the Seattle-based Beneteau 405 **La Vie**, Russ Novak of the Fairbanks-based Westsail 32 **Kabuki**, and my family and me from Albany. I sure seems like more than a year."

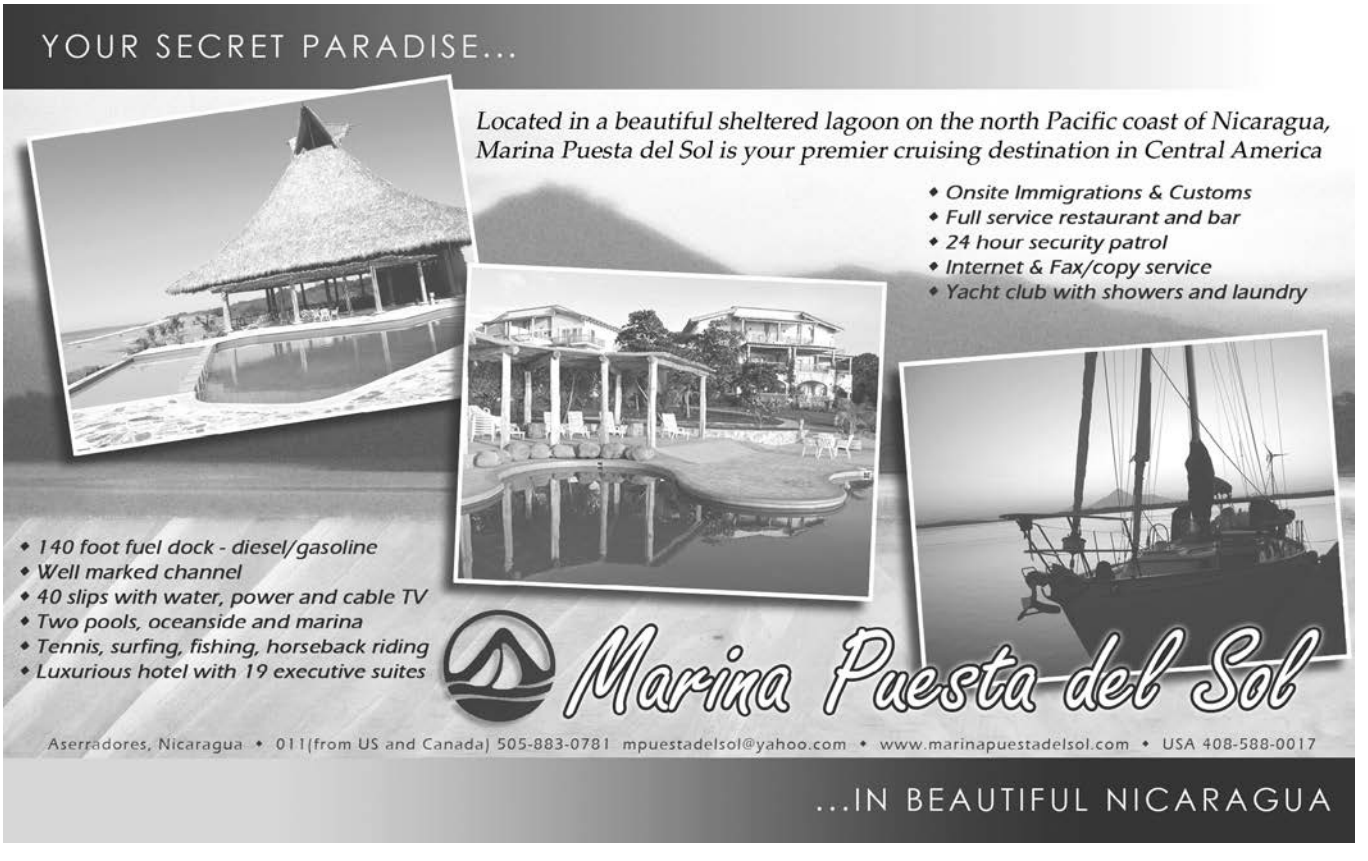


COURTESY SENSEI

As far as they know, Dave Kane, Russ Novak, and Chris Mellor are the only skippers from the '05 Ha-Ha to make it to New Zealand.

It also sure seems like fewer boats are sailing across to New Zealand than before. We think there are two reasons. First, fewer people are doing circumnavigations because of the political problems in the Red Sea, and because Central America, which is close, cheap and requires no long passages, has become so much more yachtie friendly. In fact, if you're part of this year's Southbounders group, we'd love it if you collected the boat name, boat type, skipper and mate's full name, and the hailing port, as we'd love to run that list in Latitude. But please, partial information — such as 'Joe from *Moony Nights*' — won't cut it.

"We're on the fast track to Z-town, then Ecuador by May," report Rob and Linda Jones of the Puget Sound-based Gemini 3000 **Cat 'n About**. "Our 20-year-old Gemini cat has worked well in Mexico for 2.5 years, but it's time for us to be on the move again. You folks at *Latitude* do a great job of encouraging folks to cruise with the boat folks have. Sure, we'd love to have a bigger cat, but



CHANGES

we're giggling our way south with what we have and life is great!"

While in **Mexico** in early December, we listened to three different cruisers complain that they'd gotten traffic tickets while driving rental cars, and ended up having to pay *mordida* of $60 to $100. But we're wondering if they really had to pay. A fourth cruiser got a ticket, and when the officer said he was confiscating the guy's driver's license until he came to the station to pay it the next day, the cruiser agreed. The following day he drove to the station, was fined $10 by the woman behind the counter, and got his driver's license back. It was quick and simple, and entirely above aboard.

John and Amanda Neal of Mahina Expeditions report that their Friday Harbor-based Hallberg-Rassy 46 **Mahina Tiare** "is in a big boat shed in Sweden getting her 107,000 mile check-up. We're excited about sailing back up to 80°N above Spitsbergen this summer. I know the Wanderer thinks we're nuts, but can you imagine three months of 24-hours a day brilliant sun, polar bears, reindeer, walrus and maybe even beluga whales? So much to see and do!"



MAHINA TIARE

After a summer cruise from Victoria to the Baltics, the Neals left 'Mahina Tiare' in capable Swedish hands for a 100,000-mile tune-up.

"Yachties checking into Mexico at **Ensenada** are now being asked for a list of serial numbers off their engines, dinghy motors, generators and so forth," report Pat and John Raines, authors of the *Mexico Boating Guide*. "In our book's document checklist, we say that this is sometimes required, because it's long been an optional requirement at the discretion of the local *Aduana*. Well, now it's no longer optional — at least for Ensenada, and at least for now. The *Aduana's* purpose is to discourage theft from yachts, and if something is ever stolen, to help you get it back as quickly as possible. It's a smart move. In our guidebook, we suggest numbering everything you can, even if it didn't come with a serial number. Use an engraving tool and indelible marker if you have to, and plaster your boat's name on your dinghy motor, oars, fuel tank — anything that could 'float away' while you leave your dink ashore. Give a copy of your serial number list to your insurance company, and keep copies onboard."

