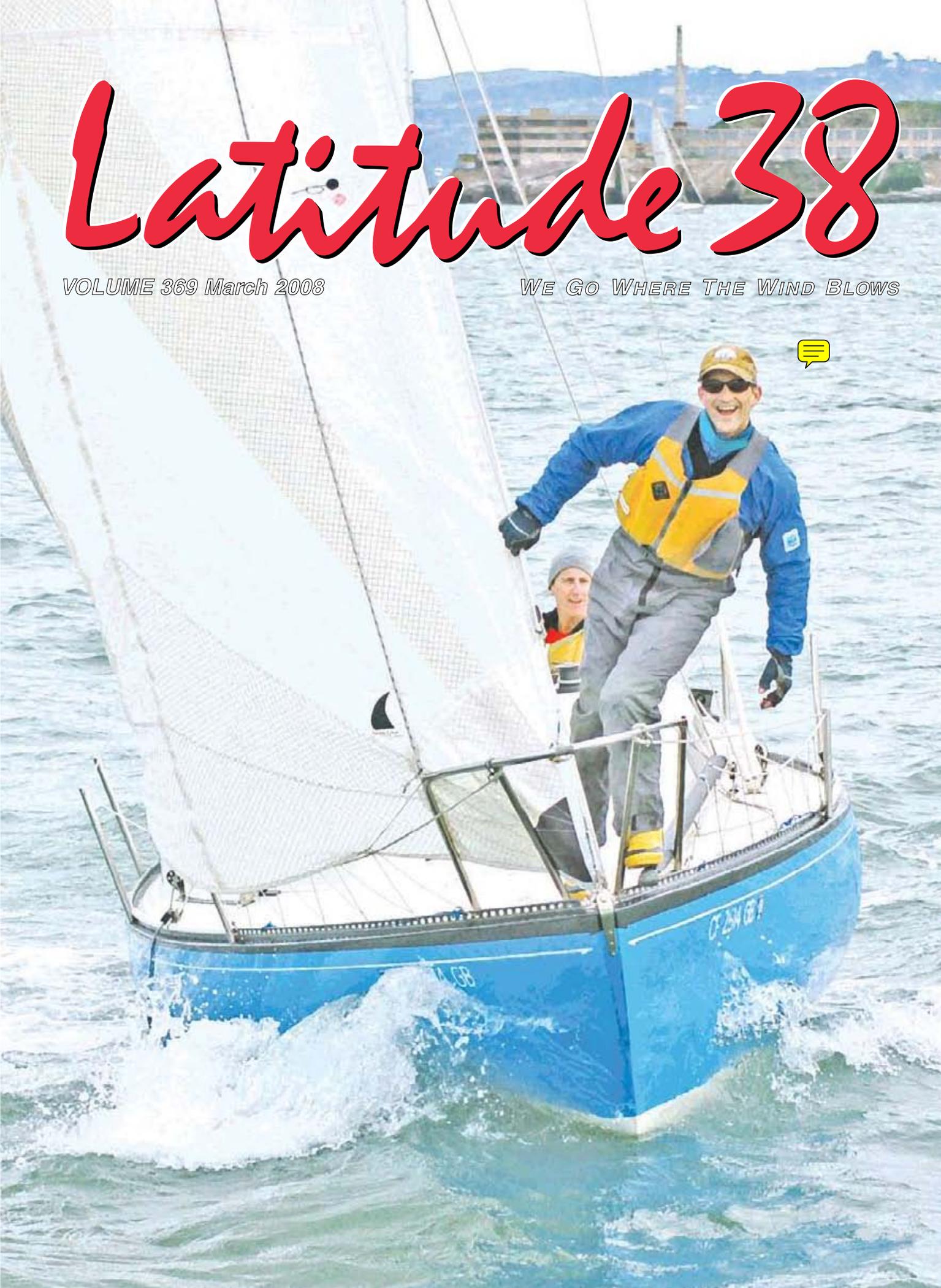


Latitude 38

VOLUME 369 March 2008

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Latitude 38

MARCH 2008

VOLUME 369



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We here at Pineapple Sails still consider the building we built in 2002 our “new” building, even though we have been making sails in it now for 5 years.

We still enjoy the daily rewards and challenges sailmaking provides, even after 35 years in business.

So to celebrate, we are hosting an open house/anniversary party on Friday, March 14, from 7:00 pm until 10:00. Please stop by. Meet old friends and make new ones. And see where the last 5 years of those 35 years of Pineapple Sails were made and where we will be making sails for many more years to come.

We'll have good food, good music and plenty of good beer.

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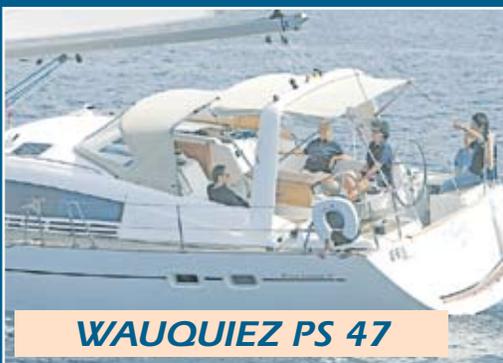
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Boats of the Month

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Hunter 386, 2004, \$159,500



Hunter Legend 40.5, 1996, \$117,000



Beneteau 370, 1991, \$84,500



Beneteau 361, 2001, \$119,000



Beneteau Idylle 11.5, 1985, \$67,500



Catalina 30, 1995, \$54,500



Hunter 310, 1997, \$49,900

March Events

Saturday, March 29

Boat Show Preview and FREE Informational Seminars

Join us for a day of learning and to preview exciting new boats premiering at Strictly Sail Pacific.

NEW MODEL PREVIEW

See the new Beneteau 31, 37, and First 45. Take advantage of our Pre-Show Package incentives – save money and get more stuff!

GET SAILING NOW Seminar

Inform yourself on all the new ways to own a boat: Fractional Ownership, charter boat ownership, sole ownership or club member sailing. *There's no reason you can't be sailing this season!*

Boat Maintenance & Keeping Safe Seminar

Things to do monthly and annually to keep your boat in great shape and in safe condition. Keep boating enjoyable by keeping up on your maintenance and knowledge.

Saturday, March 8

VIP Day

Sign up for a ride on the Swift Trawler or Beneteau 49. Reservations are required, as seating is limited.



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Cover: Blue Man Group – Lawrence Kerrier (on bow) and Bart Goodell of the SC27 *Vitesse* just before the start of the Three Bridge Fiasco.

Photo: Latitude 38/LaDonna

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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 submissions to editorial@latitude38.com, or mail 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.html.



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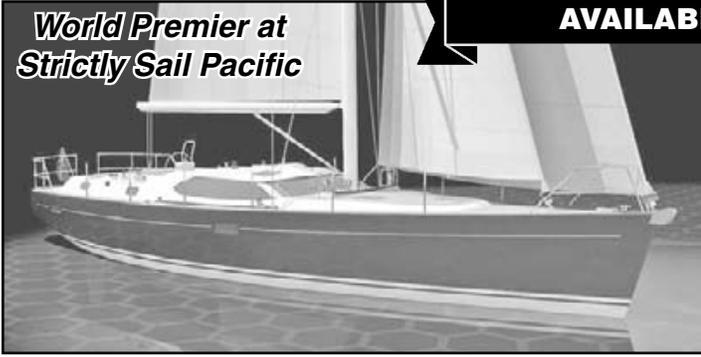
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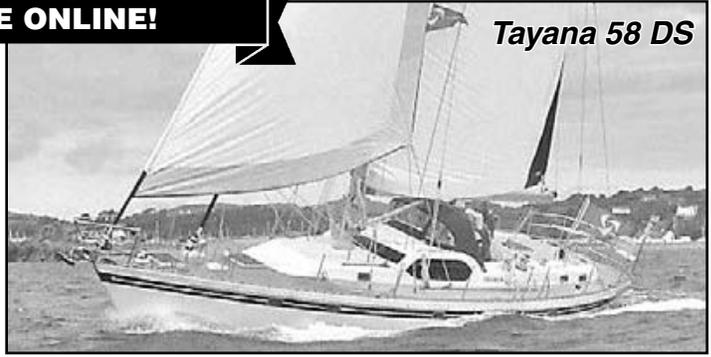
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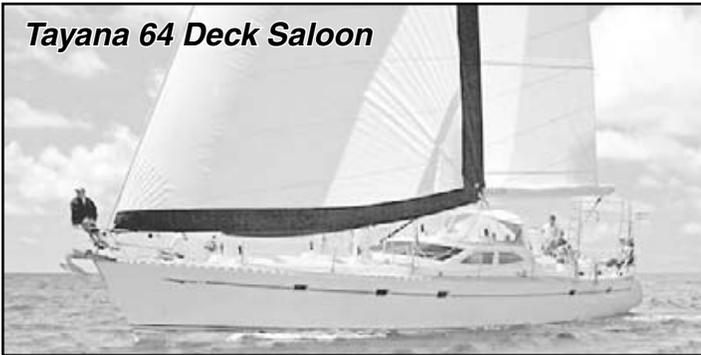
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2004 Hunter 36	\$138,000	2007 Jeanneau 391	\$193,000	1999 Hunter 45	\$199,000	2001 Moody 54 CC	\$710,000
2004 Hunter 36	\$148,000	2004 Beneteau 393	\$168,800	2000 Hunter 450	\$195,000	2005 Jeanneau 54DS	\$675,000
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2 to choose from Catalina 42, MkII, 2000



Mikelson 50



Valiant 37, 1978



2 to choose from Catalina 36



2 to choose from Catalina 30, 1990



Jeanneau 36, 1997



Jeanneau 37, 2000



Catalina 34, 1987 & 2007



Franz Maas 42, 1972

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- Catalina 470
- Catalina 42 MkII
- Catalina 400
- Catalina 350 MkII
- Catalina 34 MkII

PREOWNED CATALINAS/ALAMEDA

- | | | |
|------------------|------|---------|
| Catalina 42 MkII | 2000 | 159,000 |
| Catalina 42 MkII | 2006 | 249,000 |
| Catalina 380 | 2000 | 148,000 |

- | | | |
|------------------|------|---------|
| Catalina 38 | 1981 | 49,000 |
| Catalina 36 MkII | 1995 | 98,500 |
| Catalina 36 | 1987 | 52,000 |
| Catalina 350 | 2006 | 158,500 |
| Catalina 34 | 2007 | 139,000 |
| Catalina 34 | 1992 | 72,000 |
| Catalina 34 | 1987 | 57,500 |
| Catalina 34 | 1987 | 47,000 |
| Catalina 30 | 1990 | 37,000 |
| Catalina 30 | 1984 | 29,500 |

PREOWNED CATALINAS/SAN DIEGO

- | | | |
|------------------|------|---------|
| Catalina 400 | 2000 | 185,000 |
| Catalina 36 | 2001 | 122,500 |
| Catalina 34 | 2003 | 115,900 |
| Mikelson 50 | 1988 | 295,000 |
| Franz Maas 42 PK | 1972 | 135,000 |
| Morgan 38 | 1979 | 57,500 |
| Jeanneau 37 | 2000 | 122,000 |
| Valiant 37 | 1978 | 79,500 |

PREOWNED SAILING YACHTS/ALAMEDA

- | | | |
|------------------|------|---------|
| Mikelson 50 | 1988 | 295,000 |
| Franz Maas 42 PK | 1972 | 135,000 |
| Morgan 38 | 1979 | 57,500 |
| Jeanneau 37 | 2000 | 122,000 |
| Valiant 37 | 1978 | 79,500 |

- | | | |
|-------------|------|---------|
| Jeanneau 36 | 1997 | 109,000 |
| Hunter 29.5 | 1996 | 40,000 |

IN SAN DIEGO

- | | | |
|-------------------|------|---------|
| Hans Christian 52 | 1987 | 259,000 |
| Beneteau CC 36 | 2001 | 132,000 |

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IN SAN DIEGO

- | | | |
|---------------|------|-----------|
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| Stevens 70 MY | 1966 | 670,000 |
| Apex Pangs 26 | 2003 | 28,900 |

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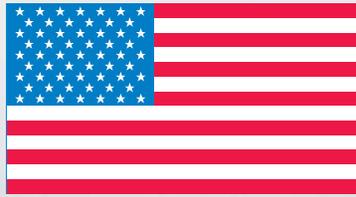


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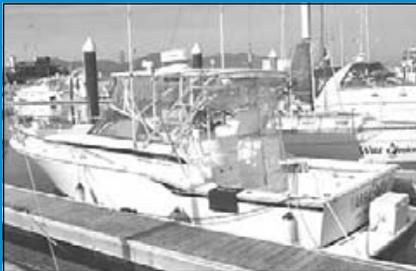


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36' CATALINA SLOOP, 1984
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Size Brand/Model	Year	Price
SAIL		
86 Schooner Charterer	1970	70,000
55 New Zealand Steel Ketch	1980	199,000
53 Mason Cutter	1983	Sold 320,000
51 Formosa Cutter Ketch	1974	138,000
50 Gulfstar CC Ketch	1979	169,000
46 Hunter 466 Ctr	2002	199,900
46 Hunter 460 Ctr Slp	2000	235,000
45 Hylas 455 Cutter	1995	245,500
45 Island Trader CC Ctr Ketch	1979	150,000
44 Hunter 450 Passage CC	1998	219,000
44 Irwin CC Sloop	1987	89,000
44 Miller 44 CC Cutter	1980	138,000
44 Kelly Peterson	1979	138,000
44 Peterson Cutter (Pending)	1976	115,000
43 Beneteau 423 Sloop	2003	220,000
43 Polaris Cutter	1979	120,000
42 Hylas CC Cutter Sloop	1987	155,000
41 Seawind Cutter Sloop	1977	55,000
41 Tartan T.O.C.K.	1976	Sold 95,000
41 Pearson Rhodes Bounty II	1966	69,500
40 Simpson Catamaran	2005	299,000
40 CS Sloop	2001	149,900
40 Robert CC Sloop	1980	109,000

Size Brand/Model	Year	Price
40 Hardin Sea Wolf	1978	59,000
39 Roberts 392 PH Steel Cutter	1993	TBA
38 Hans Christian Cutter	1987	145,000
38 Roberts Ketch	1982	66,900
38 Shannon Cutter	1980	109,900
38 Ericson Sloop (Pending)	1980	59,500
38 Downeaster Cutter	1978	57,500
37 Pacific Seacraft Cutter	1986	122,500
37 Endeavour 37.5 A Ctr Ketch	1979	Sold 55,000
37 Hunter Cherubini Cutter	1979	39,900
37 Rafiki Cutter	1978	69,500
37 Tayana Cutter	1976	79,000
37 Tayana Ketch	1975	72,000
36 Union Cutter	1983	89,900
36 Pearson 367 Cutter	1982	65,000
36 Union Polaris Cutter (Pending)	1979	52,500
36 Chung Hwa Magellan Ketch	1979	39,900
36 Chung Hwa Magellan Ketch	1977	45,000
36 Westerly Conway Ketch	1976	29,900
36 Cal Sloop	1967	20,000
35 Yorktown Sloop	1979	16,000
35 Spencer Sloop (Pending)	1966	25,000
34 Cal Sloop	1977	34,000

Size Brand/Model	Year	Price
32 Freedom Sloop	1984	59,500
32 Kettenburg Sloop	1978	26,000
31 Pacific Seacraft Mariah Cutter	1979	68,000
31 Elizabethan Sloop	1976	21,500
30 Cape Dory Cutter	1983	38,500
30 Rawson Sloop (Pending)	1960	9,000
28 Bristol Channel Cutter	1950	39,500
27 Vancouver Sloop	1977	TBA
27 Catalina w/trailer	1973	12,000
26 MacGregor 26X w/trailer	1998	26,700

Size Brand/Model	Year	Price
POWER		
61 Norlund Flybridge Cockpit	1975	249,000
60 Gladding & Hearn Pilot	1960	219,000
48 Bluewater Coastal	1991	172,000
45 CHB Sedan Trawler	1981	169,000
42 Grand Banks Trawler	1970	69,000
40 Hatteras Convertible Spfsh	1968	95,000
39 Bayliner 3988	1998	225,000
39 Sea Ray Express	1989	80,000
32 Blackfin Combi w/charter	1989	159,900
32 Uniflite Sedan Sportfisher	1977	38,900
26 Pursuit 2555C Sportfisher w/trlr	1995	35,000
23 Custom Launch	1988	12,200