"By the way, the new edition of *Cruising Ports: the Central American Route* will hopefully be released in January, which would only be about — blush — four months late. We'll take a few dozen cop-



ies down to La Paz in February. This sixth edition will start off at the Mexico-Guatemala border — where our *Mexico Boating Guide* leaves off — and covers the Pacific and Caribbean sides of all the Central American countries, as well as northwest Cuba."

The other cruising guide to Central America that we've been waiting for is Eric Blackburn's **Cruising Central America**. He's been living down there for several years now, doing extensive research, so it's high time the book get to the printer.

"We've read every single issue of *Latitude* from day one, so thanks for being an inspiration for just short of 30 years," write Wayne 'The Mango Man' and Carol Baggerly of the Brisbane-based Cross 42 tri **Little Wing**. "You have reinforced our decisions regarding many sailing vacations, excursions, deliveries and simply 'messing around in boats'. Thanks. We're planning a vacation to Puerto Vallarta again, and remember that cruisers had written in to rave about a number of excellent but inexpensive dentists there. With so many cruisers down there for the season, we think a lot of folks would love to hear about those recommendations again. If possible, we'd also appreciate it if Don Sandstrom of the sistership **Anduril** might be willing to contact us, as we've love to visit his boat again, borrow some design ideas, and pick his brain. We can be contacted at carolbaggerly@yahoo.com.

If you've got a dentist in Pueto Vallarta — or anywhere else in Mexico — that you'd highly recommend, send us an email, por favor.

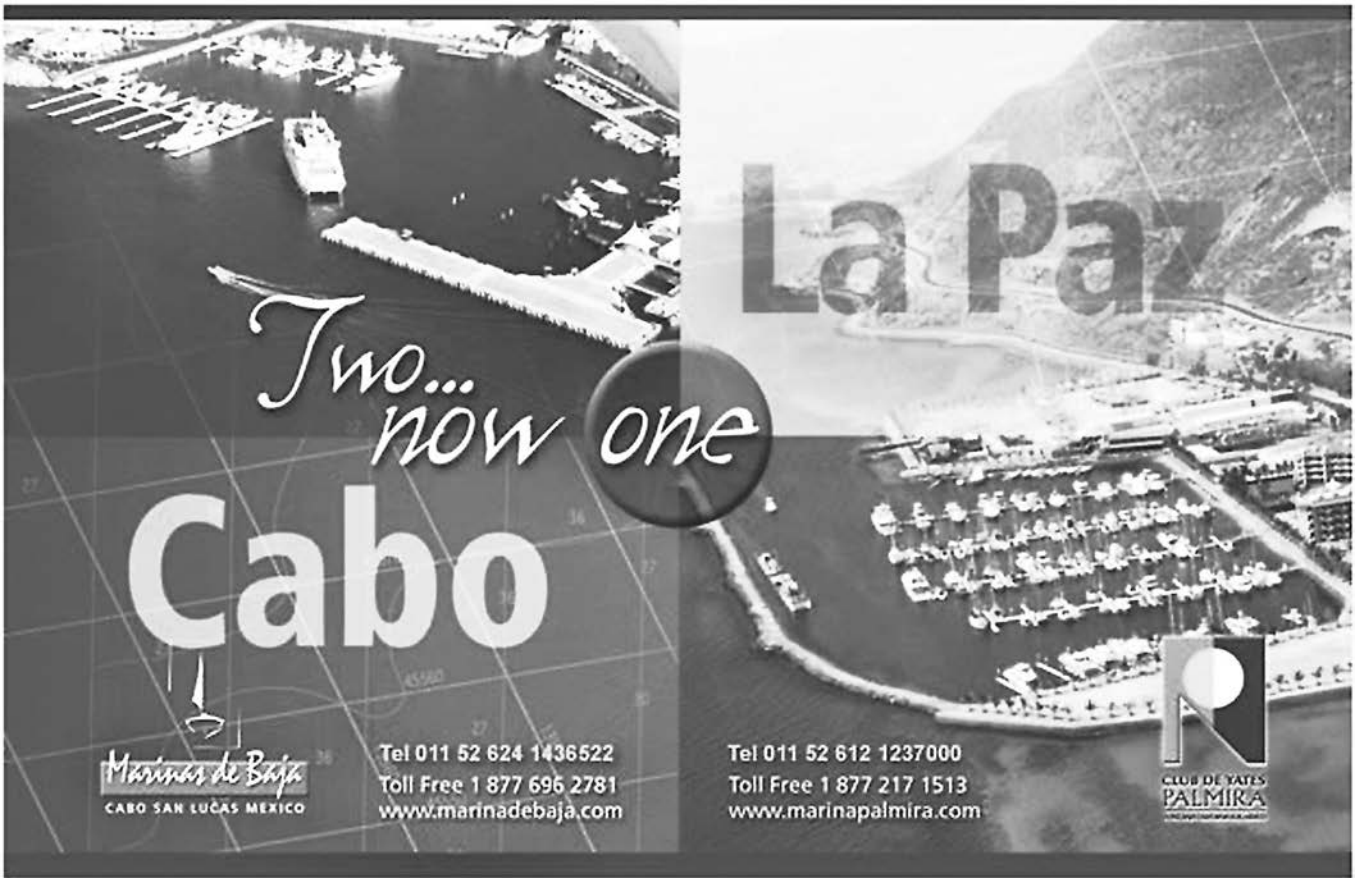
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LATITUDE/RICHARD

"Love me tender," say Joe and Kathy Siudzinski of the Los Altos-based Seawind 1000 cat 'KathieKate'. They report that the Seacycle, which can be broken down, makes a fine tender because with strong peddling she can do eight knots. They've towed/carried the cat tender to their catamaran for 10,000 miles ocean miles.

But now there are also serious differences between what Donald Rumsfeld famously called "old Europe" and the "new Europe". Fearing that a Galileo headquarters in an eastern European country could be a security problem, the French would like the system head-



quartered in Strasbourg, France; the Germans would like it placed in Munich, Germany; and the Brits would like it sited in Cardiff, England. Every country thinks it's all about them.

Les Sutton and Diane Grant of the San Francisco-based Albin-Nimbus 42 **Gemini** didn't believe it until it happened, but **Palmira Marina** in La Paz really did honor their pledge to give 40% discounts on berthing to Ha-Ha participants in the month of November. Les and Diane also signed on for another month, two weeks of which they are taking now, and two weeks of which they'll be taking in June on their way to the Sea of Cortez. As for Singlar's new **Fidepaz Marina** near the end of the Bahia de La Paz estuary, we're told that everything seems to be in place, but it's still not open. Sutton worries that the channel to Fidepaz is going to have a never-ending problem with silting.