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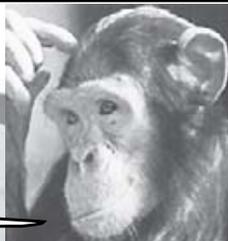
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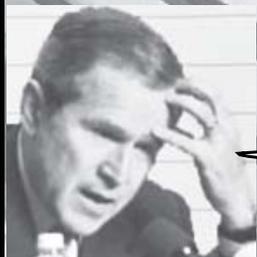
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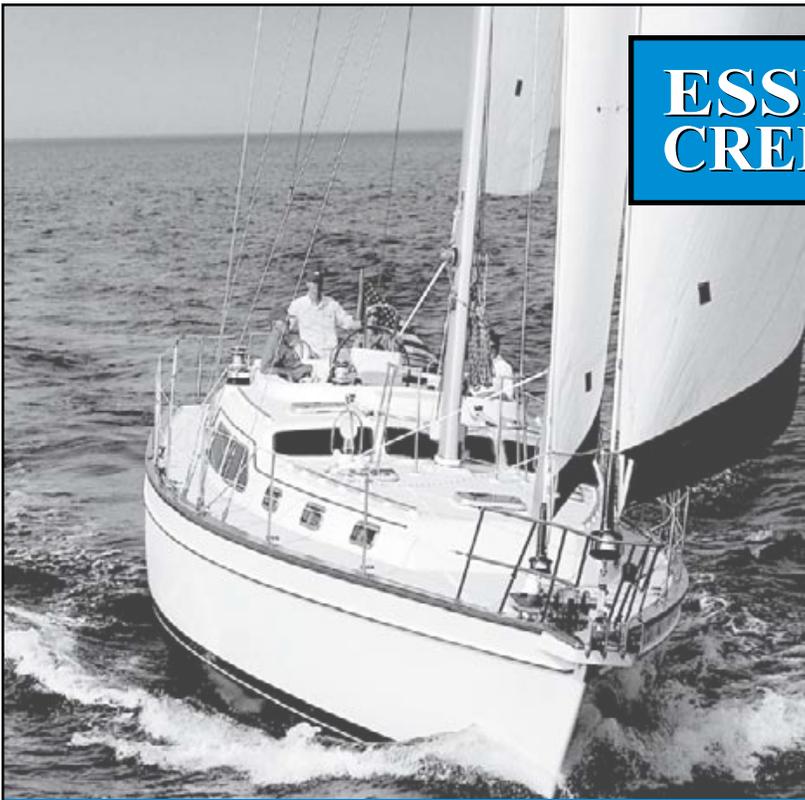
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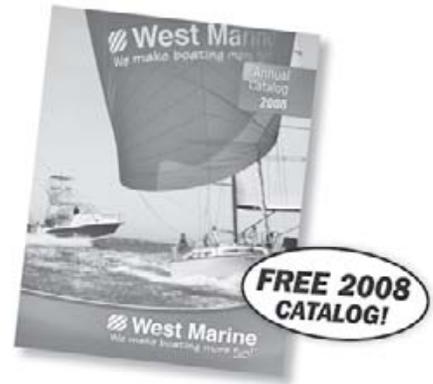
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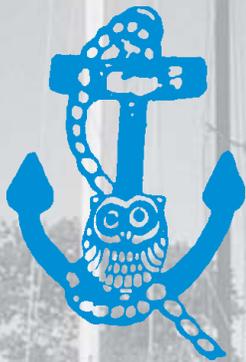
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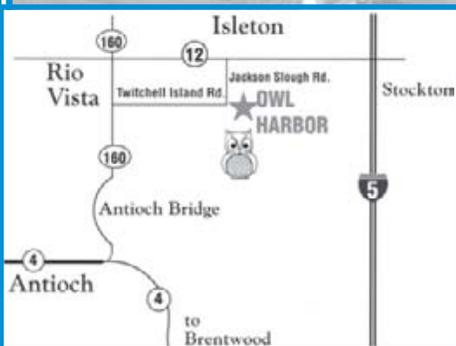


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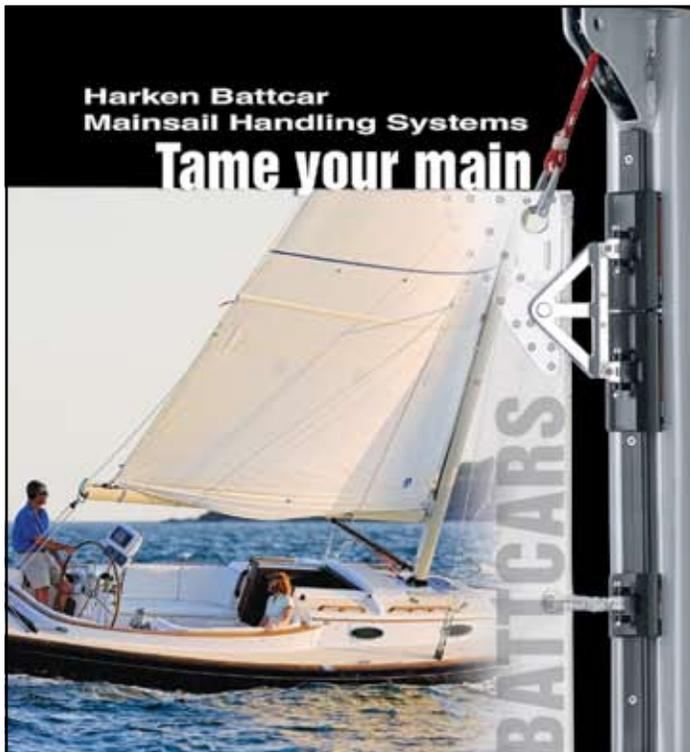
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CALENDAR



Non-Race

Mar. 1 — Sail-a-Small-Boat Day. Free rides in a variety of small sailboats at Richmond YC, 11 a.m.-4 p.m. Wear something warm and waterproof — like a wetsuit — and bring a PFD and a change of clothing. Info, www.richmondyc.org.

Mar. 1, 18 — How the Tides Work for You presentation by Kame Richards at the Bay Model in Sausalito. 3/1 starts at noon, 3/18 at 7 p.m. \$15 cash donation. Reservations, jimtantillo@comcast.net or (408) 263-7877.

Mar. 2 — Mariners' Sunday at St. Luke Presbyterian Church, San Rafael. An ecumenical service dedicated to mariners with the St. Francis YC Sons of the Sea Chorus singing traditional nautical hymns. 10 a.m., brunch available after at Loch Lomond YC. Info, (415) 454-0758.

Mar. 2-30 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Mar. 5, 19 — Pt. Fermin Singles 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.

Mar. 5-26 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Wed. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

Mar. 9 — Daylight Saving Time begins.

Mar. 9 — Berkeley YC Annual Swap Meet. Info, nickmason@wecker.com or (510) 714-2071.

Mar. 10 — Diesel Engine seminar for the Singlehanded TransPac at KKMI, 7:30 p.m. Info, www.sfbaysss.org.

Mar. 11, 1968 — Otis Redding was posthumously given a Gold Record for (*Sittin' on*) *The Dock of the Bay*, which was written on a houseboat in Sausalito.

Mar. 12 — Intro to yacht racing on the Bay seminar at the Sausalito West Marine, 5:30-7 p.m. Info, (415) 332-0202.

Mar. 13 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Oakland YC, 6:30 p.m. Info, www.singlesailors.org or (510) 233-1064.

Mar. 15 — Seminar with Diana Jessie, circumnavigator and author of *The Cruising Woman's Advisor*, at Oakland YC, 9 a.m.-noon. Pre-registration required for this free seminar, (510) 522-6868 or cwong@oaklandyachtclub.com.

Mar. 15 — Islander 36 Association Spring Meeting at San Francisco YC. Info, www.islander36.org/events.html.

Mar. 16 — Boaters Swap Meet at Coast Chandyry in Oxnard, 8 a.m.-3 p.m. Info, www.coastchandyry.com.

Mar. 17 — Kiss someone Irish!

Mar. 19 — Take Control of Your 12 Volt System seminar at Santa Cruz West Marine, 6-7:30 p.m. Info, (831) 476-1800.

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

Mar. 21 — Full moon on a Friday night.

Mar. 22 — Free fire extinguisher inspections at the Sausalito West Marine. Stay for BBQ. Info, (415) 332-0202.

Mar. 23 — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Mar. 29 — 12th Annual Master Mariners Spring Potluck at Aeolian YC, 6:30 p.m. Info, www.mastermariners.org.

Mar. 30 — San Rafael YC Nautical Flea Market, 9 a.m.-noon. Info, (415) 456-4684 or foggyminded@sbcglobal.net

Mar. 30 — Modern Sailing Academy Open House & free BBQ in Sausalito, 3-6 p.m. RSVP, (415) 331-8250.

March, 1978 — It Was Thirty Years Ago, from the article *Tall Ships*:

We hate to admit it, but we thought all the 'Tall Ships' hoopla in 1976 for the Bicentennial was an incredible publicity hype — although we're not sure what they were hyping.

This year, the tall ships are back — at least some of them

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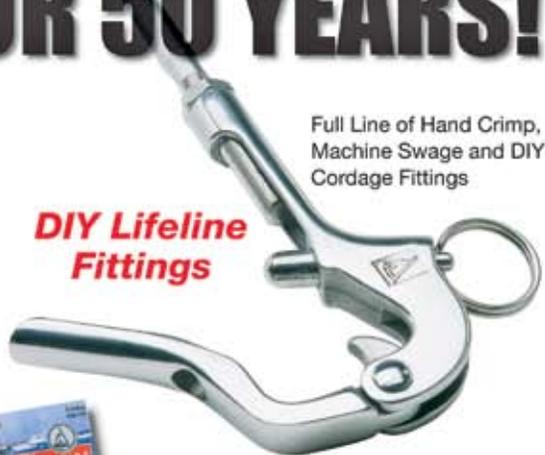
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CALENDAR

— and this time it's on the West Coast.

The occasion that got the ball rolling was the British Columbia Captain Cook Bicentennial celebrations. From there the American Sail Training Association organized a schedule of seven events, including three races. The routes more or less follow Captain Cook's voyage of 1778, which took him from Hawaii to the west coast of North America.

Boats participating in the events are limited to those whose countries border the Pacific Ocean, and include eleven square-rigged ships and as many as sixty smaller vessels. All boats that race must have crews of which at least 50% must be cadets and trainees between the ages of 16 and 25.

It's expected that local sailors will turn out in Opening Day numbers when the ships come through the Gate, and heaven knows how many more will pour over, under, around and through the vessels during the proposed four-day civic celebrations in San Francisco and Oakland.

It will no doubt be riotous fun.

But you know what we'd like to see? Some fool millionaire build an exact duplicate of an extreme clipper like a *Flying Cloud* or *Flying Fish* — no electronics or engine — and try to sail that mutha around the Horn to San Francisco. Hot damn! That'd tickle our little hearts no end.

Apr. 3 — *Latitude 38* Spring Crew List Party at the Golden Gate YC, 6-9 p.m. \$7. Info, www.latitude38.com.

Apr. 5 — Marine Flea Market at Anderson's Boat Yard in Sausalito, 8 a.m.-1 p.m. Benefits Sausalito YC Junior Sailing Program. Info, (415) 332-5432.

Apr. 7 — Rigging seminar for the Singlehanded TransPac at KKMI, 7:30 p.m. Info, www.sfbaysss.org.

Apr. 12 — Emeryville Marina's first annual boaters swap meet, 9 a.m.-2:30 p.m. Info, (510) 654-3716.

Apr. 12 — Encinal YC's Nautical Flea Market, the largest in the East Bay. Breakfast, lunch and beverages available. 6 a.m.-1 p.m. Info, (510) 522-3272 or www.encinal.org.

Apr. 12-13 — J/Fest 2008 Rendezvous at St. Francis YC. Racing, cruise-in, prizes and more. Info, (510) 523-8500.

Apr. 16-20 — 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.

Apr. 27 — Opening Day on the Bay!

May 6-22 — Boating Course by Marin Power & Sail Squadron in Novato on Tues. and Thurs., 7-9 p.m. Textbook \$50. Info, (415) 924-2712.

Racing

Mar. 1 — Stockton SC Long Distance Race #1. Info, call Phil Hendrix at (209) 476-1381 or www.stocktonsc.org.

Mar. 1-2 — Spring Keel Regatta, Cityfront. StFYC, (415) 563-6363 or raceoffice@stfyc.com.

Mar. 6-9 — Heineken Regatta, St. Maarten, West Indies. One of the world's great fun regattas — and some of the wildest parties. Ouch, my liver! Visit www.heinekenregatta.com.

Mar. 6-9 — Acura Miami Grand Prix, Premiere Racing Events. www.premiere-racing.com.

Mar. 8-9 — Big Daddy Regatta, a Bay Area classic that shouldn't be missed. Richmond YC, (510) 237-2821 or www.richmondyc.org.

Mar. 8-9 — Spring Dinghy Invitational. StFYC, (415) 563-6363 or www.stfyc.com.

Mar. 14-16 — San Diego NOOD Regatta. San Diego YC, (619) 758-6310 or www.sdy.org.

Mar. 15 — Island YC's Doublehanded Lightship. Benefits Cerebral Palsy. "Ease into the ocean racing season with us!" Joanne McFee, (510) 521-7442 or iycracing@yahoo.com.



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March 12,13,14
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April 9,10,11
April 19,20,26,27

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Apr 23,24,25



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CALENDAR

Mar. 15-16 — Spring One Design Invitational. StFYC, (415) 563-6363 or www.stfyc.com.

Mar. 21-23 — Grenada Round-the-Island Easter Regatta. Info, www.aroundgrenada.com.

Mar. 22 — Oakland YC Rites of Spring, the 1- and 2-handed, and women crews mid-Bay race. Info, ggurrola@comcast.net or (510) 843-9417.

Mar. 22 — OYRA Crewed Lightship I. Info, John Craig of StFYC at (415) 563-6363.

Mar. 28-29 — Corona del Mar to Cabo Race, an 800-mile downwind dash. Balboa YC, www.balboayachtclub.com.

Mar. 29 — 27th Annual Doublehanded Farallones Race. BAMA, (510) 769-0309 or www.sfbama.org.

Mar. 29 — Stockton SC Doublehanded Long Distance Race #1. Info, www.stocktonsc.org.

Mar. 29-30 — 36th Annual Rollo Wheeler Regatta. BYC, (925) 939-9885 or www.berkeleyyc.org.

Mar. 29-30 — Big Dinghy Regatta. RYC, (510) 237-2821 or www.richmondyc.org.

Mar. 31-Apr. 6 — BVI Spring Regatta, British Virgin Islands. One of the Caribbean's best regattas, which includes a huge bareboat fleet. A great way to end a week-long charter. Info, www.bvispringregatta.org.

Apr. 5 — Singlehanded Race #2, SeqYC. Info, John Draeger at jdraeger@sonic.net.

Apr. 5 — Spring Tune-Up Race, the mother of all beer can races. RYC, www.richmondyc.org.

May 3-4 — The 108th annual Vallejo Race, the biggest race on the Bay, which also serves as the YRA season opener. Info, (415) 771-9500 or info@yra.org.

July 12 — 30th anniversary of the Singlehanded Transpac from SF to Hanalei. If you've been wanting to prove your mettle, this could be your year. Info, www.sfbayss.org.

July 14-19 — 15th Biennial Pacific Cup. For details on the race and seminars, visit www.pacificcup.org.

Midwinter Regattas

ALAMEDA YC & ISLAND YC — Estuary Midwinters: 3/16. Joanne McFee, (510) 521-7442.

BALLENA BAY YC — PMS Series: 3/22, 4/19. Dan Watson, (415) 531-8910 or race@bbyc.org.

BERKELEY YC — Chowder Races: Sundays through March. Tom, (510) 652-6537.

CAL SAILING CLUB — Year-round Sunday morning Lido 14 races, intraclub only. Ed, racing_chair@cal-sailing.com.

ENCINAL YC — Jack Frost Series: 3/8. Charles Hodgkins, rearcommodore@encinal.org.

FOLSOM LAKE YC — Winter Series: 3/8, 3/29. Steve Galeria, (916) 635-3911 or www.flyc.org.

GOLDEN GATE YC — Seaweed Soup Series: 3/1. Gary Salvo, (916) 363-4566.

OAKLAND YC — Sunday Brunch Series: 3/2. Steve, (510) 373-3280.

RICHMOND YC — Small Boat Midwinters: 3/2. Sue Hubbard, (510) 235-0184 or www.richmondyc.org.

SANTA CRUZ YC — Midwinters: 3/16. Info, (831) 425-0690.

SAUSALITO YC — Sunday Midwinters: 3/2. Paul Adams, (415) 269-1973 or race@syconline.org.

SEQUOIA YC — Winter Series: 3/1. J. Draeger, (650) 244-6529. Redwood Cup: 3/9. R. Brown, (650) 430-5567.

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

SOUTH BEACH YC — Island Fever Midwinters: 3/15, 3/24 (makeup). Info, www.southbeachyc.org.

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35' One Design, '98, <i>Double Trouble</i>	\$94,900
35' J/35C, '92, <i>Encore</i>	New Listing \$99,900
34' J/34, '85, <i>The Zoo</i> **.....	Reduced! \$29,900
34' Pacific Seacraft, '89, <i>Credence II</i>	\$99,500
33' J/100, '04, Hull #9, <i>Brilliant</i> **.....	Reduced! \$124,900

33' J/100, '05, Hull #17**.....	\$125,000
32' Melges, '07, <i>Stewball</i>	\$134,900
30' J/92, '93, <i>Zippy</i> , Waukesha, WI.....	\$54,500
30' Sea Ray 300 Sundar, '06, <i>Sophie Ann</i> **.....	Reduced! \$139,900
30' J/92, '96, <i>Puka Wai</i>	New Listing \$59,900
30' J/92, '94, <i>Lisa Ann</i>	New Listing \$59,900
29' J/29, '81, <i>Macs</i> *.....	\$26,900
29' J/29, '84, <i>Jolly J</i> *.....	\$25,000
29' Back Cove, '05, <i>Diamond Lil</i>	\$199,000
29' Back Cove, '06, <i>Serendipity</i> *.....	Pending \$199,000
29' Cobalt 29, '01**.....	\$76,000
27' Choate, '79, <i>Allegro Con Brio</i> **.....	Reduced! \$13,900
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CALENDAR

STOCKTON SC — Spring Series: 3/16, 3/30, 4/13, 4/26, 4/27, 5/4, 5/25. Phil Hendrix, (209) 476-1381.

TIBURON YC — Midwinters: 3/1. Otto, (415) 388-9094 or pando@sonic.net.

Mexico Events

Mar. 1-8 — The 16th Annual Banderas Bay Regatta has expanded to a week of 'friendly racing for cruising boats'. The sailing conditions and the Paradise Marina venue couldn't be better. Everybody plays it safe because they're sailing their homes, and the 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.

Apr. 1-6 — Sea of Cortez Sailing Week is being revived as a 'greener' event by only allowing 30 boats and 100 people. While there will be a large multihull fleet, any kind of sailboat is welcome. Fun races will be held when the wind is blowing, and plenty of potlucks are expected. The entry fee? A big smile and a great attitude. Confirm at richard@latitude38.com.