There's sad news out of Puerto Escondido, as **Willie of Willie's Tienda** was found dead on the highway, his wallet and money from his store having been stolen. A fund has been set up to help his wife Marlana, who has two children in college. Checks can be made out to Connie McWilliam-Schultz and Elvin Schultz, and mailed to them at Box 99, Loreto, B.C.S., Mexico. Or, if you're in the Puerto Vallarta area, you could simply donate cash.

Ever since Fidel Castro fell seriously ill, there's been a quiet and somewhat unusual battle going on for the soul of **Cuba**. At the extreme right and left, you have President Bush and his arch enemy, newly-reelected President Hugo Chavez of Venezuela. Both are trying to curry favor with Raul, who is currently running Cuba. Castro's brother is a bit of an enimga, on the one hand giving indications that he's even more authoritarian than Fidel, but on the other making quiet overtures about 'normalization' of relations with the United States after, what, about a billion years. Ten U.S. lawmakers, six Democrats and four Republicans, travelled to Cuba to see if they couldn't jump start some kind of dialogue with the bigger-than-Florida island to our southeast. We wish them luck, but think Galileo will come online first.

Mike Harker of Manhattan Beach tells us that **Wanderlust III**, which will be hull #17 of the new Hunter 49s, but the first with all the Offshore Mariner options, including a taller mast and deeper and heavier keel, will be shook down by the designers, engineers and sailmakers off Flordia in early January. She'll then make her debut at the Miami Boat Show from February 15 to 20. After that, the guy who learned to sail during the '01 Ha-Ha with a Hunter 34 will take off around the world.

"I learned a lot on my last 28,000-mile voyage, including that *Wanderlust II* , my Hunter 466, was outfitted almost perfectly. In fact, she and her new owners, David Madera and his partner Monica, are in Cabo now about to sail to Puerto Vallarta in anticipation of doing the Puddle Jump, and they've made few, if any, additions since the boat was launched for me in '02. My new boat will be even more extensively outfitted — more on

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that next month — and I personally will be more prepared, as I'm now a licensed master with a sail endorsement. The speed and route of my circumnavigation are being defined by the productions I'll be doing for ZDF, the German television network. My choice was between an east-around circumnavigation, with the America's Cup and China Sail Olympics being major stops in the two-year trip; or a one-year west-around trip circumnavigation, with major stops at the Sydney Boat Show and Hamilton Island Sail Week. Because I've also gotten work with VW, which owns Audi, the sponsor of Audi Hamilton Island Sail Week, the decision to go west-around was a no-brainer. The reason I'll be able to circle the globe in one year is that I've already spent six months in the Caribbean, the South Pacific, and Europe, so I can zip right through those areas."

Following a near-to-death-as-you-can-get hang-glider accident in the ocean off Grenada many years ago, it's a miracle that Harker can even walk. Nonetheless, he did much of his last trip singlehanded, and when he can't get crew this time, will do the same. We expect to have a feature from the photographer/filmmaker every month during his rapid circumnavigation.

"About 30 boats at Los Frailles had a impromptu bon-fire pot-luck party on the beach in mid-November and reminisced about the Ha-Ha most of them had just completed," reports John Thompson, who was crewing aboard the Tiburon-based Ericson 39 **Calou.** "The partying continued as everyone made their way up to La Paz. And tonight, about 20 boats are anchored in the extremely calm Los Muertos anchorage. It's so calm here that we will stay another day before making our last push to La Paz. It doesn't hurt that the free wireless/satellite internet connection in the bay can't be beat. It's hard to know where it comes from, as there is no town and just one restaurant."



Who can solve the mystery of the bonfire on the beach at Los Frailes?

Having seen the bonfire photo and report, Rowan Fennell of Emeryville was prompted to write: "I can't quite figure out why those folks had a bonfire. It doesn't look as though they were cold, and it was still light outside."

We supect their built the bonfire because bonfires as just plain fun.



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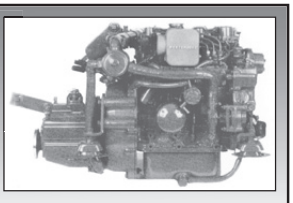
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LASER, 1996. In race condition. Centennial Edition. Used 12 times. Comes complete with 2 sails. Hull and deck covers. Everything in great condition. $2,800. Trailer, $250. Livermore, CA. Greg (408) 497-6107.

24 FEET & UNDER

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2002 PACIFIC SEACRAFT DANA 24. Radar, chartplotter, autopilot, impeccably maintained and absolutely immaculate. Like-new condition. $93,000. Call (415) 596-4884 for complete specs.

HUNTER 23 WITH TRAILER. Roller furling jib, boom vang, cockpit cover, 5 hp. Tohatsu outboard motor, alcohol stove, Porta-Potti. Minor work needed, but otherwise ready to sail. $5,000/obo. roy@rnjlaw.com or (707) 545-6542.

25 TO 28 FEET

CONTESSA 26 by JJ TAYLOR, 1976. New spars, sails, Harken roller furling. New Westerbeke diesel. Restored interior, new upholstery. Full Raymarine instrumentation including autopilot. Avon dinghy. Ideal Bay boat ready for anything. Lying Ventura. Reluctantly selling. $19,500. Full details: grkbmf@yahoo.com.



NOR'SEA 27, 1985. Center cockpit cruiser, excellent condition. Equipped for long-distance cruising or living aboard. Ready to go anywhere now. $39,500. Website: <www.loogoo.de/whitecap/index.html> Call (951) 760-0893 or sywhitecap@yahoo.com.

ERICSON 27, 1974. In Moss Landing Harbor. Need to sell quick. $4,500/obo. Call (831) 331-6212.

OLSON 25. Eleven boats are signed up for 2007 one-design racing on the SF Bay. Santa Cruz-built hull #106 is race ready with a dual-axle trailer, 9.9 hp outboard. $13,200. TNemeth@PacUnion.com.



RANGER 26, 1971. Roller furling jib (2/ea) and spinnaker. VHF, GPS, Porta-Potti and stereo/CD. 8 hp Honda 4-stroke. $4,000/obo. Matt (650) 504-4270 or mneumann@att.net.

ALEUTKA 25, 1981. Legendary go-anywhere bulletproof twin-keeler. (Read Henderson and Maté.) Cutter-rigged. Tanbark sails, 24 volt Minn-Kota. 4 gel cells. 4 anchors, chain. New non-skid. Great condition. Porta-Bote included. $9,000. Call (707) 266-4502 or email: PaulJThompson@sbcglobal.net.

NOR'SEA 27, 1980. New gelcoat, tanbark lug mainsail, jib, keel-stepped mast, Yanmar diesel, Monitor windvane, windlass, four anchors, aft cabin, Ham, shortwave, VHF, Avon inflatable, 2 hp Evinrude, and more. San Diego Bay transferable marina slip. $28,500/obo. (619) 420-5316 or elance@sbcglobal.net.