Apr. 11-13 — La Paz Bay Fest. This will be the fourth year for this descendant of the (in)famous La Paz Race Week. An event for cruisers that includes races, potlucks, cruising seminars and other fun activities for the family. More info on Bay Fest 2008 will soon be found at www.clubcruceros.org.

May 1-4 — Loreto Fest and Cruisers' Music Festival. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for a chili cook-off, dinghy races 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.hiddenpartyachtclub.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.

March Weekend Currents

date/day	slack	max	slack	max
3/01 Sat	0225	0508/1.4F	0750	1115/3.3E
	1542	1900/2.5F	2205	
3/02 Sun		0008/1.1E	0326	0610/1.7F
	0852	1215/3.6E	1629	1943/2.9F
	2249			
3/08 Sat	0130	0418/4.1E	0741	1039/3.7F
	1343	1636/4.3E	2001	2258/3.7F
3/09 Sun	0300	0558/4.5E	0926	1225/3.7F
	1536	1821/3.8E	2136	
3/15 Sat	0245	0531/1.8F	0814	1144/4.0E
	1601	1921/3.2F	2233	
3/16 Sun		0105/1.5E	0402	0652/2.1F
	0929	1300/4.2E	1700	2017/3.5F
	2323			
3/22 Sat	0215	0508/4.1E	0847	1142/3.5F
	1448	1727/3.4E	2057	2347/3.1F
3/23 Sun	0243	0542/4.2E	0925	1221/3.4F
	1534	1804/3.0E	2128	
3/29 Sat	0126	0414/1.1F	0648	1028/3.0E
	1458	1814/2.1F	2131	2319/1.0E
3/30 Sun	0256	0528/1.2F	0805	1133/3.1E
	1556	1913/2.4F	2223	

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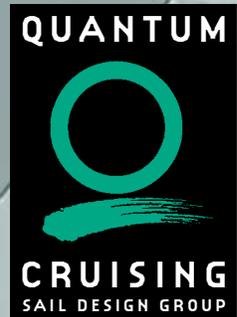
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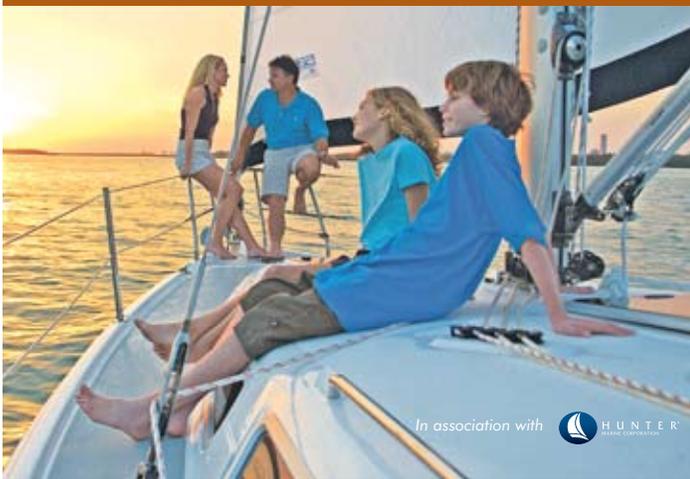


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LETTERS

THE DEFINITION OF 'PASSENGER FOR HIRE'

This letter is in response to questions posted on your magazine's website under the December '07 *Letters* section. The questions centered on the terms 'passenger for hire' and 'consideration', and the U.S. Coast Guard's interpretation of these terms.

First, the definitions. Title 46, United States Code, Section 2101 defines both terms:

"'Passenger for hire' means a passenger for whom consideration is contributed as a condition of carriage on the vessel, whether directly or indirectly flowing to the owner, charterer, operator, agent, or any other person having an interest in the vessel."

"'Consideration' means an economic benefit, inducement, right, or profit including pecuniary payment accruing to an individual, person, or entity, but not including a voluntary sharing of the actual expenses of the voyage, by monetary contribution or donation of fuel, food, beverage, or other supplies." This generally means that if someone with interest in the vessel promises a service and receives a benefit in return, then they are operating with passengers for hire.

The Coast Guard's interpretation is that it's completely acceptable for recreational boaters to share the common daily expenses such as gas, food, and other supplies. Boat payments, insurance, haulouts, and maintenance do not qualify as trip expenses. The "actual expense of the voyage" is the cost associated with that specific trip, and not for any expenses that occurred before or after the trip in question.

The Coast Guard makes a determination of "passengers for hire" on a case-by-case basis. This determination will be based on the actual operation of the vessel and the facts of each case. The key to making this determination hinges upon whether or not the owner or operator received "consideration" — such as wages — and whether he or she benefited beyond sharing the expenses of the trip.

I hope this answers your questions, and helps to clarify the definitions of these important terms for your readers. If your readers have additional questions or concerns, they should contact their local Coast Guard vessel inspection office for additional assistance.

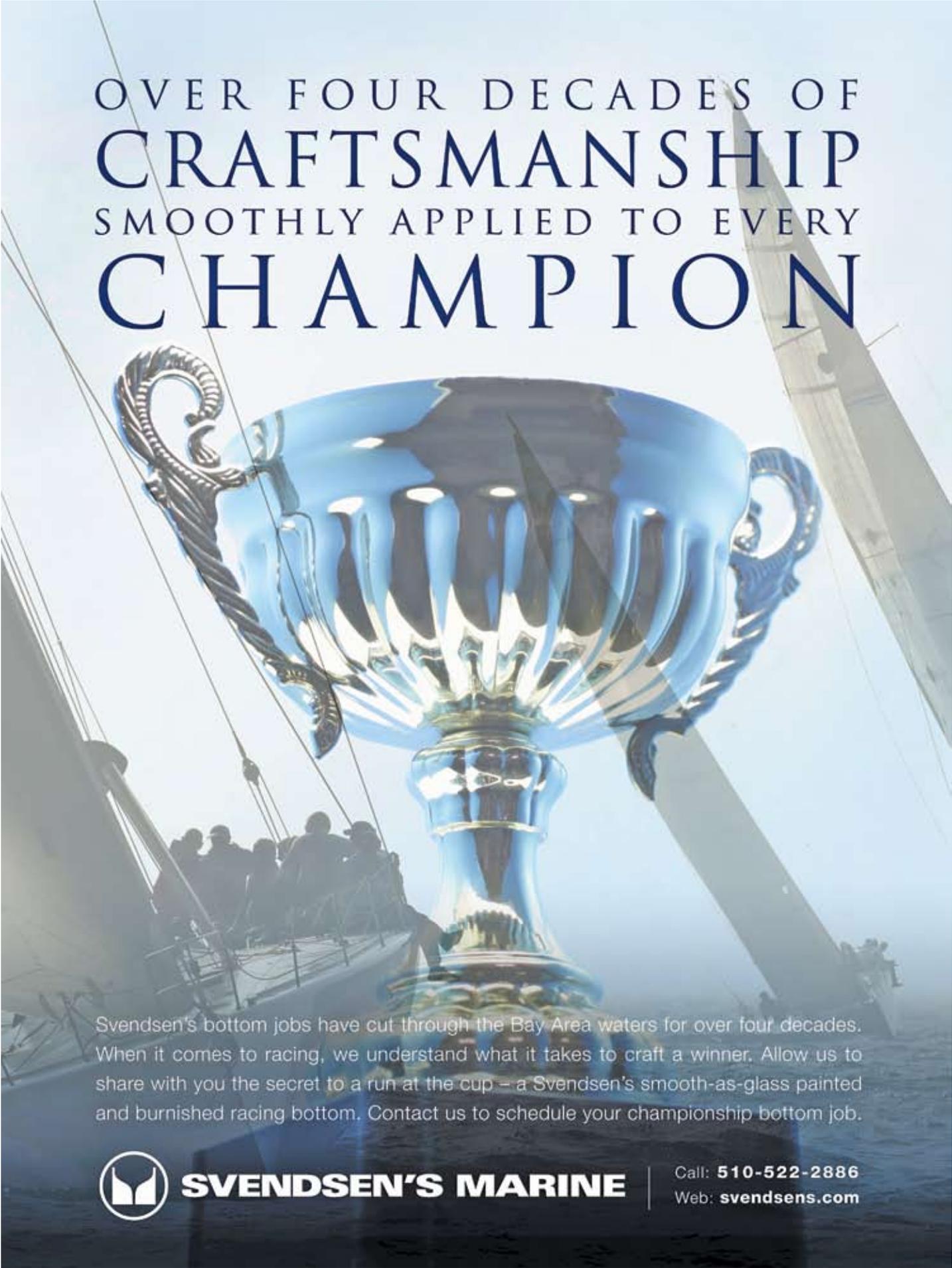
M. P. Rand
Captain, U.S. Coast Guard
Chief, Office of Investigations and Casualty Analysis
Washington, D.C.

M.P. — *Thanks for the response.*

There's one line — "the actual expense of the voyage is a cost associated with a specific trip, and not for any expenses that occurred before or after the trip in question" — that seems a little troubling. Many times Northern California sailors will 'share expenses' on a race or rally that will end up with the boat finishing in either Hawaii or Mexico, with the boat needing to be returned to San Francisco. No matter if the boat is shipped home or delivered back by professionals, it can be a relatively expensive proposition. Given that the Coast Guard's determination is on a "case-by-case" basis, we suspect that such a post-race delivery expense might be something that could be split among willing crew.

We can see another 'gray area' or possible loophole. Boatowner Jones decides that he needs a new set of sails for his boat, and is going to race to Hawaii. Five potential crewmembers say they'd be happy to chip in for the sails. While the sails would be a legitimate "actual expense of the voyage," they would also likely serve the boat for another five years or more.

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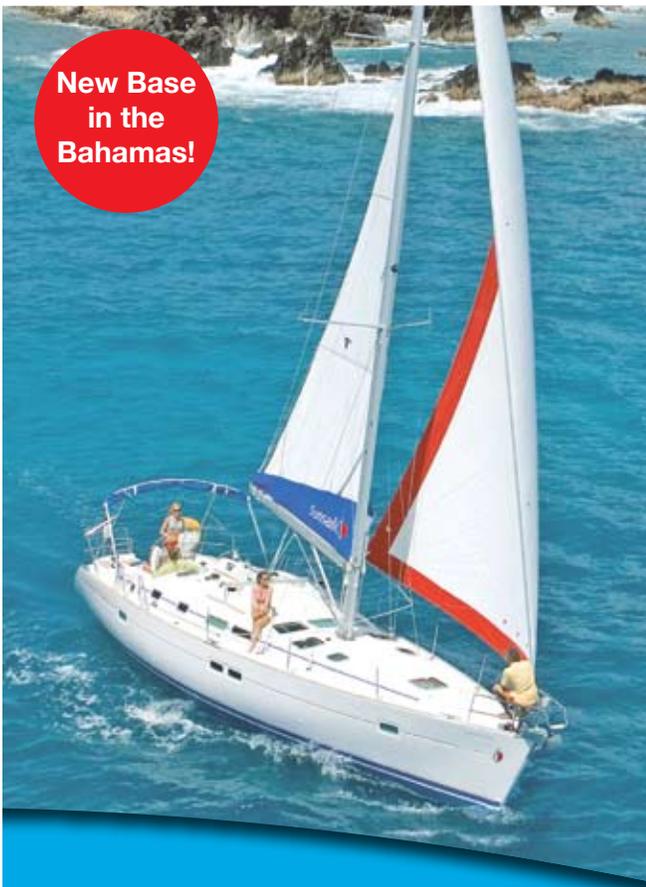
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LETTERS

↑↓VANN ISN'T SOME NEWBIE SAILOR

I can't let your *Lectronic* article on David Vann's planned circumnavigation with the quickly and inexpensively built 50-ft aluminum trimaran *Tin Can* pass without comment. I think there is at least one inaccuracy in your article, and you have missed some information that gives a more complete picture of Vann and his project.

To bring everybody up to speed, here's what you wrote in the February 8 *Lectronic Latitude*:

"After a test sail on San Francisco Bay on Saturday, 39-year-old David Vann of Tallahassee, Florida, hopes to leave Sunday on a four-month non-stop singlehanded circumnavigation via the Southern Ocean aboard his trimaran *Tin Can*. Given that Frenchman Francis Joyon recently did the same thing in just 57 days with his 97-ft trimaran IDEC, it sounds like an exciting possibility . . . until you hear the details.

"Unlike Joyon, whose *IDEC* is as modern as she is basic, Vann intends to do his 26,000-mile voyage in the 50-ft aluminum trimaran that he built in a matter of months with a total budget of \$25,000. To say that *Tin Can* is crude in design and construction would be generous, as she's what a kid's homemade go-cart is to a Mercedes-Benz. But she's not as ill-conceived as she could have been. After Vann's first naval architect quit as a result of having nightmares about the project, his new naval architect, Yves-Marie Tanton, was at least successful in convincing him to heighten the house from two feet to four feet, and then widen it from 18 inches to 30 inches. Yeah, she's one of those dream boats.

"Having had his first boat sink — and written the book *A Mile Down* about the experience — Vann is championing his tri's positive flotation as being the magic characteristic. He says that his inspiration for this voyage is Ken Barnes of Southern California, whose attempt at a singlehanded circumnavigation with the Gulfstream 44 *Privateer* ended when it was dismantled after just 6,500 miles. Vann claims his tri is superior because she can't sink. We can understand Vann's desire to never have a boat sink from beneath him again, but positive flotation is not the be all and end all for sailing vessels. Peter Hogg of the Corinthian YC can confirm that. After all, Hogg's trimaran flipped just outside the Gate during a race many years ago, and was next seen — big parts of her still floating and intact, mind you — on the other side of the Pacific. And Lord knows the Atlantic is littered with the still-happily floating debris of many ORMA 60 trimarans.

"Several readers have asked us what we think of Vann's project. We're mostly indifferent, as we sense too much form and too little content. Vann likens himself to Sir Edmund Hillary, the first man to climb Everest — seemingly forgetting that Hillary made use of the best climbing gear of the time. To continue with that analogy, it's as though Vann wants to join the club of those who have made it to the top of Everest, but wants to be the first to make it having sewn his own shirt, pants, socks, and having cobbled his own boots — and not having spent more than \$25 in the process. The greater wonder is not whether he could do it, but why he would try.

"One reason Vann might be money. He's only had to ante up \$25,000, so if he makes it long enough for things to be interesting — and they can't help but be — there will certainly be fodder for another book. As it is, the blog of his adventure appears 'exclusively' on that well-known journal of serious adventurers, *Esquire Magazine*. Check it out at www.esquire.com/the-side/blog/tincan.

"Could Vann make it around the world in four months? No. For one thing, by the time he gets down to the Southern Ocean, the relatively good weather of summer will be over,

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LETTERS

and the nights will be longer and colder. Vann hedges his bets a little by saying that he doesn't have a death wish — even while dropping the fact that his father and another extended family member committed suicide — and that he'll feel free to stop whenever and for however long he feels it necessary for safety.

"Given an unlimited amount of time, could Vann make it around the world with *Tin Can*? It's certainly possible — assuming that the Coast Guard doesn't declare it a 'manifestly unsafe voyage' and prevent him from leaving. Remember that Glen Tieman of Southern California sailed all the way across the Pacific over a 10-year period in the 26-ft catamaran *Peregrine* that he built for 1/8th of what Vann has spent on his tri.

"The main determinant for Vann will be the weather. If he gets lucky, we think he could make it — but it's going to take an awful lot of luck given the amount of time he's going to have to spend in the Southern Ocean. We certainly hope this doesn't happen, but we suspect there's a greater chance of *Tin Can* flipping before getting to Pt. Conception — rendering all the positive flotation in the world meaningless — than getting enough good weather to survive the Southern Ocean. But only time will tell.

"Two other critical factors involve strength. Are *Tin Can* and her gear tough enough, and does Vann have the mental fortitude? Again, only time will tell.

"If nothing else, Vann's project has got us thinking about all the various sailing stunts there have been over the years. We've been able to come up with about 20 so far, our favorite being the French guy who, in the early '90s, cut a wine cask in half, put a keel on the bottom and a mast on the top, and sailed it across the Atlantic. Can you add to our list?"

Where you're wrong is that the ill-fated *Bird of Paradise* was not Vann's first boat. He previously owned and chartered



LATITUDE / JR

David Vann ended his planned circumnavigation in Santa Cruz after some welds failed.

the CT-48 ketch *Grendel* out of Brisbane. At the time, he taught creative writing at Stanford during the academic year and ran weekly charters aboard *Grendel* in the Gulf Islands during summers. I crewed for him aboard *Grendel* on one of his return passages from Victoria to

Brisbane. At the time, he held a 50-ton master's license.

After the sinking of *Bird of Paradise*, Vann built *Paradiso*, a 90-foot aluminum catamaran that he has been successfully chartering in the Caribbean. He did much, if not all, of the welding himself, which explains his choice of aluminum for *Tin Can*. By doing much of the fabrication, he could keep the costs down.

While Vann's proposed circumnavigation appears a bit eccentric, he's not merely some newbie who has lost his only boat from beneath him. I think it's arguable that he has more experience than Dodge Morgan did before his successful circumnavigation with *American Promise*.

Frankly, it would be refreshing for Vann to pull off his

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dream on a shoestring while all the big names are throwing big money at their attempts to break the solo circumnavigation record. It's not exactly how I would envision doing a circumnavigation, but it would show you don't have to be a millionaire.

Greg Barker
Cherokee, Cross 42
Morro Bay

Greg — We can think of all kinds of low-budget things that would be refreshing — such as \$25,000 airplanes capable of flying across the continent. That doesn't necessarily mean they are possible.

As we said, we believe it's possible, but not likely, that he could make it around the world, but don't believe it's possible for him to do it in four months. It's a moot point for the time being anyway as Vann's journey ended almost as soon as it began (see Sightings for the full story), though he's told people he plans to try again next year.

Do we feel bad saying that we don't believe he can make it in four months? Absolutely not. When we started Latitude, almost everybody said there was no chance we'd be successful. Those doubters helped us out by making us even more determined to make it. So if, assuming he decides to give it another go, there comes a time when it really gets rough for Vann, and he decides to continue "just to show those assholes at Latitude and other doubters," well, good on him.

Although Esquire magazine hasn't contacted us about it, we'd like to take this opportunity to apologize to them for the use of some boatyard photos of Tin Can that they had exclusive rights to. An internal error at Latitude resulted in their being used in 'Lectronic, and we removed them as soon as we realized it. The later photos of Tin Can sailing on the Bay were taken by Latitude and Peter Lyons.

↑↓WHAT BOAT SHOULD I BUY FOR THE HA-HA?

I operate a sleek 30-ft long, 7-ft wide custom sloop that has a maximum of about three feet of freeboard. I can handle her well when it gets rough in the Delta.

I'm thinking about the Ha-Ha, and am wondering if there are some general requirements for a boat that would do the event in comfort?

My boat has an encapsulated concrete keel, and I know that's a shortcoming, as it can be ruptured if she's grounded.

I'd like to see a list of things to look for when buying a first cruising boat in the 28- to 30-ft range.

Thanks for the great magazine, as I've learned a lot while reading issues over and over in my v-berth.

John Gardner
Serenity, Custom sloop
Owl Harbor, Isleton

John — Thanks for the kind words. What boat would be comfortable for the Ha-Ha depends on the weather in any given year, plus the durability of the boat's crew. After all, comfort is a very subjective thing. The Ha-Ha folks, however, have an objective standard for all boats — they must have been "designed, built and maintained" for offshore use — .

And make no mistake, there's a huge difference between rough weather in the Delta and rough weather out on the ocean. That difference is the seas and the waves. We're just making a guess, but given your boat's concrete keel, we suspect she's an older wooden boat. There's nothing wrong with older wooden boats — but they do require a lot of maintenance, and many

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Photo: Laura Watt



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LETTERS

of them haven't gotten it over the years.

What would we look for when buying a first cruising boat? The first, second and third things are proven ocean capability. Everything else is details and personal preference.

It's hard to make recommendations for a first cruising boat in the 28- to 30-ft boat range because we're unaware of your specific needs and desires. But if you're looking for a huge cruising bang for the buck, and don't need or care for an interior that's as big as or looks like a London men's club, we'd suggest a Wylie Hawkfarm. These are basic but capable and fast boats that were built locally. Skip Allan has cruised and raced his Hawkfarm prototype Wild Flower with great success all over the Pacific. Synthia Petroka has sailed her Eyrie in a Pa-



LATITUDE / JR

Synthia Petroka has sailed her highly capable Hawkfarm 'Eyrie' to Hawaii twice.

cific Cup and a Singlehanded TransPac, and Hawkfarms have a long history of being raced in the ocean. Because this was a popular one design class, there are often a couple of them for sale, even in the \$6,000 or less range. Be-

cause they were raced, there's an ample supply of good used sails sitting in garages that could be bought on the cheap.

If our total budget was \$10,000 for a year of cruising pretty much anywhere in the Pacific or the Caribbean, we'd go for a Hawkfarm or something similar. Make no mistake, we're not talking about luxury, but we are talking about capability and small bucks. If you wanted more of an interior — but also a project boat — there was recently a Classy Classified for an Ericson 32 that needs TLC for \$6,500. The bottom line is that there are many Ha-Ha-capable boats out there for very little money.

↑↓ I WANT TO SAIL TO CUBA THIS WINTER

I'm writing to ask the best way to find a sailboat heading down the coast of Mexico. I'm an avid sailor from Santa Cruz and a longtime reader of *Latitude*. From reading the November and December issues, I know there are a lot of Ha-Ha boats headed to points south at this time of year.

I'm currently camped at the beach at the surf break just south of Todos Santos and a little further north of Cabo. I would be able to leave my car with friends here should I be able to find a boat. My ultimate travel goal this winter is to get to Cuba. If I need to take a plane, so be it. But I would like to try to crew for a sailboat for at least part of the way.

I'm a longtime surfer, diver, and spearfisherman. I've also sailed a Hobie 18 for the last six years, and have chartered a Morgan 41 and a Gemini catamaran for a couple of weeks each in Baja and Florida respectively. I've been traveling in Mexico for 20 years, so I speak decent Spanish. I love the ocean and this part of the world, and I am easy to get along with, so I think I'd be a valuable crewmember for just about any boat. I worked on commercial fishing boats in college and currently am in construction in Santa Cruz.

So if you have any ideas, I'd sure appreciate them.

Thanks also for putting out such a great magazine. When home, I read the local paper, *The New Yorker*, and *Latitude*.



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LETTERS

Of the three, I'd say that *Latitude* gets the most attention.

Jorge G. Mickey
Baja California Sur

Jorge — We need to separate the issues a little.

If you want to catch a ride on a boat headed south, you'll have the best chance if you hang around the more crowded marinas in Mexico or become part of sailing events. If you're in Todos Santos, it's a relatively short trip to the marinas in La Paz. Spend a day or two visiting the marinas and getting your name around. Unfortunately, most of the Ha-Ha boats will already have migrated south to at least Puerto Vallarta, if not Zihua, so you're a little behind the curve. However, you might come over to Paradise Marina for the Banderas Bay Regatta to see if anyone is about to dash south right after that event.

Nonetheless, there aren't going to be many — if any — boats headed to the environs of Cuba from the Pacific Coast of Mexico right now. It's a long way, most people don't want to rush, and neither they nor their insurance companies want them in hurricane zones during hurricane season, which is likely when they'd get there if they left now.

The whole issue of visiting Cuba, by boat or otherwise, needs to be addressed separately. If you're an American citizen and your ultimate goal is to get to Cuba, you've got a big legal issue. The laissez-faire attitude of the Clinton administration toward U.S. mariners sailing to and staying in Cuba is long gone, having been replaced by the Bush administration's policy of really cracking down on U.S. mariners in Cuba. It's our understanding that there are very few, if any, American boats in or are going to Cuba at this time.

If you want to run the legal risks — and there are potentially big fines involved for "trading with the enemy" — the Cuban government would be more than happy to help you. For instance, instead of stamping your passport, which would later be seen by U.S. officials, they stamp your tourist visa, then keep it when you leave.

Your best sailing option for going to Cuba is getting a ride on a non-American boat in the Caribbean that's headed to Florida via Cuba. The closer you get to Cuba, the greater the chance of finding a boat heading there. As such, you might try the Dominican Republic, Jamaica, or the Caribbean coast of Mexico. In late spring, the French sometimes run rallies that start in Martinique or Guadeloupe and end in Cuba. It's great downwind sailing.

The other option is to fly to Cuba from Jamaica, Mexico, the Bahamas or Canada along with, among others, all the sex tourists. Activists claim that foreign men visiting Cuba are able to order sex with Cuban girls and women as easily as they can order a mojito. Sex with children is another terrible offshoot of poverty in Cuba. If you fly to Cuba and are found out by U.S. officials, you could be in hot water.

As we've written repeatedly, we think that U.S. citizens shouldn't just be allowed to visit Cuba, it should be mandatory, if only to make everyone realize how much better — although far from perfect — our political and economic system is, and just how terrible the Cubans have it.

⇕ THE SHIP USES LESS WATER THAN THE YACHT

We on *Maltese Falcon* passed through the Panama Canal in early February in company with my classic motoryacht *Atlantide*, which is now heading north to San Francisco. The *Falcon* cleared the Bridge of the Americas at low tide by a couple of meters without incident.

Our Canal passage reminds me of the long-standing dispute over the question of whether it takes more water for a



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40' Delphia, 2006 ~ \$203,206

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1983	46'	Swan Hull #1, <i>Equity</i>	SOLD \$280,000
1987	42'	Hinckley SW, <i>Alcyone</i>	\$297,800
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2006	42'	Renzo Coupe 4.0.....	Call for pricing
1993	42'	Hunter Passage, <i>Dock Party</i>	\$108,000
2006	40'	Delphia	Base price \$203,206
1999	40'	J/120, <i>Blew Bayou</i>	\$195,000
2002	40'	C&C 121 Xpress, <i>Anasazi</i>	\$215,000

2006	37'	Delphia	Base price \$152,127
2003	36'	Beneteau, <i>Fandango</i>	\$134,900
2002	35'	J/105, <i>Cheetah</i>	\$124,900
2001	35'	J/105, <i>Odin</i>	SOLD \$129,600
2007	33'	Cross Current, <i>Electra</i>	Call for pricing
2007	33'	Delphia	Base price \$130,823
1979	32'	Lobster/swordfish, <i>Amber K</i>	\$50,000
1984	29'	J/29, <i>Zulu</i>	\$25,000
2005	28'	Alerion Express, <i>Bill of Sail</i>	\$114,900
2007	25'	Hunt Harrier	\$159,000
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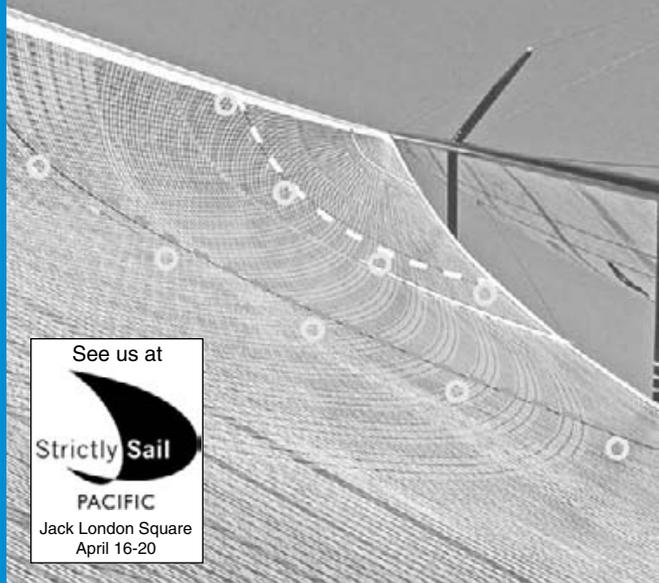
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LETTERS

large ship or a small yacht to go through the locks. Some years ago, *Latitude* readers concluded — based upon a letter from some Canal official, and an 'experiment' performed by the crew of *Endeavour* — that each vessel requires the same amount of water to be lifted through the Canal, so that there is no difference at all.

Being the compulsive didact that I am, I have to correct that conclusion. If the Canal were operated with pumps, using saltwater, that answer above would indeed be entirely and perfectly correct. But the Canal is operated by the gravity

COURTESY, ATLANTIDE



While 'Maltese Falcon' is headed to the Pacific, Tom Perkin's other yacht, 122-ft 'Atlantide', featuring a spectacular Edwardian interior, is headed for San Francisco Bay. She's so distinctive and large, you won't have any trouble identifying her.

flow of freshwater from Lake Gatun, which happens to be the world's largest man-made lake.

Here's what happens: The vessels enter their separate locks in 100% saltwater. The gate then closes and the freshwater is admitted.

The fresh and saltwater mixes, the difference in density causing quite a bit of turbulence in the lock, and the mixture becomes brackish. Both the yacht and the ship sink lower in this less dense water, obeying Archimedes' Principle and continuing to displace their weights. But the ship, being much heavier, displaces much more of this mixed water than does the much lighter yacht. As the ship now displaces more water than it does in the ocean — and thereby raises the level of the water in the closed lock by the amount displaced — less new (or fresh) water is required to lift it to the water level of the higher lock than for the lighter boat, (displacing, incrementally, less brackish water). So less freshwater is required, in total, for the ship to transit the Panama Canal. The larger the ship, the more true the effect.

Again, if it were all done with ocean saltwater, there would be no difference for the yacht or the ship.

There is an easier 'thought experiment' which might help people understand the physics. Picture a ship in the lock just after it had entered it from the sea with the lock gates closed, but before the (fresh) lifting water is admitted. If — suddenly and magically — the saltwater was turned into fresh water, the ship would sink a few inches, and the water level in the lock would rise by the amount of the additional displacement. This would also be true for the yacht, but the effect would be too small to be noticed.

Since the level rose significantly for the big ship, less additional freshwater is needed to lift it to the next level. If saltwater were used, there would be no difference in the amount of water required, since both vessels displace their final and full amount before they enter the lock.

Tom Perkins
Maltese Falcon, 289-ft Dyna-Rig,
 heading deeper into the Pacific

Atlantide, 122-ft 1930 Philip and Sons motoryacht,
 heading to San Francisco

Tom — While you're technically right, we, who have argued that a ship and yacht use the same amount of water to make a transit, aren't ready to throw in the towel. Let us explain.

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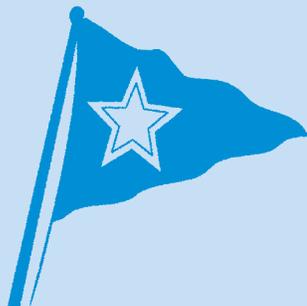
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LETTERS

The general context of the dispute was a discussion about whether small boats, such as recreational yachts, should use the Canal locks at all, or should be trucked around them instead in order to save precious fresh lake water for the Canal's operation. After all, when Lake Gatun runs low on water, the Canal has to slightly curtail operations by limiting the draft of vessels going through. And if, for some reason, it didn't rain in Panama for a long time, the Canal couldn't operate.

The basis of the specific argument about whether ships and small boats use the same amount of water, however, came about as the result of some people making the false assumption that



While Tom Perkins is technically correct, we're practically correct.

they both need is the lift provided for by an 84-foot tall 'block' of water.

We suspect that the difference in densities of fresh and salt water are insignificant for the purposes of the operation of the Panama Canal. In other words, whoever controls the amount of water that goes into the locks simply pulls a lever or pushes a button, and 55 million gallons — or whatever is required to make an 84-ft tall 'block' of water — spills in. The operator doesn't have to fine tune the quantity of water depending on whether it's a big ship or small boat in the lock, because the difference is so small. Which would explain why the Canal official said they always use the same amount of water no matter the size of the ship.

So we're willing to agree that you're correct in a strict scientific sense, that a big ship uses a slightly smaller amount of water, but we're still going to maintain that we're practically correct in saying that there's not a big enough difference to cause the Canal operators to change the amount of water they allow in.

Archimedes' Law or Principle states that a body immersed in a fluid experiences a buoyant force equal to the weight of the displaced fluid. By the way, if you're curious and have a scientific bent, you might spend a few minutes reading about Archimedes of Syracuse (c. 287 BC – c. 212 BC), because he was a giant of the ancient world. He was not only one of the greatest mathematicians ever, he was also a physicist, engineer, inventor, and astronomer. Among other things, he came up with a theoretical design for machines capable of lifting attacking ships out of the water and setting them on fire using an array of mirrors.

↑↓ THOSE BLOODY FROGS!

When reading the December *Latitude*, I came across your reference to the abbreviation for Universal Coordinated Time being incorrect. In English, it would be UCT, but it's always written as UTC. I don't know if you give a rat's-ass, but it comes from the Frogs, because the French for Universal Coordinated Time is Universel Temps Coordonné, which translates

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Photo by Billy Black

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LETTERS

to UTC. So it's right for them.

It seems to me that those bloody French have a different word for everything.

P.S. I'm from Kelowna, British Columbia, but my buddy down in Chula Vista sends me *Latitudes* so I can keep up with the goings-on down there.

Kenny Lindsay
Great Life, 32-ft Bayliner
Kelowna B.C. Canada

Kenny — Having just spent a couple of months on St. Barth in the French West Indies, we've become more than a little familiar with the ways of the French. They do many things differently, and invariably they're convinced that their ways are surely the best.

At times, the differences are charming. For example, when you are introduced to a woman, you're to respond by saying that you're enchanted, and giving her an air kiss on both cheeks. At other times, the differences are annoying as hell. For example, if you stop at a patisserie and they've sold out of baguettes with ham and cheese, and you ask if they could please make one using the baguette and ham and cheese that's right in front of them, they'll say, "Impossible!" And they are right, for there is nothing in the world you could do or say to get them to do it. It's this kind of 'can't do' attitude and disregard for the customer that explains why McDonalds and similar enterprises could never have started in France.

With respect to the language, you might think the French have a different word for everything, but the French Culture Ministry aren't buying it. In fact, they have a General Commission on Terminology and Neology that battles to prevent English words from slipping into the French lexicon. For example, a few years back the Culture Ministry announced a ban on the use of the word 'email' in all French government ministries and documents, insisting on that 'courrier électronique' (electronic mail) or 'courriel', a fusion of the two words, should be used instead. As has been the case with many other English words slipping into the French language, the general French population hasn't given a hoot what the Culture Ministry wants them to use.

On the other hand, by putting in 10 minutes a day with our French Made Easy in 10 Minutes a Day book, we've become pretty good at reading basic French, in part because so many of the words are similar, if not identical, to English. Speaking French is a different matter, as they: 1) often don't pronounce the last couple of letters in each word, such as 'comment' being pronounced 'koh-mah' or 'anglais' being pronounced 'ahn-glay'; 2) regularly slur words together in strange ways, such as 'Qu'est-ce qui', all of which is pronounced as just 'kess-key'; and 3) pronounce words in ways that are, if we may be frank, perverted. For instance, the city of 'Axiat' is pronounced 'ah-zee-ah'. Yeah, right!

WHAT ABOUT CLIPPER COVE?

I enjoyed the *New Things To Do With Your Sailboat* in 2008 article that appeared in the February issue. But I was surprised to see that you didn't make any recommendation of visiting Clipper Cove, the very secure anchorage on the lee side of Treasure Island.