COLUMBIA 27, 1968. Being sold as-is by the San Mateo Co. Harbor District on behalf of the owner to cover back dockage. Located at Pillar Point Harbor, HMB. $2,581.69/obo. (650) 726-4382.

29 TO 31 FEET

NEWPORT 30, 1975. Includes slip in Sausalito. Excellent condition. Wide beam. New interior. Inboard Atomic 4 runs great. Sails and rigging are 4 years old. This boat handles well and is a great Bay or ocean cruiser. $10,000/obo. (415) 235-2110.

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HUNTER 29.5, 1996. Excellent condition. Roller furling, Yanmar diesel, bottom paint 2006, Autohelm, AM/FM stereo, dodger, refrigerator, H/C pressure water, charger. Berthed in Alameda. Working out of country. Must sell. Asking $37,000 but willing to negotiate. wkcho@ix.netcom.com or voicemail: (510) 870-8654.

CAL 29, 1972 with A-4. Great condition, with many upgrades and recent additions. New main and roller furling 110 jib, two anchors, new autopilot, new fuel tank, electronic ignition. New standing rigging, new freshwater system, and more. $10,500. Jacob (415) 310-4547.



CAL 2-30 SLOOP, 1968. $22,000. Engine: Westerbeke 2-cylinder diesel 20 hp. Fuel tank 40G custom ss. Water tank 40G under forward berth. Added in 2002: New Hood sails, Vektron mainsail, full batten, full roach, two reef lines, 236 sq ft., Dutchman flaking system, mainsail halyard, topping lift, settee cushions and removable marine carpeting, CD MP3 stereo, custom 6' queen v-berth mattress. Added 2006: New custom boom and rubrail from Seal's Spars and Rigging, cockpit cushions, Lewmar port lights ss smoked glass, custom-made table with interior storage, new topside paint, non-skid and brightwork varnished, windows re-bedded, lifelines, dorades (vents) x 3, reef lines and outhaul. Call John (510) 213-1626 or faeezajohn@hotmail.com.

FRIENDSHIP 30 SLOOP. Beautiful, well maintained, clean, fast.100% traditional appearance, glass hull. Fully enclosed head, sleeps 4. Winner San Diego to Ensenada race. *Pacific Child* has a long, distinguished racing career in San Diego. #159 in the Friendship Sloop Society registry. $35,000. Call Ken Brady (801) 870-2575 or crandak@msn.com.

CAL 2-29, 1972. New deck paint, compass, has main, RF jib, newer hank on jib, tiller. A-4 runs great, nice, clean. Been to Catalina and Ensenada, exceeds expectations. Possible transferable slip by the San Diego airport. $10,500. (619) 971-4636 or ssoenk@yahoo.com.

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32 TO 35 FEET

SOVEREL 33-2, 1985. *Flexi Flyer* is a winner. Fast, beautiful, well maintained, new bottom, fresh sail inventory. <http://flexiflyer.blogspot.com/> $31,000. (408) 656-9919.

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CATALINA 320, 1993. Pristine condition. Very little wear on new engine and rig. Motivated seller. $65,000/obo. Call or email for pics and details. (510) 548-9986 or 320@ideasoup.net.

RANGER 33, 1979. Custom mast and boom, 80 gal water tank, dodger, Avon with 8 hp outboard. Monitor windvane, oversized 9-winch package, Yanmar diesel, lots of spare parts. Charts, fishing gear, propane range, good condition. Located in PV. Ready to cruise. 40-ft slip for sale or rent below marina rates. Equipped for racing and cruising. Over $50k in upgrades, a steal at $25,000. Marc (510) 965-1934.

ALBERG 35, 1965. Diesel, windvane, radar, new head, new batteries. VHF and FM radios, wheel steering. One main in good condition plus 5 jibs. Dodger, much more gear. Beautiful, seaworthy vessel with classic lines. Needs cosmetic work. $27,000/obo. Call Mark (707) 849-0511.

1995 J/105, $99,500/OBO. Pre-scrimp hull 120, fared keel/rudder, full electronics. Located Sausalito Yacht Harbor. Call (415) 867-0220 or franci.fridell@gmail.com.



1D35. Like new condition. Full sail inventory, new asymmetrical. Low engine hours, professionally maintained. Newport Beach. $72,000. Call Paul Wager (949) 415-0699 or email: pwager@chemsavings.com or Dennis Rosene (949) 500-6453.

HUNTER 33, 2004. Roller jib, full batten main reefs from cockpit, 4 winches. 2005 Sunbrella dodger and bimini. 27 hp Yanmar, dual batteries new in 2/06. Stern anchor, MOB and 8 lifevests, refrigerator, microwave and all cookware. New bottom paint 10/06. Excellent condition. $89,900. Call (209) 823-4393.

TARTAN 34C, 1974 S&S. Yanmar. Profurl roller furling, Fleming windvane. SL electric windlass, Raytheon depth, wind, speed. Extensive refitting, many items new. Needs some work. Last 3 years on dry storage. Owner leaving country again. Must sell. $35,000/or best reasonable offer. Marinsail3@yahoo.com.

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C&C 35 Mk II, 1975. One of the models that made the original C&C their reputation. Rod rigging, records for the past fourteen years, custom double spreader spar, Autohelm 4000. Buy and sail not buy and fix. Three spinnakers two poles. Fully equipped. Simple systems. Atomic 4 engine recently overhauled. Solid not cored hull. Best value on this model in US and Canada. $26,500. Steal it now. (415) 892-6308 or (415) 516-1299.



RANGER 33, 1972. Gary Mull design. Ready to sail, good condition. Atomic 4 runs great. Roller furling, wheel pedestal, spinnaker pole, instruments, VHF. Excellent sailer and cruiser. Located at Brickyard Cove. $20,000/obo. Call Mike (510) 339-1311, (7 days, 9-5).

PACIFIC SEACRAFT 34, 1996. Crealock sloop. Rigged for singlehanded offshore cruising. Oversized winches, Seafrost 12v refrigeration, propane stove, microwave, B&G instruments, ST4000 A/P, ICOM402 VHF. Berthed Shelter Island, San Diego. $135,900. For detailed info call (949) 489-1529.

ERICSON 32, 1973 with Yanmar diesel. Did 2003 Ha-Ha and came back from Mexico with new epoxy bottom. Other upgrades: New solar panels, wind generator, rigging, head, water tanks, fuel tank, cushions, bimini and more. Cruiser ready. $22,000. (831) 431-3577.

RANGER 33, 1978. Universal 16 hp, Pineapple sails, Monitor windvane, wheel steering. New bottom and interior, hot/cold water, electric refrigeration, LectraSan. Custom rigged for singlehanded sailing. Ready to cruise, race, live aboard. Located La Paz, Baja. $29,300. (415) 902-1061 or greengenes73@yahoo.com.

CAL 35, 1981. This boat has received constant attention and is in great condition. It is completely set up for cruising and has a very long list of gear and spares. Located in San Diego. (619) 840-1011 or email: tntaune@msn.com.