I've been to Clipper Cove twice now for Summer Sailstice, and found it to be quite a spectacular place to anchor. In addition to the great protection, there are fabulous views, and when it's not too cool or windy, a great beach at the head of the cove. I'd say it's a 'must stop' among our somewhat limited options in the Bay.

I also have a sailing friend who spends nearly every sum-

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LETTERS

mer weekend anchored off the Sausalito waterfront. For those of us who keep our boats berthed here, it might be a little too familiar, but for folks who keep their boats in the South, East or North Bay, it's a pretty cool destination for a long weekend.

Hap DeJohn
Ellen's G-Spot, Ranger 33
Sausalito

↑↓ IRRESPONSIBLE JOURNALISM

In your February 8 *Lectronic*, you quoted circumnavigator Mike Harker as saying, "I was sitting in the Hooters restaurant in Miami having a burger and watching the sights outside the window . . ." Come on now! Responsible journalism would have led you to challenge that statement immediately. Who goes to a Hooters to eat the food and look out the window? Really.

Rob Murray
Avant, Beneteau First 435
Vancouver, B.C.

Rob — Since Mike had visited us in St. Barth a short time before, when he spent more than a little time on the sand at



HOOTERS

Shell Beach, he may have had his eye-balls satiated with female pulchritude. So yes, maybe he actually went to Hooters for a burger. But honestly, who goes to Hooters, which describes itself as "delightfully tacky, yet unre-

finned," any-

way?

↑↓ CRAZY SAILING ADVENTURES ON BEACH CATS

Being a Hobie catamaran dealer here in Santa Cruz, I feel that it's part of my job to keep up on all of the crazy sailing adventures that people have done on Hobie Cats. There are many, with Drakes Passage, Antarctica, and crossing the Atlantic being a few.

I'm all for adventure, but sailing an open beach cat across the open ocean sounds like a lot of misery to me. I dug up an article from the May/June '86 *Hobie Hotline* in which it was reported that two men, Tony Laurent and Daniel Pradel, sailed a Hobie 18 across the Atlantic. The account of their saga is incredible, and they were lucky to fare as well as they did — even though they arrived malnourished, dehydrated, and so badly ulcerated that Laurent needed a skin graft to repair his feet.

The disclaimer that appeared along with their story in the *Hobie Hotline* said it all:

"Editor's Note: The *Hobie Hotline* is printing the following story for two reasons. First, it is a remarkable adventure, one of the most incredible journeys ever attempted on a Hobie Cat, and we would be remiss by not including it. We hope you

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LETTERS

enjoy it and thrill with the sailors and their amazing achievement, a milestone in ocean crossings. Secondly, it is also a warning. Hobie Cat and the *Hotline* do not endorse offshore Hobie sailing. Hobie Cats were made to sail within sight of land whether in the ocean or on a lake. Some specially controlled events such as the Hog's Breath 1000 include offshore sailing, but the safety measures are extraordinary. Tony Laurent, profiled in the January/February 1987 issue, is one of the most experienced Hobie sailors in the world. Daniel Pradel is a seasoned French sailor and veteran of many races, including a lot of Hobie sailing experience. The two men thought they were prepared. We hope others who may be planning such adventures take note."

Jeremy Leonard
Surf City Catamarans
Santa Cruz

Jeremy — Sailing beach cats across oceans not only involves a lot of misery, but is extremely dangerous, too. More than a few sailors have died trying.

Our January Sightings piece about Benoit Lequin and Pierre-Yves Moreau sailing their 20-ft beach cat across the Atlantic in



12 days was by no means an attempt to encourage others to try to duplicate their feat or anything similar. Yes, there have been a number of French sailors who have crossed the Atlantic in beach cats,

Just so there is no question, we at 'Latitude' strongly urge our readers not to attempt stunts such as crossing an ocean in a cat such as this.

but these were sailors with vast experience in both small cats and offshore sailing. And even they were aware of the tremendous risks they were taking. Nobody should ever underestimate the power of the sea.

↑ I WASN'T IMPRESSED WITH STERLING HAYDEN

What's all the fuss about Sterling Hayden and the schooner *Wanderer*? I just read his autobiography *Wanderer*, and wasn't particularly impressed with him or what he did.

Tom Seltzer
Reno

Tom — It had actually been many years since we read Wanderer, so we gave it another go. Having done so, we were shocked to find that our memory had played tricks on us. We have to agree with you — Hayden didn't paint a very attractive portrait of himself and seems to suggest that much of his success happened in spite of himself.

While it's clear that Hayden dearly loved his kids, and was truly a heroic figure during World War II, he constantly lost his battles to stop or at least moderate his drinking and smoking. In addition, he hated the acting profession despite the fact that it was the hand that fed him — and floated his boats. And he certainly wasn't above throwing tantrum-like demands at the movie studios, threatening to walk out on half-made movies he was starring in, for instance, unless the studio immediately bought him such and such a boat. Oddly, he never again men-

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LETTERS

tioned any of those boats.

Hayden, of course, is most famous for defying a judge's orders and sailing to Tahiti with his kids on the schooner *Wanderer*. But upon our rereading, we were reminded that it was not a bold philosophical statement by a principled man. In the days before setting sail for Tahiti, Hayden flip-flopped about the decision repeatedly. And once underway, he even continued to waver about whether to give in and make port at Los Angeles or keep going. And once he reached Tahiti, he wasn't at all sure he'd done the right thing.

Furthermore, Hayden portrayed himself as a very unpopular captain, and seemingly for good reason. Once the schooner made Tahiti, the entire *Wanderer* crew, including his dear friend Spike Africa, were fed up with him and ready to jump ship.

It gives us no pleasure to have to say this, but if somebody is looking for a book about a principled and heroic rebel figure, *Wanderer* would be a poor choice.

↑↓WE'VE NEVER BEEN CALLED THAT BEFORE

I read with great interest your piece on Sterling Hayden's schooner *Wanderer* in the January *Sightings*. You've probably already been corrected in your mistaken account of a scene from the film *Dr. Strangelove*. Hayden's character in the film, Jack D. Ripper, did not machine gun the Coke machine. That was done by Keenan Wynn's character, Col. Bat Guano.

In my opinion, the scene you described was the only flaw in an otherwise brilliant film. The slapstick humor, with Coke spraying Keenan Wynn in the face, was out of place with the biting satirical humor that was so wonderful throughout the film. Stanley Kubrick filmed, but did not use, another ending involving more slapstick: a food fight in the war room. That explains why the war room had such a long and fully stocked buffet table.

I just love *Latitude*. My month wouldn't be complete without a day spent reading it. I especially admire your calm, well-balanced, commonsense approach.

Ken Danko
Grace, Catalina 320
Emeryville

Ken — Thanks for the kind words, but 'calm' and 'well-balanced' are words that have never been used to describe us before. We had no idea that Stanley Kubrick directed *Dr. Strangelove*. After all these years, we're going to have to give it another viewing.

↑↓WISH I COULD BE AT SEA OF CORTEZ SAILING WEEK

I'd love to do my second Sea of Cortez Sailing Week, but I'm

back in New Zealand for awhile until the kids are through with school.

But I still remember beating a certain yellow Freya 39 belonging to the publisher of a certain sailing magazine in the second Sea of Cortez Sailing Week back in '83. Or

David sailed his Cavalier 32 all over the Pacific — including to Isla Partida for Sea of Cortez Sailing Week, as well as to Dominica, where he met his wife.

was it '84? I was on my Cavalier 32, which is a production

DAVID HOWIE





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LETTERS

boat that was built here in New Zealand. In my case, however, I bought a bare hull and took it to John Lidgard for a different deck and interior. I sailed that boat from Auckland to Mexico in the early '80s via Sydney, Tahiti, Hawaii and Alaska.

When we got to La Paz, *Latitude's* Freya *Contrary to Ordinary* was there, along with about 80 other boats. We were in the same division, and I got past *Latitude's* boat on the last leg of



DAVID HOWIE

Presumably wanting to save money for his next boat, Howie built a proa, which only consists of one hull and an outrigger.

the last race by staying a little wider from the land and getting steadier breeze. You guys cut the corner, but it didn't pay. It was great fun, and I had my non-sailing sister and brother-in-law as crew. They went home to Los Angeles

and promptly bought a sailboat — which they still own.

I eventually sailed my way around to the Eastern Caribbean and, while at Dominica, met the Dominican woman who became my wife. We returned to New Zealand for seven years, after which we and our two daughters flew to the U.S. and bought another boat. We enjoyed another 10 great years of cruising with growing kids.

We're now back in New Zealand trying to repair our finances so we can take off cruising again once the kids have flown. Until then, I'm surprised to find myself to be the owner-operator of the website www.crew.org.nz. I regularly steal from *Latitude 38*, but I do give credit. You guys are still one of the best — if not the best — sailing rags around.

Because I can't be without a boat, I built a proa last winter.

David Howie
New Zealand

David — With a memory like yours, you should turn your brain over to science. Thanks for the kind words. We hope to see you at another Sea of Cortez Sailing Week in the future.

↑↓ ENVIRONMENTAL CONCERNS? GIVE ME A BREAK!

Please, give me a break about wanting to limit the number of entries in Sea of Cortez Sailing Week to 30 because of environmental concerns. I have cruised the Sea of Cortez enough years to know it's not the cruisers who foul the environment out at the islands, but rather the Mexican fishermen and mariners.

If you simply requested that everyone in the event be sure to use their holding tanks while in the anchorage, and policed the area when the event was over, after a few days nobody would ever know that you'd been there — even if 100 boats showed up.

It really doesn't matter to me since I can't be there, but it sure makes the case that environmental concerns are going over the edge. And yes, I've seen Caleta Partida, and have spent some wonderful times there. I really enjoy *Latitude*, so please take this as a constructive comment.

Bill McBain
Tucson, AZ

Bill — We appreciate the spirit in which you make your com-

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ment. And we agree that most — but not all — of the pollution at the islands is caused by ignorant or uncaring Mexicans. It's shocking to Americans, but many Mexican families still think nothing of having a big picnic on the beach, then leaving all their trash to blow down the beach when they go home. The government has been trying to change such attitudes and behavior, but it's taking time.

To be honest, we have two reasons for limiting the number of Sea of Cortez Sailing Week boats to less than 30. First, one Ha-Ha-size event a year is plenty for us. Second, there's a political aspect, too. We want to demonstrate to the Mexican authorities that we're taking a responsible, proactive approach to minimizing the human impact on the islands.

↑↓THEY MOVED AS FAST AS A CAR ON THE FREEWAY

You commented on my letter in February's *Latitude* regarding 'sneaker waves'.

I also don't know if the waves we experienced fit the 'sneaker' definition, but they sure looked sneaky to me because they waited until I was looking the other way before attacking *Razzberries*. We did not seriously consider returning to Port San Luis for fuel rather than continue into Morro Bay, because we had no reason to expect a second wave, and because we were almost in the harbor. Had we turned back at the wrong time, we could have encountered the second wave on the beam and been rolled.

I attempted to quantify the size and speed of the waves simply to give an order of magnitude. I'm not at all confident of my 50 mph estimate of the speed of the waves, as they could have been moving much faster or slower. But I do have a vision that the waves were moving about as fast as a car on the freeway — and not at rush hour.

Bruce Nesbit
Razzberries, Olson 34
Richmond YC

Bruce — You're a very experienced sailor, so we're not doubting you, but we had to ask because we can't recall waves moving anywhere near 50 mph. Has anybody else had a similar experience?

↑↓SAILING ON THE EAST COAST OF MEXICO

I'm responding to the February letter from Ron and Linda Singerman about the best spot in Mexico to retire and still be close to their boat. I've never sailed on the Pacific Coast of Mexico, but have lived and sailed on the Caribbean coast quite a bit. The weather on the Caribbean side is nice year 'round, and the water is always at least warm enough for swimming.

The sailing around Isla Mujeres and Cancun is particularly nice, and remains good all the way down to Belize. These are not, however, protected waters, except when behind the reefs that line the coast or in the area between Cancun and Isla Mujeres.

The entire Caribbean coast of Mexico is accessible by car, so a trailerable boat might be a lot of fun. Food and rent on the Caribbean coast of Mexico can run anywhere from really cheap to very expensive, so there are options for everyone.

Eldon McMullen
Slo-N-Ezy, Morgan 30 OI
Glide, Oregon

Eldon — Thanks for the information. Readers looking for more information on sailing Mexico's Caribbean coast should consult the latest edition of *John and Pat Rains' Mexico Boat-*

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ing Guide which, to our knowledge, is the only Mexico guide with information on that coast.

↑↓ I THINK HIS FIRST NAME WAS CHUCK

Talking about sailing stunts, such as mentioned in a recent *Lectronic*, I seem to remember something about a guy from Tomales Bay who made a sailing canoe out of a hollowed-out redwood log. He set sail from Tomales and — this is where my memory gets foggy — I think sailed to somewhere in the Central or South Pacific. I believe he also wrote a book about his voyage. Since the guy was from Northern California, I'm confident that someone with a better recollection than mine can fill in the details. I'm guessing that this took place in the '60s or early '70s, and think the guy's first name was Chuck.

David Schachter
Kneeland

David — It doesn't ring any bells with us, although we didn't start publishing until '77. Can any of our readers help?

We do know there was a Mexican fellow from La Paz who sailed a Finn, which is a cat-rigged 14-ft singlehanded Olympic class boat, from Mexico to the South Pacific. And this was long before electronic navigation. Upon returning to Mexico — not by Finn — he was going to hollow out a log and try to duplicate the voyage. We're not sure if he ever tried it.

But as anybody who has ever sailed in the Panama's San Blas Islands can tell you, the Kuna Indians still sail hollowed-out logs to get between the islands and to fish. Hollowed-out logs are similarly still used in parts of Africa and Asia. We doubt that anyone intentionally uses them to cross oceans, however.

↑↓ "I BUILT MY OWN BOAT ONCE . . ."

You asked about sailing 'stunts'. About 15 years ago, I did a demo sail with a Pearson Triton on San Francisco Bay for a local broker. The potential customer was a middle-aged woman, and she brought along a middle-aged male friend. Both of them looked like burned-out hippies from way back.

We were sailing along when the guy said to me, "I built my own boat once with materials I bought at the hardware store. Cost about \$150." I made some friendly comments in response, but was smirking inside.

While later, he said, "I sailed that boat to Hawaii." My head did a U-turn. I thought, "Wow, that's really something." I tried to get some details from him, but he was a really burned-out, laid-back hippie, so he didn't give me any.

After sailing a bit further, he said, "Later on I sailed the boat to the South Pacific, and ended up in New Guinea." By then I was thinking, "Holy cow, this is really something."

But apparently the guy hadn't been too hot at navigation, for he crashed his boat into a reef, and she was destroyed. He said the natives found him, brought them to their village, and he was so happy there he didn't want to leave. But word got back to Port Moresby, and the government sent an official to bring him to the capital and repatriate him to California.

It was hard to get many facts from the guy, but he definitely wasn't a braggart. My guess is that these events could have occurred as long ago as the '60s. Assuming, of course, his is not a drugged-up story.

Graeme Coughlan
Planet Earth

Graeme — The way we see it, either the guy made the voyage in his mind or he was full of baloney about how much

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money he spent building the boat. We know that \$150 bought a lot more in the '60s — we were getting paid \$1.89/hour at a newspaper job back then — but there's no way he could have built a boat for such a small amount.

↑↓ **DIVERS ARE NEGATIVELY IMPACTED BY SPILLS**

Thank you for your coverage of the dangers that the recent raw sewage spill posed to hull cleaners in Richardson Bay. Every winter this kind of thing happens in the Bay, although perhaps not on such a large scale, but the media never mentions that there are people who must earn their living working in those now-contaminated waters. Not only should there be earlier and more widespread warnings of such events so that swimmers, beach-goers and hull cleaners can be alerted — as you suggested in your article — but the water quality control agencies need to be aware of who may be negatively impacted, both physically and financially, by such spills.

Matt Peterson
FastBottoms Hull Diving
East Bay

Matt — We're also bothered by the double standard that often exists with spills. When a government agency intentionally and/or unintentionally discharges raw and/or partially treated sewage into bays, rivers and oceans — and the former happens a lot — newspapers generally quote health officials as saying that it's really terrible but that the negative health effects are few and will be naturally cleared up in about 20 minutes. But if a 'Lincoln Log' should find its way out of a boat less than 50 miles offshore, it seems to be a national health hazard. We're not suggesting that people pump crap from their boats — just that it becomes increasingly more difficult to believe the government's spin on everything.

↑↓ **THEY COULD RESCUE THEIR OWN IMAGE**

At the Strictly Sail Pacific Boat Show a year ago at Jack London Square, a Coast Guard 44-footer came alongside the dock in the Estuary. A horde of show-goers rushed over to get a better look at the vessel and the superb boat handling by the young crew. It occurs to me that it would be great if the Coasties could have one of their boats on display at the show this year, do guided tours, and answer questions from the public. These 18- and 19-year-old Coasties are a pretty gung-ho bunch who might enjoy playing their PR-hand for a few days. The resulting interaction could go a long way in promoting a better understanding and improved relations between the Bay Area boating community and the Coast Guard.

It's been my impression that *Latitude* has always supported the Coast Guard, so I think it would be great if the magazine could work with the Coast Guard and the boat show to make this come about.

Larry Westland
Wired, Choate 27
San Mateo

Larry — Despite a few rough spots over the years, we have always supported the Coast Guard. Back in the days when Capt. Larry Hall was in charge of Group San Francisco, he had 44-footers, helicopters, and we don't know what else come to the Latitude Crew List parties and other events for various demonstrations. In terms of public relations, they were tremendous successes. We like your idea of having a Coast Guard boat at Strictly Sail Pacific — which, by the way, runs April 16-20 this year — and we'll see if we can't make this happen.



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The biggest obstacle would seem to be that the Coast Guard is now part of Homeland Security, and has been saddled with many additional responsibilities.

STAN'S THE MAN

While I appreciate the notoriety that comes with being in *Latitude*, I must point out an error in our correspondence that was printed in the *Letters* section of the February edition. It's true that I'm leaving Los Alamos to become the Harbormaster at Kwajalein Atoll, which is part of the Marshall Islands and is 2,200 miles to the southwest of Hawaii.

What's not true is that my friend Jim Brainard is putting together the Bay Area team for this year's Heineken Regatta in St. Martin — although Jim does kick butt on the race course. The real organizer of this effort is Stan Phillips, who is a member of both the Sequoia and Los Gatos YCs. While Jim is a great guy and deserves a lot of credit, he doesn't deserve credit for this effort, and I wouldn't want Stan Phillips, Dawn Riley, or anyone else involved to think otherwise.

Guy Sandusky
Headed for Kwajalein

Guy — Sorry about the confusion, and our apologies to Stan, Dawn and Jim.

Here are some fun facts about where you're headed. Kwajalein, which is comprised of 97 islets, is one of the world's largest coral atolls if measured by area of enclosed water. All of the 2,600 residents, most of whom are Americans, live there with the express permission of the U.S. Army. Kwaj has been used by the U.S. for military purposes ever since 1944, when American forces captured the atoll from the Japanese in the Battle of Kwajalein. While it was never used as a site for nuclear detonations — as were the nearby atolls of Bikini, Rongelap and Enewetak — Kwaj was the main support site. It's now part of the Ronald Reagan Ballistic Missile Defense Test Site.

WORKING ON THE GRID

In last month's *Changes*, you asked if any readers had used tidal grids. Up here in Ketchikan, it's the way to do annual hull maintenance. I've used both the Bar Harbor and Thomas Basin grids. I've used them to clean and paint three of the four vessels that I've owned up here.

I've never had a bad experience using the grids, but the first time I used one, when drying out my Cape Dory 25D *Katrina*, it was pretty stressful. The problem was that she had a cutaway full keel that was shorter than the distance between grid caps. Fortunately, I was able to borrow a 4"x12"x20' plank that I floated to the grid at high tide. At low water, I fastened the plank at a right angle to the caps. Then all I had to do was wait for the tide to fall and *Katrina* to come to rest on the plank. She came to rest perfectly in the center of it, and I was able to begin pressure washing and painting.

I know that the Assistant Harbormaster at the Ketchikan Harbor Department has some "interesting" grid stories — if you could pry them out. For instance, there was a French aluminum hull sloop that had a strange landing at low water back in the mid '80s. Boating is such fun.

Larry and Kay Meehan
Evado, Pearson Vanguard 33
Ketchikan / Currently In Washington

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LETTERS

probably older than that. It's pumped a whole lot of water, as we've lived aboard for most of the last 10 years.

The brushes in the motor finally wore out, so we emailed Carolyn Stewart at Groco, which makes and markets the pumps. Even though our pump has an obsolete motor, Stewart found an end cap with new brushes — and mailed it to me the same day! Unfortunately, we're in Hawaii, and it took seven weeks by normal mail to get to us. But that wasn't her or Groco's fault.

About the same time, we had the brushes go out after only 500 hours on the Oberdorfer waterpump that's used as a boost pump in our Aquamarine Watermaker. Unfortunately, neither Aquamarine or Oberdorfer could come up with a way for us to buy replacement parts for the motor, forcing us to buy an entire new waterpump.

We find it nice to know that some companies, such as Groco, still believe in the kind of service that we consumers appreciate.

Larry and Trinda Littlefield
Katie Lee, Passport 45
Hawaii

↑↓FORGET FIJI — HEAD FOR VANUATU

After reading the report from *Hawkeye* about the changes in the rules for how long foreign boats will be allowed to stay in both Fiji and Tonga, we would echo your editorial comments about three to four months a year in each location being more than satisfactory. In fact, if we were on a fast pace, we would blow by Fiji altogether and spend the time in Vanuatu!

After spending three months in Fiji last year, we planned on a short stop in Vanuatu, then New Caledonia, on our way to Oz for the cyclone season. But once we got to Vanuatu, we didn't want to leave! Not only is the scenery magnificent, but the *ni Vanuatu* (locals) are without a doubt the friendliest people we've met since setting sail from the San Juans four years ago. We found the place to be a very pleasant change from the rest of the South Pacific — Niue being an exception. It's not that the people of the South Pacific are unfriendly, it's just that their continued exposure to tourism has diminished their excitement at seeing another boat pulling into their bay.

In Vanuatu, on the other hand, we visited many anchorages in the archipelago where ours was the only boat for days. We received many invitations to dine with village families and experience the warmth of the happiest — according to a U.N. survey — people on earth. That, along with secluded anchorages and lots of palm trees — you know the drill — makes us think we'll return again and again.

Paddy and Alison Barry
Zafarse, Baltic dp42
San Diego / Currently in Bundaberg, Oz

Paddy and Alison — We appreciate your comments, but favorite places to cruise is a very subjective business we'd like to stay away from.

For details on the proposed restrictions in Tonga and Fiji, please turn to this month's Changes from John Kelly and Linda Keigher of the San Francisco-based Sirena 38 Hawkeye.

Our reaction to the announcement remains the same — nobody should get too worked up about it for two reasons. First, neither country is about to rob cruisers of the opportunity to spend a good amount of time in each place. Second, such regulations tend to be set in sand. Indeed, in one place the rule had already been on the books for many years, but just wasn't enforced. As it's not in either impoverished country's

HUGH STODART
Skipper, 18 Skiff ASKO



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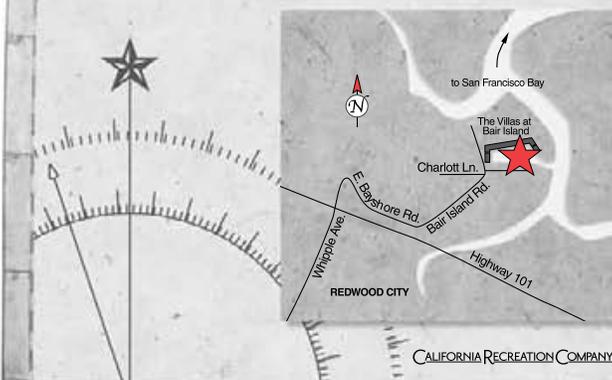
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LETTERS

best interest to kick out people who arrive with much-needed dollars, and who are visited by friends bringing many more needed dollars, we don't see the rules sticking or scores of 'exceptions' not being granted.

↑↓WHAT A DUMB THING TO SAY!

When writing about the new fishing regulations that have gone into effect in Mexico, you editorialized, "These all seem like fair rules, so please abide by them."

What a dumb thing to say! Those are the rules of Mexico, so they must be obeyed! It doesn't matter if you think they are fair. Would you say, "These rules aren't fair, so see what you can get away with"?

Susch!

Robert Lockwood
Planet Earth

Robert — Sometimes countries that don't have a long history of dealing with recreational mariners end up having bureaucrats who are ignorant of the subject and, therefore, write wacky regulations or even ones that aren't logically possible to obey. If you were to cruise and follow all of the regulations on the books of every country you visited, you'd not only lose your mind, you wouldn't get far. If the regulations are reasonable, sure, you follow them. If they are some kind of mistake based on not understanding the subject, or are unnecessarily punitive, many cruisers often don't. Our point about the Mexican fishing regulations was that they are reasonable and for the good of all, so cruisers should respect them.

We won't even go into the subject of many long-time cruisers viewing themselves as sovereign citizens of the planet, and therefore not recognizing the legitimacy of any governments. Once 'out there', you meet a few hard-core cruisers who don't recognize authority, and who, therefore, go for years without doing things like clearing in and out of countries. It's amazing how long some of them can go without being caught.

↑↓HOW TO HEAVE TO UNDER BARE POLES

In a recent *Electronic* you wrote, "Gitana 13 is . . . hove-to . . . under bare poles with the wheel tied off." How do you heave to with bare poles without broaching? I asked on a sailing message board, but only monohull sailors took a stab at the answer.

Ed Skeels
Napa

Ed — You, of course, are referring to the maxi cat Gitana 13, which, by the time this reaches print, should have broken the New York to San Francisco record, if nothing goes wrong (see



COURTESY GITANA 13

Barring delays, 'Gitana 13' should have graced the Bay with her presence by the time you read this.

the article on their attempt later in this issue). We presume the crew rotated the mast to an angle where it served as a small sail and thus provided a small amount of forward motion to keep the cat head to wind. But since we don't know the answer for



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LETTERS

sure, we'll ask one of the crew when they get here.

↑↓ A BUCKET OF COLD WATER MIGHT DO THE TRICK

Many of us have experienced situations where someone on a boat thinks they know more than the captain/owner, and starts doing something that affects the control or safety of the vessel.

In my case, it happened while I was making a turn to avoid a cargo ship. A guest — who had been a fine crew up until that point, and who has been fine crew since — began working against me to prevent my boat from coming about. I told the person to stop, took the line out of their hands and off the winch, and threw it in a tangle so the they couldn't haul it in. At the same time, I screamed, "Stop!" and "Let go!" — but to no avail.

In the end, the person went up on the foredeck and desperately hauled in on the clew of the sail so that the bow of the boat couldn't come through the wind. It was too late to jibe when I realized they just wouldn't stop. Physically overpowering them would have been questionable and, had I tried, I would have had to leave the tiller.

Only after the actual collision could they be made to let go of the sail. Thankfully, it was light air, so there wasn't any damage. I shudder to think what would have happened in high winds.

My question is this: What can one reasonably/legally do to maintain safe control of a vessel in hazardous conditions when someone 'loses it' and begins acting dangerously or even fighting the captain/owner of the vessel for control?

Anonymous
San Francisco

Robert — Wow! For the record, we've been on boats where there have been disagreements — usually about which sail to set or which way to go on a race course — but never about what to do to avoid a ship. And Lord knows, a boat shouldn't ever get close enough to a ship for such disputes to ever occur.

On the basis of just a little research, it seems that professional captains have absolute control of a vessel at sea. Even if they have a superior officer aboard, the superior can only say what they want done — "Take us to Cabo" — not how the vessel is to get there or be run. Professional captains are responsible for all aspects of a vessel underway, and have enormous rights — including the the power to use deadly force to suppress mutiny and piracy. However, if you're a captain, you don't want to get drunk with that power, for you'll later have to explain the dead body or bodies at inquiries and in court.

We assume, but haven't been able to confirm, that amateur captains have similar rights and responsibilities. Maybe somebody with more knowledge than we have could give some guidance.

↑↓ YOUR FAMILY'S GOING TO HAVE A BLAST!

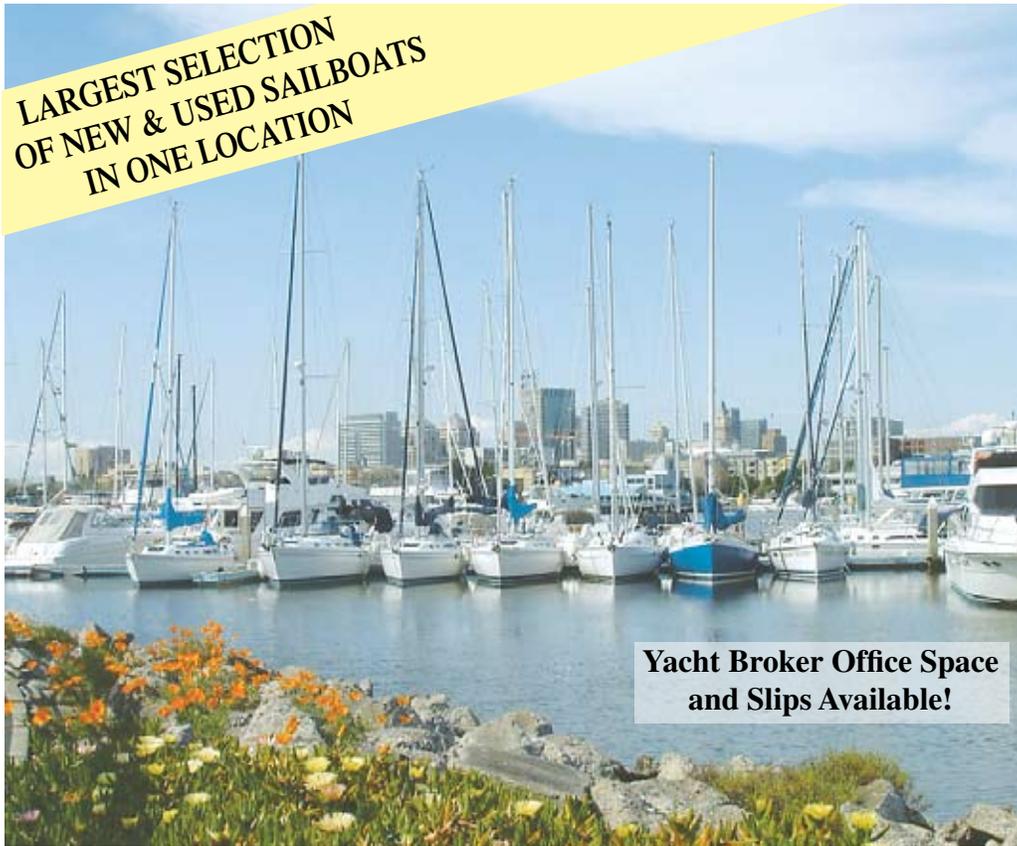
With my son R.J., who just turned 10, we took a look at his 'baby book'. He got really excited reading the 10-year-old *Changes* article about us and seeing his baby cruising picture. We stopped cruising when R.J. was 10 months old, vowing to go again. Well, after another son, Leo, a few jobs, a house, and so forth, it's almost time.

While ago you wrote a great article about buying a charter cat in the Caribbean so you can sail there six weeks a year. Can you point me to this article — I can't seem to find it?

We're looking to go cruising 18 months from now, and are thinking about putting a boat in a yacht management program before then as a way to get started. Would it be a good plan to

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LETTERS

↑↓ BELIZE IS LIKE MEXICO 20 YEARS AGO

Not long ago we returned from another great sailing adventure aboard our Belize-based catamaran *Hope* and, even though we thought topping last year's great time with her would be difficult, we managed to pull it off with the Weiglans, our new boating buddies. We discovered three new-to-us islands — Seal Caye, Queens Cayes, and Laughing Bird Caye — along with visiting last year's favorite, Raugwana Caye, where we'd celebrated last Christmas with friends Pat, Ben and Vincent, and the local caretakers.

Rene and Kevin Brown, who are The Moorings base operations managers in Belize, do a fantastic job, as they make things run smoothly. For example, two weeks prior to the start of our trip, we'd received word that our cat had been put on a reef and had sustained significant keel damage as well as the loss of a prop! But we were not to worry, as The Moorings had just taken delivery of a brand new 4600 cat, and had already assigned it to us.

Based on our experience with the 4600, we can report that Robertson & Caine, who make the cats for The Moorings, have been working hard to make improvements and upgrade the design. In particular, they've completely redesigned the dinghy davits and swim platform. They've also included some 'nice to haves', as well as a flat screen TV/DVD in the main salon, along with a blender. As Rene puts it, "the TV is for the kids and the blender is for the parents!" Not only have these upgrades become standard on the new boats, they've also been retrofitted on *Hope* as well.

We've chartered all over the Eastern Caribbean and a bit of the Sea of Cortez, and they are all great. Nonetheless, when it comes to unspoiled nature, an abundance of marine life, and the welcoming nature of the locals, Belize is really special. We're guessing it's a lot like Mexico was 15 to 20 years ago. And we're not saying Mexico isn't still great — in fact, we're headed there for spring break.

Like all great places, Belize won't stay the same forever, as there is talk of paving the main road and lots of other ideas for development are tossed about. As such, we would encourage everyone to go earlier as opposed to later.

There has recently been a series of letters about boats in charter fleets and how it's worked out for the owners. In addition to owning the cat in The Moorings fleet, which has been a great experience to date, we also had our Catalina 36 in the local OCSC fleet for two years, where Anthony and Rich do a fantastic job. Overall, we've elected to not be as aggressive as some, and limited our deductions to the mortgage interest and have treated our boat like a second home for tax purposes. The only real downside was that the boat was used a lot at OCSC, which meant that things got broken and needed more frequent replacement. The folks at OCSC were great about it, but it still cost money.

The other thing folks considering putting boats in charter management programs need to be aware of is that they can't be particular about the finer details of how you find your boat when you visit. Lines aren't coiled just so, some of your things are misplaced, and so forth. We finally decided that we preferred to have just one boat in a yacht management program, and keep one just to ourselves. We're trying not to get too attached to *Hope* just yet.

Doug and Leslie Petty
Perspective, Catalina 36, Alameda
Hope, Moorings 4600, Placentia, Belize

↑↓ A RICH MARINE ECOSYSTEM IS OFF OUR COAST!

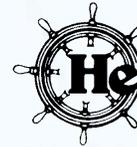
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— Dan & Carol Seifers, Bay of Islands, New Zealand



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LETTERS

now. In the last few years, Hank Lewis, my boat partner, and I have become interested in visiting the Cordell Bank Marine Sanctuary, which is about 24 miles west of Pt. Reyes. We've been out there twice, and it was stunning during our last trip



O'NEIL S. DILLON

You don't have to travel to distant lands to see spectacular wildlife. Just sail in your own backyard.

which was in the fall. We went to Drake's Bay overnight, spent the next day on the Bank, then returned to Drake's Bay. Cordell Bank is purported to be the richest marine ecosystem in the northern hemisphere! Albatross fly in from Hawaii to feed there, then return to the islands to feed their chicks.