ALLIED SEABREEZE 35 SLOOP, 1964. Solid fiberglass, beautifully appointed dinette model, new upholstery, teak wheel, pedestal steering, aluminum mast, Harken furler, stainless solar/radar arch. Freshly installed Yanmar 2QM20, approx. 50 hours. Slip available. $30,000/obo. (562) 706-4334 or sailfast6@verizon.net.

ROUGHWATER 33. Thomas Gilmer design. He designed the Southern Cross 31. This is a strong, proven circumnavigator. Fiberglass. Traditional double-ender. Lots of teak. Sloop with removable forestay for storm jib. Storm trysail. Furl-Ex roller furling on headstay. Fleming windvane (outstanding). Tillerpilot (electronic) by SIMRAD. Solar panel. Simpson-Lawrence windlass. PUR-40 watermaker. Furuno GPS. Professional epoxy barrier coat on bottom of hull. New chainplates. New Life-Line batteries. Reliable 20 hp Yanmar diesel. Go cruising. $34,500. (650) 851-7795.

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36 TO 39 FEET



1984 PAN OCEANIC PILOTHOUSE. $89,500. New standing rigging, engine, wind generator, autopilot, chartplotter, EPIRB, solar panel, liferaft. Dingy with motor, windvane. Roller furling main and jib, 180 gallons fuel, 200 gallons water. 3 anchors. Transferable Moss landing slip. (831) 915- 6337.

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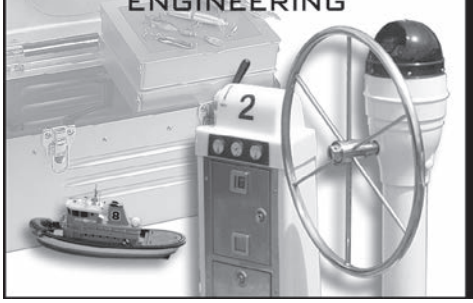
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CATALINA 36, 1986. Recent upgrades include new dark blue canvas, dodger, interior cushions, v-berth mattress, radar, GPS, 2-station color chartplotter. Refer/freezer, propane stove, furling, stereo, more. Clean. Possible Santa Cruz sublease. $59,500. Call Jeremy (831) 818-5694.



CAPE GEORGE 36, *RESTLESS*. Strong, comfortable bluewater/coastal cruiser. Hasse sails, Brion Toss rig, teak decks, bronze fittings, self-tailers. 205 gallons water, 126 gallons diesel. Custom finished 1989. Major refit 2002. Continuously upgraded; outstanding condition. Moorage. Seattle. $155,000. (206) 527-9143.

HUNTER 37 CUTTER, 1978. $35,000. New stainless steel ports, newly painted deck and mast, electric head, separate shower and q-berth, diesel. So many upgrades I can't begin. This boat has been a labor of love, please only serious inquiries. (415) 609-3784.



MORGAN 38-2 1979. Fin keel, skeg rudder, great cruising boat and Baja vet. Equipped with: Yanmar diesel, Harken furler, asymmetrical spinnaker, self-tailing winches, spinnaker pole, oversize wheel, dodger, bimini, B&G autopilot, wind instruments, depthsounder, ICOM SSB, VHF, weather fax, radar, GPS, Spectra 380 watermaker, DC refrigeration, propane stove/oven, separate stall shower, 2 anchors, all chain rode, stern hook, covers for all woodwork, cockpit cushions, TV. $59,000. (510) 697-5189.

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OHLSON 38, *DARK HORSE*. Totally restored and ready for singlehanded sailing. See website: <www.frequentlywrong.com/boat.html> $187,500. (510) 521-9268 or email: cjscon@pacbell.net.



ZEELAND 37 YAWL. Classic Dutch-built, full-keel, steel, round bottom. No hard chines, no plastic, African mahogany. Int. 6 sails, Yanmar with low hours. Reduced $18,000. Located Stockton. Email: yawl28@yahoo.com.

CAPE GEORGE 36 KETCH. Reduced to sell. Unfinished but actively cruising. Located in Baja. Family of 5 needs bigger boat. 3 anchors, bronze windlass, 5 headsails, 18 hp Sabb diesel, 6'3" headroom. Very stout. New electrical system and rigging 2004. $29,000. Email: sunbreak@sunbreakea.org.



C&C 38 CUTTER, 1975. Strong, fast, two circumnavigations. Hard dodger, beautiful custom interior, Yanmar diesel, full batten main, furling jib, 3-way hot water, Heart inverter/charger, radar, Interphase forward reading sonar/depthfinder, Muir windlass. New prop and shaft, needs minor cosmetics. $39,000. (510) 593-8697.

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CUSTOM BREWER 46 KETCH, 1972. Teak hull, center cockpit. Major upgrades in last five years including new 76 hp diesel. Large equipment inventory. $114,000. Located in San Diego. See details at: <www.custombrewerketch.us>



CHEOY LEE 47 OFFSHORE, 1973. Luders design. Located in Jacksonville, FL. Perkins 4-108, Honda 8 hp outboard, solar panels, new sails, rigging. Project boat needing varnish interior and exterior, and topside paint. $85,000. See pics: <www.sailwildblue.com> Kurt (818) 667-0897 or wildbluecrew@sbcglobal.net.

NEWPORTER PILOTHOUSE KETCH, #41. Glass over ply, hard chine, full keel. 48' x 13'6" x 6' and 13 tons. Sleeps 6. Rebuilt Perkins 4-107. 6 bags, downwind pole, electric windlass, 3 anchors, 240 chain, 150 rode. Propane stove, Adler-Barbour reefer, Benmar autopilot, wood-burning stove, 200 fuel, 200 water, holding tank, sailing dink, 4 hp outboard. Mission Bay slip. Mexico vet and nearly ready to go again. Owner swallowed the anchor. For pic see: <www.mpcsandiego.com/picturegallery> $35,000/obo. For spec sheet call (619) 258-5980.



TAYANA 47, 1990, *EL TIBURON.* She is in excellent condition and a proven cruiser with many upgrades and top-of-the-line equipment. Recent Awlgrip and upholstery and excellent brightwork make the boat look new. Seriously for sale at $268,000. She is ready to go South as soon as you are ready. About half the price of a bare, new Tayana. See at <www.eltib.com> or call (408) 391-6625.

PETERSON 44 CENTER COCKPIT, 1977. Two staterooms, two heads. New Yanmar, LP, fuel tanks. Robertson autopilot, solar panels, Ham, radar, RIB dinghy, outboard. $129,000. San Carlos, Mexico. Call or email for complete list and photos. (520) 742-2727 or svubetcha@aol.com.



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41-FT BOUNTY II, *ROD LEE.* Just back from Mexico, great condition. 1-year-old main, all new standing rigging, dodger, two 8D AGM marine batteries, 360-ft-high test chain, 60-lb CQR, electric Lofran windlass, 406 EPIRB, two autopilots, plus Capehorn windvane, 24-mile radar, 2010C Garmin chartplotter. Engine: 3GM30 Yanmar V-drive in perfect shape. Everything on boat in new/very good condition. *Latitude 38* was founded on this Bounty, nostalgia anyone? Reduced: $45,000. John Hardisty (707) 996-9645.

CAL 40, 1964, #21. Located San Diego. Blue LP topsides 2004. Bottom peeled and barrier coated 2004. Quantum main, 150%, Harken roller furler 2002, dodger 2003, Perkins 4-107, folding prop, refrigeration, windlass. $57,000. (619) 447-5235 or george@elwersfamily.com.

1981 TAYANA 42 CENTER COCKPIT. Huge refit just completed. No teak decks. All new Doyle sails, Iverson dodger, standing and running rigging, chainplates, Awlgrip, Webasto heat. Superb liveaboard layout. Beautiful. $139,000. See <www.svrivendell.com> for full specs, photos. (206) 295-1129.



GULFSTAR 50, 1976. Rare sloop model, excellent condition, loaded for cruising. 340 hours on Yanmar 100 hp turbo. Westerbeke 8.5 genset, watermaker, 3-blade Maxprop, new Raymarine instruments, Doyle main (2005), 120%, 90%, asymmetrical spinnaker, Hood Sto-away main furling, Harken jib furling, self-tailing winches, refurbished galley 2005, Adler-Barbour refrigerator, Hurricane diesel heater, Cruisaire AC and much more. $169,900. Call Doug (510) 541-2017 or email: sailbequia@yahoo.com.



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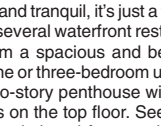
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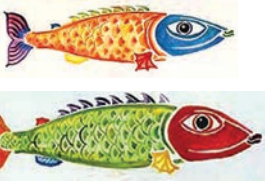
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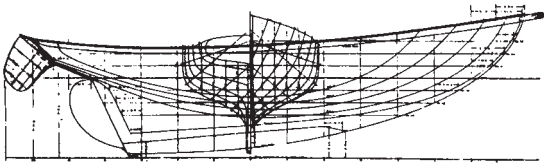
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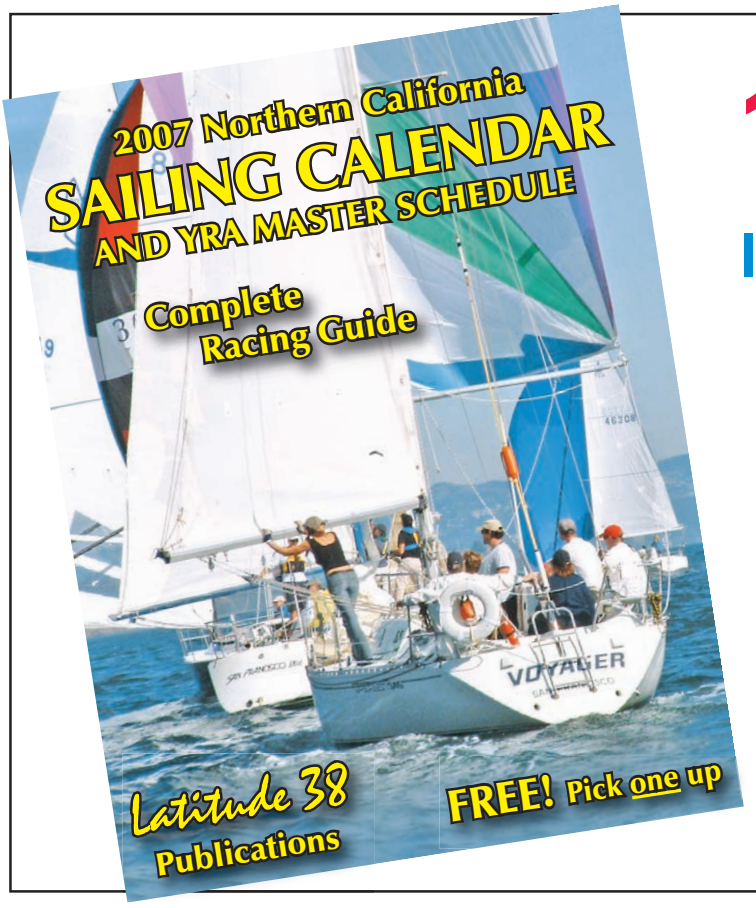
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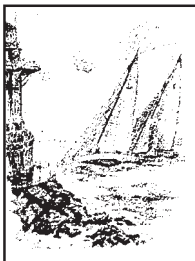
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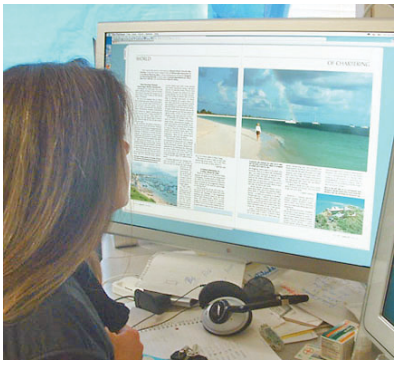


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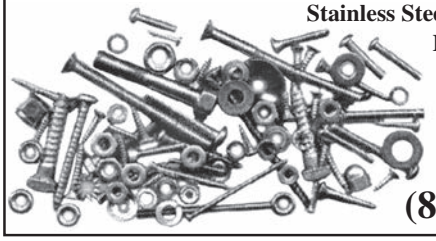
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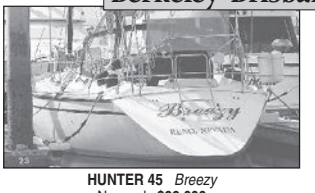
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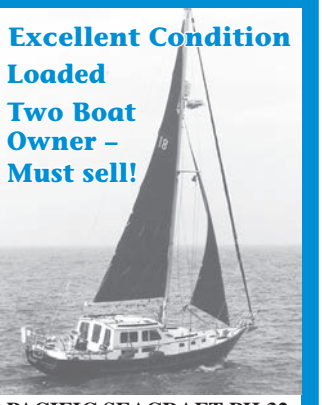
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Comfortable, fast and seakindly.
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41' CT FORMOSA YANKEE CLIPPER, 1974
World cruiser/liveaboard. $64,500



38' HUNTER SLOOP, 2001
Fully equipped.
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36' HUNTER SLOOP, 2003
Ready to sail.
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30' WILLARD CRUISING CUTTER, 1976
Well preserved, lightly used.
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HUNTER 29, 2001
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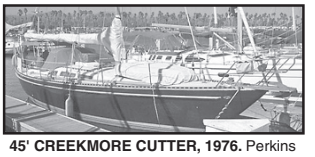
44' CT CUTTER RIG, 1986
New Yanmar diesel, 2004. Two staterooms, refrigeration/freezer, stunning interior. All reasonable offers considered! Must be sold!
Asking $119,000