So no, you don't have to go down to the Sea of Cortez or up the Inside Passage to Alaska to see fabulous wildlife. We had about 30 humpback whale sightings, saw 'pride' of sea lions feeding with the humpbacks, had two blue whales cruise by us like slow-moving freight trains, and saw humpbacks breaching on the horizon. On our first trip, one humpback even did a 360° flip just off our stern. Only later did I have a mini-anxiety attack about that one. Jeez, what if one of those guys landed on us?!

Another time, we had a whale come right at us from astern. I awaited the thump, but thankfully he passed beneath us. As per federal regulations, we didn't pursue the whales, but we didn't run away when their curiosity brought them close to us.

We also had a yellow-rumped female warbler join us for



O'NEIL S. DILLON

Warblers often hitch rides on boats.

two hours while we were headed back to shore. At first we thought she just joined us because she was lost and fatigued. No way! After drinking some freshwater on deck, she spent the rest of her time energetically cleaning the boat of the kelp flies we had picked up at Pt. Reyes. She must have caught and eaten 50 or so. I figured that she would leave us when we closed in on Pt. Bonita, and sure enough, she did.

For anyone interested in nature, the Cordell Bank is a fabulous experience waiting to be enjoyed close to home. I wonder if the local sailing community is as informed about this treasure as it deserves? On our first trip we saw just one other boat, while on the last one we had the nine-mile by four-mile seamount to ourselves.

O'Neil S. Dillon
 Lagniappe, Ericson 38
 Emeryville

↑↓ **EXTRAVAGANCE OF THIS TYPE IS DISCOURAGING**

I thought you might enjoy these pictures of Paul Allen's

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LETTERS

yacht *Octopus*. The yacht was passing by near where we were staying at Ko Olina, Oahu, and appeared huge even from shore. A quick check of *Wikipedia* yielded the following interesting information about the yacht:

"*Octopus*, currently the world's sixth largest superyacht, is owned by Paul Allen, and is the second largest not owned by a head of state. *Octopus* is measured at 414 feet and was delivered in 2003 to its owner, Paul Allen, co-founder of Mi-

COURTESY MAGSTAR



Even from shore, Paul Allen's boat looked huge.

crosoft. *Octopus* sports two helicopters on the top deck (one in front and one on the back), and a 63-ft tender docked in the transom (one of seven aboard). *Octopus* also has a pool on board located aft on one of her upper decks. She has a submarine on board. She also has a remote control submarine for studying the bottom of the ocean. Side hatches at the water line form a dock for jet skis."

By the way, we're looking forward to Sea of Cortez Sailing Week in April.

Mark and Rebecca Covec
Magstar, Bristol 27
La Paz, B.C.S.

Mark and Rebecca — We're sort of surprised to see your photo of *Octopus* in Hawaii, because we jibed around her while racing aboard *Altair* in the St. Barth New Year's Eve Regatta less than two months ago. At the time, somebody — probably a rock star such as Bono — was lifting off in the forward helicopter, their guitars having just been loaded aboard. Nearby was *Rising Sun*, Larry Ellison's 450-ft motoryacht which, based on the *Wikipedia* information, must be the world's largest motoryacht not owned by a head of state.

There was a time several years ago when these yachts held a certain attraction for us in the sense that they demonstrated what magnificent things modern man can create. But we're way

LECTRONIC / RICHARD



Apparently believing that 'he who dies with the most toys wins', this megayacht at St. Barth had 17 water vehicles and nautical toys strung aft behind her, as well as a three-story water slide off her beam.

over that. In this day and age of what appears likely to be human-caused climate change, and certainly dwindling natural resources of almost every kind, such mega motoryachts seem to be in terribly bad taste. Especially when some people, like Allen, own several of them, and commute between them on 757s or other large jets.

It's even more discouraging to us that the mega motoryacht industry reports that nearly 800 motoryachts of 125 feet or longer are currently under construction. The sad truth is that there is so much demand that the industry simply can't build



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LETTERS

them fast enough. One owner of numerous casinos in Vegas and Macao has an "interim" motoryacht of just under 200 feet simply because he couldn't get anything larger for four or five years.

Yes, we understand that in absolute terms these yachts represent the most minute fraction of the world's consumption of fuel and resources. We're not impressed because the per capita consumption is so badly out of whack.

What about mega sailing yachts such as Tom Perkin's 289-ft Maltese Falcon, Barry Diller's 310-ft Eos, Jim Clark's 295-ft Athena, and Joe Vittoria's 247-ft Mirabella V? While these boats don't consume as much fuel or resources as the mega motoryachts, their carbon footprints are still very large. Indeed, Perkins has often celebrated the "extravagance" of his yacht. But since all these boats were designed and began construction years ago, before the apparent crisis in the climate and the run on natural resources was so obvious, we're willing to give them something of a pass. Our hope is that yachts this size will become a fad of the past — but we doubt it will happen anytime soon.

⇓ LIGHTEN UP ON THE AMERICA'S CUP

Let the rich guys spend the money!

I've been reading article after article on how the America's Cup has been taken hostage by billionaire financiers. Almost every article states it is ridiculous that a syndicate must spend \$150 million to be competitive. While true, what comes of this is a great and much anticipated sporting event, better sailing products, better tactics, and so forth. Elite yacht racing has always been far out of reach for the vast majority of yachtsmen, so why do we mere mortals care how much money they spend?

If you compare the America's Cup to say, Major League Baseball or the National Football League, I think we'd all quickly realize that the America's Cup is conducted with class and sophistication — save for the silly court proceedings. Every baseball and NFL team spends way more than \$150 million a year, and guess what we get for it? Yep, overpriced tickets, bad food, stadiums named after pet stores, and most importantly, athletes who make ungodly sums of money.

Although these athletes are idolized, for the most part they are terrible role models for our children because of drug scandals, dog fighting, and other criminal behavior. The last time I checked, the sailors participating in the America's Cup have dedicated themselves to the sport and are also top athletes. I'd much rather my kids consider Paul Cayard or the late Sir Peter Blake as a role model than Barry Bonds or Michael Vick. Even Ellison and Bertarelli, like them or not, have to be respected for what they've accomplished.

So how about we all lighten up on the America's Cup and spend our time and effort supporting the only U.S.-based syndicate in hopes that they may one day bring the oldest and most prestigious sporting event to the best sailing venue in the world.

Tom Price
Vitesse, Beneteau 473
Danville

Tom — We don't think that the America's Cup has always been conducted with "class and sophistication," but nonetheless find your perspective interesting.

Everyone's entitled to their own opinion, of course, but don't you find that Paul Cayard and John Kosteki's around-the-world victories, or MacArthur and Joyon's solo circum-navigations, to be much more compelling mental and physical



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achievements, and greater tributes to the sport of sailing? We just find it hard to get excited with racing boats that top out at less than 20 knots when other slightly larger monohulls, such as Rambler, have hit over 40 knots.

↑↓NEXT TIME WE MAY USE A REEL

I want to thank Thomas Blandford for his nice comments on the spear fishing article I wrote for the October issue. Additional information from an expert is always appreciated, and Thomas's comments on using a reel gets us thinking it might be time to try such a setup.

Shortly after starting our cruising season in November, my brother Bruce did run across a fish larger than he normally takes, and the temptation was too great to pass up the shot. While Bruce finally landed the fish, he found that the shaft had bent 90 degrees during the struggle. This probably wouldn't have happened with the reel setup Thomas described.

As to having four spear guns, I should have been clearer. Since there are two of us, and we each have two guns, we only have a total of four between us. We agree with Thomas that two guns will handle most any situation. I did hear that pneumatic spear guns are not legal in Mexico, so we replaced this gun over the summer just to be safe.

About my comments on spearing rocks, Thomas has a point in that it is tough on equipment. However, I have taken some fairly large fish — larger than I would feel comfortable doing with a pole spear — deep within caves. In caves, no shot is possible except against a rocky background. But I do miss on occasion, and it's tough on tips. So I keep a half dozen spares onboard, as well as two extra shaft. We also have files to keep the tips sharp.

Again, I do very much appreciate Thomas' comments, and certainly would like to hear from anyone else with additional information on this subject.

Steve Albert

Far Fetched, Beneteau Oceanis 390
Port Townsend, WA

↑↓CONTACT PETERSON THROUGH HIS OFFICE

In response to your response in the January issue concerning "reaching Doug Peterson," I have one of only a very



COURTESY HEJOHA

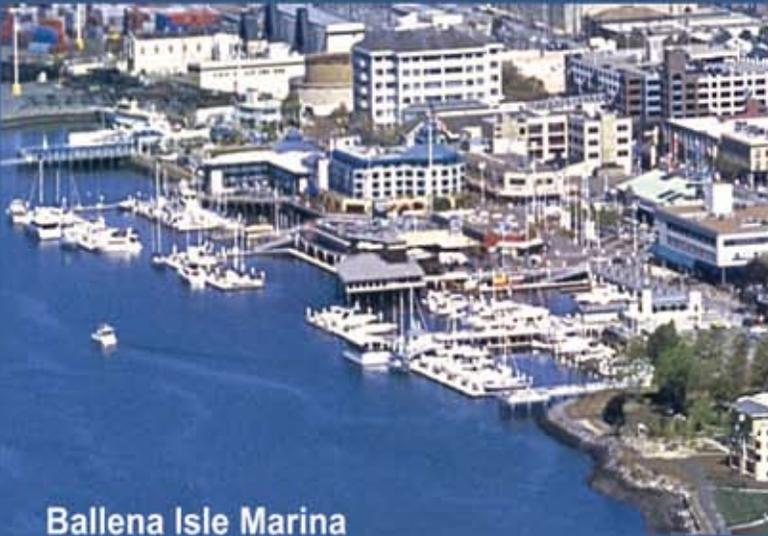
Only a few Calkins 40s are in existence today. 'Hejoha' is a nice example.

few Calkins 40s. I know of only one other, somewhere up in Northern California. I spent four years on a complete rebuild, with everything but the hull and mast being replaced. The grandson of the original owner called me after seeing an article in a local sailing rag about the relaunch, and came to my slip with original pictures and articles on the boat and Skip

Calkins. At the time — around the late '60s and early '70s — Peterson worked for Calkins, and later, when Wendel got older, it was vice versa.

All of this happened in San Diego about the time Rolly Tasker, master sailor, designer, builder, and sailmaker was in town. These guys all knew each other well. By the way, I

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Cutaways show inner assembly

LETTERS

just returned from Thailand, where I visited the Tasker loft. They had built my set of sails, and I brought along a photo of my Hejoha for Rolly to see. But what an operation he's got there — 30,000 sq. ft., with expert craftsmanship.

Anyway, my boat is slipped a short distance from where Doug had his *Kathleen* until just recently when he reportedly sold her and moved to Italy. Peterson had raced *Kathleen* whenever possible on San Diego Bay, and consistently won his class.

By the way, the original Calkins 50 raced the TransPac — and was then banned for the next two races because her fin keel and spade rudder, of all things, was considered to be too "radical." My 40 can do over seven knots in 10 knots of wind — which I think is fast for an old woody.

By the way, I think Peterson can still be contacted through his office in San Diego.

Joe Moore
Hejoha, Calkins 40
Carlsbad

↑↓WE'RE LUCKY SLOCUM WAS THE FIRST

Has the publisher of *Latitude* ever sailed alone? I've singlehanded on both short voyages and to Hawaii, so I have great respect for those who have done long trips.

Sailing the seas singlehanded has become an almost commonplace activity.

In the many years since Joshua Slocum sailed around the world on *Spray*, singlehanded sailing has become an almost commonplace activity. Many men and women have emulated him in both the deed and in writing a book about it. Singlehanders have their style of sailing in common, but if you read their books, their motives and views of the world are diverse as the boats they sailed on.

In my opinion, Slocum's adventure and his book, *Sailing Alone Around The World*, have been at least equal to two of any of the others that followed. His story is the touchstone against which I judge all others. Being first confers a uniqueness upon an adventure that can never be diminished by subsequent adventurers, and so is the case with Slocum. We are fortunate that he was first, for imagine if an illiterate sailor, or one of meager imagination, had gone first in his place.

I want to close with a final word to those who put off their great singlehanded adventures — don't wait! I can no longer sail, and regret those voyages I didn't make because something seemed important at the time.

As for the problem with a reader's GPS not reading 00' at Greenwich, the datum you select for your GPS affects the position you see from the satellites. I used WGS 84 at Greenwich and never thought of trying different datums. Live and learn.

John Hill
Ariel, Columbia 29
Belmont

John — We've done a lot of singlehanded over the years, with our Bounty II, Freya 39, Olson 30s, and Profligate. We even singlehanded our Ocean 71 Big O a couple of times, but not having any electric winches on a boat that displaces 90,000 lbs. is brutal. Indeed, one of our primary motivations in moving from the 71-ft ketch to a much lighter 63-ft cat is that the cat is as easy to singlehand as the ketch was difficult. And we don't ever want to own a boat that we can't singlehand — or more accurately, requires crew.

While we did several singlehanded races around the Farallones years ago, and singlehanded races in the Bay

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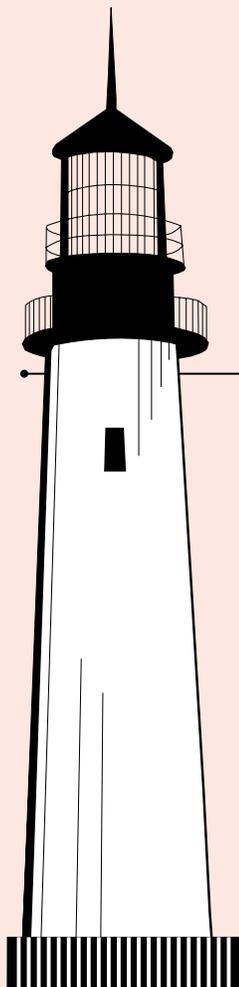


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more recently, we've never had the opportunity to singlehand across an ocean. We discussed it with Mark Deppe, who has done numerous Singlehanded TransPacs, when he crewed for us on the last Ha-Ha. The thought of sailing out the Gate for Kauai with a small jib, a reef in the main, and a screecher furlled and at the ready is sure enticing. Maybe in '10.

We agree that it was good that Slocum went first, because his book is terrific. If any sailor hasn't read it, they have a treat awaiting them.

↑↓ FIRE SEASON

I'm not sure if you heard about it, but four yachts at Port



GEORGE BACKHUS

When one boat goes up in flames, it's not uncommon for others to catch fire, as happened in Barcelona.

Vell Marina in Barcelona, Spain, were sunk after catching fire. The fire began about 7:45 a.m. aboard a 20-metre yacht, and quickly spread to three others of similar size. All four vessels were burned out

and sank, while a fifth yacht was damaged when her mast collapsed.

The fire was attended to by 40 firemen, the *Guardia Urbana*, the Port Police, and two tugs. The black smoke from the blaze could be seen from all over Barcelona. Fortunately, the wind was blowing offshore.

George Backhus
Moonshadow, Deerfoot 62
Sausalito

George — It's certainly been fire season with boats. There was a big fire one boat away from Mike Harker's *Mariner 49 Wanderlust 3* in Miami shortly after he completed his circumnavigation. About two weeks before, George Ecedstone's 94-ft sloop *Keturah* burned and sank in the early morning hours in Antigua. It's not clear what started the fire or if it was related to the powerful lightning storm going on at the time. And now this in Barcelona.

The lesson everyone needs to take away from this is how deadly boat fires can be. Once they get a little toe hold, they are almost impossible to extinguish, and the smoke is highly toxic. Most fires are electrical in nature, so everybody should know what switch to throw or knob to turn to kill the electricity, and where the extinguishers are. If you have a fire in the middle of the ocean, getting it out immediately could be a matter of life and death.

↑↓ UNCONSCIONABLE NEGLIGENCE

I'm writing you in response to a letter by Tony and Linda Keeling of the Roberts 44 *Veritas* that was published in the December '99 issue. It was about an eight-man Givens liferaft the couple had bought in December of '95 and, during later repacking, was found to be without important equipment.

According to the couple's letter, they were in Mazatlan about to make a run to the South Pacific, so they brought their liferaft up to San Diego to have it checked and certified

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by Oceans West. Technician Mel Ruiz had no problem with them being present while the raft was checked. It deployed as it was supposed to, but there was a smaller than specified inflation cannister, there were no batteries in the raft lighting system, and the fresh water packets were just tossed in the raft as opposed to being bagged together as required. But the real shocker was that, although the couple had paid for a watermaker and EPIRB, neither had been put into the raft! When the couple called Givens to complain, they were told that Givens had sold the company and they were not responsible for his previous dealings.

I realize that the company was purchased by someone else, and that they also have to deal with the headaches that Givens had created. I worked for Jim Givens for about a year in '94-'95, but the reason I quit was his lack of caring and the shady things that I saw him do. There were innocent people's lives he was dealing with!

I saw Givens pack liferafts that were dated 1978. They were supposed to be destroyed, but Givens would insist that the customers sent them back for failure analysis. That was the biggest crock of shit I've ever heard. He'd then repack the faulty rafts and sell them as used. Some of those rafts would have only held air for an hour!

Givens did all these shady things because he was so broke! It was a constantly robbing Peter to pay Paul scenario.

I went to several boat shows with Givens, and he would have a pockets full of checks written to him from customers. By the time we got back to Rhode Island, he would already have spent the money. Customers would get very angry because he wouldn't deliver their rafts, so he'd pack up a '78 pink one and say it was new. He would also have them sent back every year — he used to pay the shipping to get the customers to do this — so he alone would be servicing them. He didn't want anyone in the industry to find out about his shady operation.

Givens himself serviced all the shady liferafts and signed the inspection reports. I refused to pack any of the shady liferafts I saw come in. Things were so bad that his own factory — RPR — would require payment in full before they'd send him a raft.

Like I said, I left the job because I couldn't take it anymore. When I tried to file for unemployment, I told the Unemployment Office about all the things he was doing wrong. They asked me if he paid me weekly. He did, too, although \$8/hour wasn't a lot of money. That's all the Unemployment Office cared about. They didn't care if he was doing anything illegal. Because I'd quit, I couldn't collect unemployment. I contacted the local Coast Guard, but never heard back from them.