43' MASON CUTTER, 1984
Perkins diesel, radar, autopilot, dodger, two private staterooms, modified full keel. Excellent condition. One owner boat.
Asking $155,000



43' WESTSAIL KETCH, 1976
Crealock design, 85hp diesel, dodger, SSB, GPS, radar, hydrostatic drive, custom interior. **Asking $87,000**



45' CREEKMORE CUTTER, 1976. Perkins diesel, radar, GPS, diesel genset, dodger, dinghy w/OB, recent interior upgrades, performance cruiser. Must see. **Asking $80,000**



37' PROUT CATAMARAN, 1987. Yanmar diesel, SSB, AP, 3 cabins, a popular cruiser, just back from South Pacific. Located in SF. Call owner's agent at (415) 613-0712. **Asking $119,000**



43' IRWIN, 1985
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Asking $139,900

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new sails, rigging, turnbuckles, seacocks



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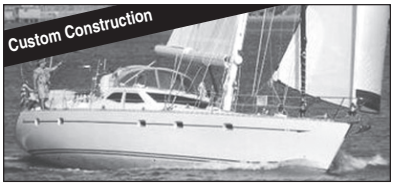
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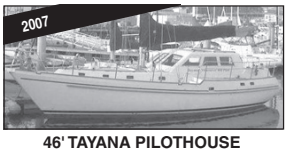
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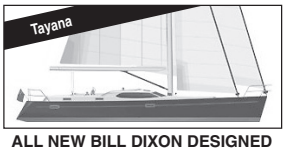
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57' BENETEAU

Designed by Bruce Farr, this center cockpit cutter is Beneteau's flagship and shows more as a semi-custom build than as a production boat. This late model is the owner-cabin-aft version, has the optional wing keel (still a full 6'10"!), and is impeccable. Shows almost as new. Loaded with features, rare find.

$924,500



41' HANSE 411, 2005

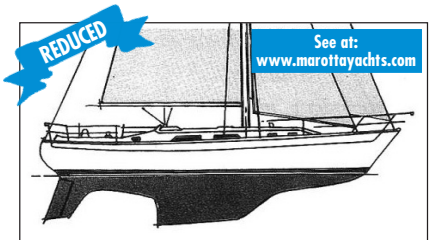
Elegant European-built performance cruiser shows as new inside and out. Well equipped, flawless dark blue hull with beautiful teak decks and deep draft keel, Herreschoff interior with 6'6" headroom.

$249,000



41' BENETEAU 411, 2001

With more than $50,000 spent over the past year, this boat shows as new inside and out. Always professionally maintained and never chartered, she's the two-stateroom, deep-keel version. Well equipped with optional 50hp Yanmar, an in-mast main, brand new heavy-duty dodger and full boat cover, new electronics (over $20,000 just spent) and much more. Transferable Sausalito Yacht Harbor slip. $189,800



42' PASSPORT CUTTER, 1985

Well designed and built cruiser in very nice shape and lying in a marina that may consider taking on a liveaboard. Liveaboard slips are almost IMPOSSIBLE to find here, so this is a major benefit if you're looking for such.

$124,500



37' HUNTER 376, 1997

Cruising World Boat of the Year (Best Value) in 1997. Fresh water cooled Yanmar diesel with low hours, main with Dutchman system and electric self-tailing winch, all lines lead aft, huge cockpit with walk-through transom, substantial dodger. Three staterooms, 6'6" draft.

$99,000



33' HANS CHRISTIAN, 1980

Classic cutter: capable offshore boat with a full keel, high ballast-to-weight ratio, deep cockpit and an oversized rudder placed far aft. She also has a comfortable, well laid out interior that feels much larger than her size would suggest and is finished in lovely teak.

$84,500



38' BENETEAU, 1990

Moorings 38 model, designed around a modified First 38s5 hull and is a sleek and fast two-stateroom/two-head racer/cruiser, perenially popular on the brokerage market. This one is clean with a new suite of sails and a rebuilt Yanmar engine.

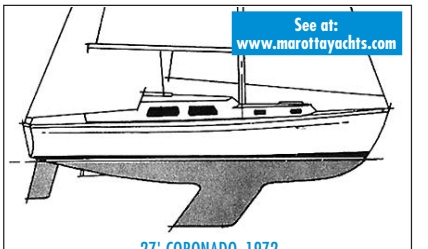
$69,500



35' ERICSON MkII, 1974

Owned since 1982 by a knowledgeable, conscientious yachtsman, this vessel shows much newer than her actual age: repowered in 1992 with a Yanmar diesel, all recent sails, roller furler and self-tailers, updated electronics, renewed interior. She's also lying in one of the best slips in the Sausalito Yacht Harbor with Angel Island and Richardson Bay views.

$32,500



27' CORONADO, 1972

Classic plastic repowered with a Volvo diesel; this alone puts her head and shoulders above others, almost all of which are gasoline powered (many with outboards). Plus she shows very nicely with the interior in particular being extensively renovated. Great price at

$8,000

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47' VAGABOND, 1980
Original owner, Ford Lehman 700 hours, slip, three staterooms.
$130,000

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41' KETTENBERG, 1967
Fiberglass hull, alum. rig, lovingly cared for.
Asking **$54,500**



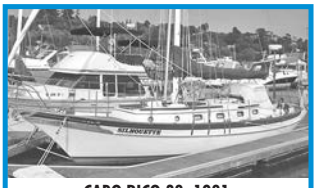
43' HANS CHRISTIAN KETCH, 1982
Brand new engine, radar, AP, GPS, air/heat, 7kw scuba compressor. **$189,000**



HARDIN SEAWOLF 40, 1968 & 1973
FRB w/o teak decks. Numerous upgrades, rigging, chain plates, wiring, upolstery. From **$65,000**



43' SWAN, 1986 Grand touring model.
Two-couple cruiser, large interior, 2 staterms/heads. Sausalito slip. **$215,000**



CABO RICO 38, 1981
Sea-kindly bluewater cruiser, radar, SSB, new Quantum sails including cruising spinnaker. **$89,500**



FANTASIA 35, 1978
Loads of new equipment.
Asking **$78,500**



35.5' BRISTOL, 1979
New sails, Harken RF, vang. Diesel, classic Hood design. Sausalito slip. **$49,500**



47.7 BRISTOL, 1992
U.S. built, Lloyd's standard, Ted Hood design.
Asking **$399,000**

SAIL

52'	Hartog schooner	'99	195,000	32'	Contessa	'76	41,000
51'	Finya KT (partner/trade)	'86	280,000	32'	Catalina 320	'98	84,960
50'	Gulfstar, Mex.	'77	89,000	31'	Pacific Seacraft Mariah	'79	79,000
49'	Reliant Ketch	'91	169,000	30'	Catalina	'81	24,500
47.7'	Bristol CC	'92	Inquire	29'	Columbia, perfect	'67	22,000
47'	Hylas	'86	195,000	28'	Newport	'79	9,500
47'	Vagabond	'80	130,000	28'	Pearson Triton	'61	15,000
46'	Chesapeake	'98	89,000	14'	Whitehall, sail/row	'02	11,000
44'	Hylas	'86	185,000	12'	Beetle Cat, wood		9,975
43'	Ron Holland	'86	158,000	**POWER**			
43'	Swan	'86	215,000	67'	Stephens Alum.	'80	895,000
43'	Hans Christian	'82	189,000	65'	Pacemaker, cert.	'71	325,000
41'	Kettenberg, F/G	'67	54,500	65'	Elco Classic MY	'26	450,000
41'	CT	'76	79,000	61'	Stephens	'66	250,000
41'	Morgan O/I	'74	75,000	58'	Hatteras, TCMY	'73	339.000
40'	Seawolf (2)	'68 & '73	from 65,000	57'	Chris Craft	2	from 119,000
40'	Hunter (2)	'95	from 116,000	51'	Bluewater	'88	175,000
40'	Mariner Ketch, project	'71	15,500	50'	Stephens	'65	135,000
39'	Freya	'81	109,500	44'	HiStar	'88	215,000
39'	DuFour	'84	82,500	43'	Wellcraft Portofino	'88	99,500
38'	C&C Mk III	'86	73,000	40'	Bluewater	'79	189,000
38'	Catalina	'84	43,900	38'	Bayliner	'88	Reduced
38'	Ingrid	'74/84	95,000	38'	Chris Craft, nice	'65	49,900
38'	Ericson	'81	49,500	34'	Sea Ray Sundancer	'01	169,000
38'	Cabo Rico	'81	89,500	33'	Bayliner Montego	'78	19,950
37'	CF Choate	'79	25,500	32'	Bayliner	'89	45,000
37'	Irwin	'79	40,000	32'	Silverton F.B., 370 hrs	'98	59,000
37'	Rafiki	'78	87,500	31'	Sea Ray 310 S.D.	'98	74,500
36'	Islander	'77	55,000	30'	Sea Ray 305 DB	'88	59,900
36'	Islander, bristol (2)	'85	65,000	30'	Sea Ray Sedan	'79	20,000
36'	CS cutter	'81	75,000	30'	Wellcraft Scarab w/trlr	'87	39,000
36'	Islander	'73	34,000	29'	Sea Ray Amberjack	'99	71,000
35.5'	Bristol	'79	49,500	28'	Sea Ray	'91	37,900
35'	Santana	'78	19,999	28'	Maxium	'99	45,000
35'	Fantasia	'78	78,500	27'	Sea Ray 270	'88	28,900
35'	Ericson, nice	'79	36,000	26'	Osprey	'02	98,000
34'	C&C	'80	47,500	25'	Sportcraft	'99	39,900
34'	Sabre	'83	49,000	24'	Bayliner	'98	15,900
33'	Newport	'84	36,500	24'	Regal 242 w/trailer	'98	37,000
				22'	Grady White 222 w/trlr	'02	59,000



CHRIS CRAFT 38, '65
Sausalito slip.
$49,990



67' STEPHENS MY, '80
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HUNTER 40, 1995
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38' ERICSON, 1981 Bruce King design, deep draft. Two stateroom. Diesel, RF, AP, new upholstery. **$49,500**



43' RON HOLLAND CUTTER
Refit & upgrades last few years, 5kw genset & Perkins low hrs, FB main, Harken RF, more. **$158,000**



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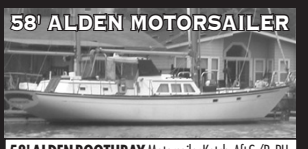
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58' ALDEN BOOTHBAY Motorsailer Ketch. Aft S/R, PH-center cockpit, dsl, furling, AC, Onan, radar, inflate, lrg. sail inventory, etc. Loaded w/world cruising gear & amenities. Super boat! Must see! U.S. document. **Ask $279,000**



25' FARALLON w/trailer. All glass, diesel inboard, GPS, VHF, depth, Duo-prop, aft deck & PH helms, new canvas, swim platform, o/b bracket, pressure water, elect. windlass, more! Nice clean boat! **$19,500 Ask**



39' VALIANT cutter. Outstanding Robert Perry double-ender, EPIRB, raft, hard dink w/mtr, VHF, HF, radar, email, GPS, solar, hard dodger, vane, bimini, wheel, dsl, more! Extra clean, beautiful world cruiser. **$219,500**



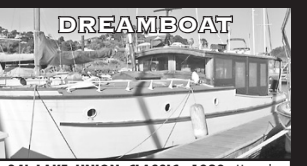
29' WELLCRAFT 2900. Express twin screw (NOT outdrives), 230 hp V8s, galley, shower, huge cockpit, in ultra clean & sharp. A great performer. **$24,950**



33' SONIC SE Offshore Express. Twin 502 CID V8s. Outstanding cond. (always stored in own boathouse out of the water). Meticulously maintained, genset, shower, very comfy below. Super sexy & fast! **$62,500/offers**



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38' C&C SLP. A perfect cruiser. F/G, dsl, furling, solar, rod rig, stays'l, full batten main. Safe, comfortable, dependable, singlehand set up. Proven circumnavigator ++ more!. **Ask $45,000**

SAIL

100' MEGA sloop, dsl, cold-molded, loaded, fast, huge, yacht or charter . 1,995,000

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47' VAGABOND ketch. Project...86,000/obo

42' STEEL CUTTER, center cockpit, good sail inventory, wheel, aft S/R, shower, full galley, dsl & more! 32,950/offer

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36' STEEL HARTOG ketch, double-ended cruiser, great potential & value.19,500

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37' CHRIS CRAFT CONSTELLATION, 454s, *very* clean 32,000

36' UNIFLITE. F/B, aft cabin, twins, radar, GPS and more! .. Asking 59,950

36' CHRIS CRAFT CAVALIER. Aft cabin, flybridge, rwin V8s, many recent upgrades, very nice 34,950

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35' NORTHERN STEEL TROLLER. Reliable & economical Cummins dsl, good heavy weather boat set up to go to sea & stay there. There's more!..... Ask 35,000

32' CARVER. Glass, twins, Sausalito live-aboard berth. Nice! ..... Ask 30,950

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In for a complete refit, this Union 36 will emerge from Nelson's with new bottom, new deck layout, new rigging and completely buffed and refinished for summer.



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This performance cruiser will launch with Awlgripped, rewired mast, new electronics, dripless shaft and custom davits.



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This sweet singlehander is being restored to better than new. New Awlgrip topsides, new bottom, new deck gear, new furling. She returns to CA from the East and will be racing soon!



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Another boat from the East getting ready for a season on the Bay. New swim platform, redesigned, rebuilt cockpit layout, custom floor hatches, complete refinish. The season is coming.



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This rugged, capable ocean vessel is in for repower, upgrade to Yanmar diesels and complete rewire. She is ready to go for Spring 2007.

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