I know a lot of time has gone by, but I have a conscience. I feel for all the people who got screwed by Givens. I also feel for all the people who weren't able to tell their story because their liferafts didn't deploy.

Matt Mosher
Planet Earth

Matt — You're telling us that you watched a man pack faulty and ill-equipped liferafts 13 years ago, but because you have a conscience and feel for those who might have died, are finally coming public with the information!??? That's almost as hard to comprehend as the inexplicable things that Givens was accused of doing. For as we wrote in our response to the Keelings's letter:

"As a follow-up to a recent Marine Safety Alert regarding improper servicing of Givens Life Rafts, Coast Guard Marine Safety Office, Providence, Rhode Island, is publicizing the find-

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LETTERS

ings of life raft examinations to raise awareness of this serious safety hazard. Recently Coast Guard inspectors examined 19 liferafts from fishing vessels and pleasure boats serviced by Jim Givens Survival Company. All 19 of the liferafts examined had deficiencies. Three rafts were taken out of service and two were condemned. Sixteen rafts had missing equipment. Five carbon dioxide (CO2) cylinders on rafts had problems. Seventeen of the rafts contained items which were expired at the time of the last servicing. One raft had dry rot and tears in the fabric that had been glued back together. Problems with the CO2 cylinders — which are required to inflate the rafts — included two cylinders that had not been tested in seven years, and one that weighed half its required weight. Some of the missing items included sea anchors, radar reflectors, flares, medical supplies, flashlights, food, water, drinking cups, can openers, whistles, bailers, jackknives, repair kits, heaving lines, instructions and hand pump parts — rendering pumps inoperative. Expired items included Emergency Position Indicating Radio Beacons (EPIRBs) and other batteries, flares, medical supplies, food and water. On one raft, all but three of the 72 required water bags were missing, broken or expired. Many other items, such as oars, interior and exterior lighting and hand-held pumps, were inoperative and required repairs or replacement.

"Although problems have been found with 100% of the rafts examined by the Coast Guard, the seriousness and type of discrepancies have varied from raft to raft. Upon seeing his raft taken out of the cannister, one owner whose raft was in particularly bad condition was visibly shaken and expressed great concern for the safety of his family and crew who had been out on his vessel. The Coast Guard wants to make it clear to all mariners that this is not the typical safety alert that the public is used to, where only one in a large number of items is found defective. Records kept by the servicing company indicate that more than 200 rafts, mainly fishing vessel and pleasure boat rafts, may have been serviced at the facilities. Attempts by Coast Guard personnel to notify mariners whose rafts are affected have been significantly hindered by poor record-keeping on the part of the life raft servicing facilities. The Coast Guard urges recreational and commercial mariners to check their life raft servicing records and to schedule servicing as soon as possible if the raft was last serviced at the above facilities. Please contact your local Coast Guard Marine Safety Office prior to scheduling servicing."

The release went on to specify that people should not confuse the companies above with Givens Marine Survival of Portsmouth and Tiverton, Rhode Island.

Our mind is reeling. How could a human betray the trust other humans put in him to perhaps save their lives? And how could you just stand by and watch? We'd have kicked him in the nuts and then gone and raised hell with the Coast Guard for as long as it took for them to do something.

The only good news is that, to the best of our knowledge, no deaths were attributed to the shortcomings of any of the rafts.

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

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

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

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LOOSE LIPS

Fossett declared dead.

Record-setting adventurer Steve Fossett was declared legally dead on February 15, five months after he took off for a three-hour flight over Nevada and never came back. Fossett, 63, was said to be up there scouting sites for his latest quest: a strip of land long enough and flat enough to accommodate an attempt to set a new land speed record in excess of 800 mph.

It was back on September 3 that Fossett took off in a single-engine plane from the Flying M Ranch near Yerington, Nevada. His failure to return set into motion one of the largest and most intensive searches in history, which continued for months after the official agencies went home. (It was not unusual for 20 private aircraft a day to be flying search patterns.) In addition to numerous private individuals and aircraft, even the Google Earth satellite system was employed to take real-time scans of the area around the Flying M. To date, no trace of Fossett or his brightly colored blue and white plane have been found.

Fossett, a former commodities trader whose personal wealth is said to be somewhere in the eight figures, formed a passion for pursuing records after he retired nearly 20 years ago. According to his website (www.stevefossett.com) he set more than 100 records in gliding, flying, ballooning — and sailing. With his 125-ft catamaran *PlayStation* (later renamed *Cheyenne*), he set numerous records in the early 2000s, including the 'big three' — day's run, transatlantic and around the world. (All have since been broken.)

We had the pleasure of meeting and talking to Steve on several occasions, and, though he was a man of few words, he was always friendly and forthcoming — which seemed a bit strange because he never seemed interested in accolades or press coverage of his accomplishments. He seemed genuinely cut from old school fabric, a true adventurer whose motivation for pursuing records was the simple fact that they were there. He will be missed.

Remember the main!

Elsewhere in this issue, you will read about adventurer David Vann and his self-built 50-ft trimaran *Tin Can*. Vann's budget for the boat was not big enough for new sails, so he flew used ones. On its maiden voyage, we noted that the main seemed to have a faded WylieCat 30 logo on it. Sure enough, a day or two after the photos ran on *Lectronic Latitude*, the WylieCat guys emailed the details. Turns out this was the main that Commodore Tompkins had ordered for Bill Siegel's WylieCat 30 *Mustang Sally* in 1996, the year they raced the Doublehanded Division of the Pacific Cup. And the reason the logo appeared faded was that, to save weight aloft, Commodore ordered the sail without a logo and colored one on with magic marker!

Tin ban.

Twenty-eight countries have now ratified the treaty to ban the presence of tributyltin (TBT) on boat hulls. The Bahamas was one of the latest to sign up, and the U.S. and Canada are expected to follow suit before the ban goes into effect in September. (President Bush sent the treaty to the Senate in January with the recommendation that it be given 'favorable consideration'.)

The International Convention on the Control of Harmful Anti-Fouling Systems on Ships (AFS Treaty) was adopted by the International Maritime Organization (IMO) in October, 2001, with the provision that it would go into effect one year after ratification by 25 member countries with 25% of the world's shipping tonnage. That number was reached last September 17, when Panama signed on, upping the total tonnage figure to 38.11%. This means that on September 17, 2008, the AFS Treaty will go into effect in all countries that have ratified the treaty.

How will this effect local sailors? Probably not in a noticeable



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LOOSE LIPS

way. In the U.S., TBT has been banned on vessels under 25 meters since 1989. But you should be aware that the way the treaty is written, after September 17 it will be illegal for any boat with TBT paint on the bottom to enter an AFS-compliant country. And, yes, Mexico is one of the treaty countries. If your boat is found to have TBT in the paint — and a treaty proviso allows samples to be taken from any vessel — you could be subject to fines or other penalties. Obviously, commercial ships are the main concerns here, and the chances are slim that some CSI-looking officials in PV are going to go around taking paint scrapings off yachts. We just want you to understand that the treaty does cover *all* vessels, big and small.

Of course, we hope all of you support the ban. As effective as TBT is for antifouling, research has revealed that it is so toxic to marine life — possibly at all levels of the food chain — that it has been called the DDT of the ocean. Luckily, antifouling paints and technology have advanced a lot in recent years, and there are many antifouling coatings available and in the works. For more on the TBT ban and some of the alternative paints available, visit Interlux's website: www.yachtpaint.com.

Budget charter.

It's not often you hear of a 250-ft motoryacht being chartered "to save costs." but that's how the British press is apparently spinning Prince Charles's and Camilla's upcoming 10-day Caribbean vacation aboard the 2,000-ton *Leander*. "The Prince, sensitive to criticisms of his overseas tours, which are funded by the taxpayer, will travel with his entourage to Trinidad on a scheduled flight rather than a chartered plane," notes an article in the British publication *Telegraph*. Besides traveling with the common folk, Charles's people have reportedly negotiated the charter rate down from the usual \$490,000/week. (Up until a few years ago, *Leander* was the most expensive charter boat in the world. Now she's just one of the most expensive.) On top of that, *Leander* will represent "a 40% reduction in carbon emissions compared with the Prince's last Caribbean tour in 2000." To alleviate at least some of the sting of cost cutting, Charles and Camilla will have at their disposal an onboard swimming pool, jacuzzi, a dozen or so water toys, fully appointed gym, movie theater and 23 very attentive crew.

Calling Rob Paige. . .

I'm trying to locate Rob Paige who, I believe, wrote for your magazine years ago. At the time he would have lived in Santa Barbara. He had a Yankee Dolphin 24 named *Kiwi*, hull #107, that under a previous owner, Charlie Nogel of Castro Valley, sailed to Hawaii and the South Pacific. I believe Paige wrote an article entitled "Choosing a Cruising Sailboat," which dealt in part with this boat. The article prompted at least a couple of letters to the editor.

I have a Dolphin 24 website, www.dolphin24.com, and am trying to get this story. Based on an old copy of one of the letters, which I have included, I think the magazine was yours. Unfortunately, I don't have a date.

—Ron Breault
Old Lyme, CT

Ronbreault@cs.com

Ron — Judging from the typeface and style, the letter did indeed appear in *Latitude 38* sometime prior to the mid-'90s when we changed to a different typeface. As to exactly when, we can't say, as we don't keep an index of the Letters section. We do keep a fairly detailed archive of articles, but could not find anything by Ron Paige, or any permutation of the words "Choosing a Cruising Sailboat." Sorry. If Ron is still around, perhaps he'll read this and give you a shout.

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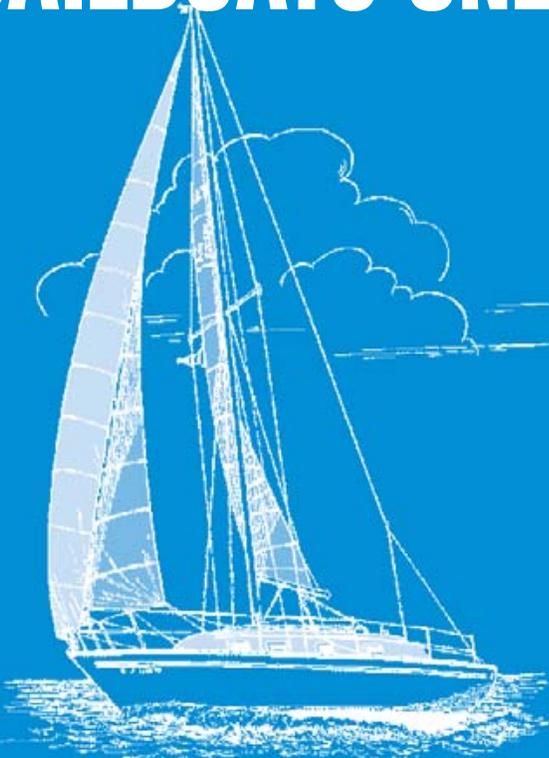
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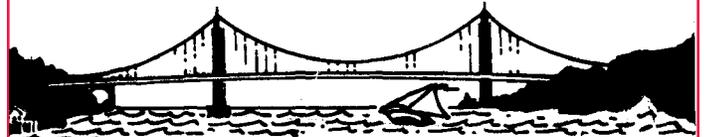
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groupama 3 capsizes

Groupama 3's Jules Verne Record attempt ended the morning of February 17, when her port ama broke in two while she careened along on starboard tack 80 miles off the southeastern New Zealand coast in broad daylight. Almost immediately she began to capsize despite the on-deck watch's best efforts to execute an emergency jibe. Those on deck at the time were just able to get inside the sealed main hull

before she turned completely turtle. After activating their EPIRB, they called their shore team to help coordinate the effort launched by their Kiwi rescuers — who, remarkably, arrived on scene only four hours later. They hoisted all 10 of the crew aboard four helicopters while a fixed-wing spotter plane circled over-



YVAN ZEDDA

The good old days — pounding on *'Groupama 3's* port ama may have caused it to crumple.

head. Skipper Franck Cammas and the rest of the 105-ft trimaran's crew were transported to the city of Dunedin after the airlift — which required each man to get in the water as the overturned trimaran was drifting at three knots. Once ashore they were given medical exams and declared safe and sound.

"The sequence of events occurred very fast," Cammas said. "The breakage was located on the port float between the foil housing and the forward beam. With the twisting, the float was bent 90° out of line and it therefore pulled out the forward beam and then the aft one."

The boat's track shows an abrupt northerly course change near the longitude of Stewart Island off the southernmost tip of New Zealand. *Groupama 3* was some 24 hours ahead of record-holder Bruno Peyron and *Orange II's* 2005 pace at the time of the capsize and had appeared to get very near Dunedin before changing course back to the east. Onboard reports from the previous day explained the course change as necessary to minimize the trimaran's exposure to both a Southern Ocean depression in their path and the 25-ft seas and 40-knot winds they were experiencing south of New Zealand.

"It all happened very quickly — had one piece of carbon remained to link the two parts, then it would have been enough for us to intervene," Cammas said. "Despite the watch's very rapid reaction on deck, nothing could be done! I think the breakage is due to the excessive fatigue of the float, which was previously to windward in breaking seas. It's probably the result of the impacting that this section yielded. The design is not in question; it probably just needs an extra layer of carbon."

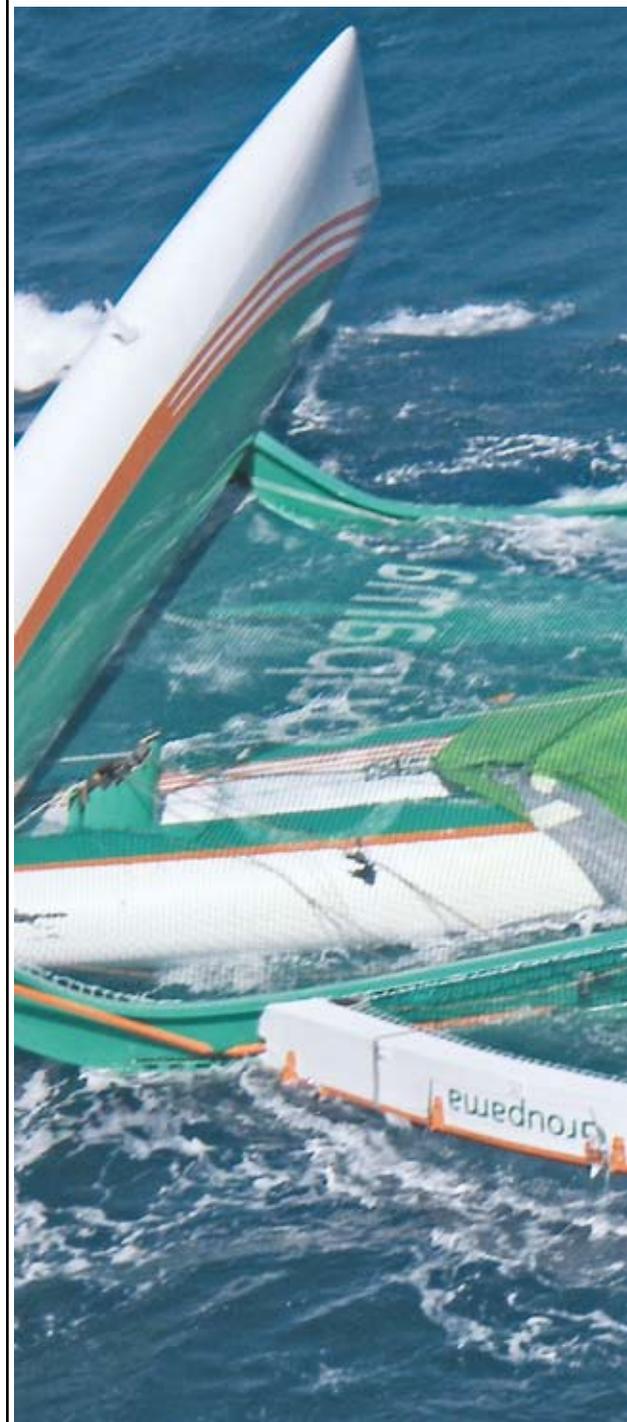
Interestingly, the crew kept the news of delamination in one of the port crossbeams — before they got into the meat of the Southern Ocean — under their foulie-hoods for five days. They claim the two issues were unrelated, but little will be known until the wreckage can be evaluated. As of this writing, the major parts of the boat had been recovered with the main hull righted and under tow toward Dunedin. From there she'll be loaded on a cargo ship and transported back to the team's base in Lorient, France.

Groupama 3 had crossed the starting line of their record attempt at the western end of the English Channel between Cornwall's Lizard and the Créach lighthouse on France's Ouessant Island January 24, and immediately started legging out on record-holder *Orange*

continued on outside column of next sightings page

uscg hf weather

When the Coast Guard asked for the public's input last year on their proposal to discontinue HF weather broadcasts due to outdated equipment, they must have been caught off guard by the enormous support for the system. The comment period was open from April through August, and though they didn't note how



broadcasts live on

many responses they received, they did acknowledge that it was “substantial.”

“The responding public collectively perceives that the USCG HF broadcasts are essential to their safety,” noted a CG press release. “There is no viable alternative to the USCG HF broadcasts because present

continued in middle column of next sightings page

groupama — cont'd

It's benchmark — getting as much as a day ahead and setting a new reference time to the equator of 6 days and 6 hours before they hit unfavorable breeze in the lower reaches of the South Atlantic Ocean and the Indian Ocean. The boat's gearing toward spectacular performance in the lighter conditions typically encountered on more than half the course — what she was conceived and built to do better than Peyron's bigger, heavier and stickier 125-ft catamaran — was proving troublesome from the moment she entered the Southern Ocean. At

continued on outside column of next sightings page

The 10-man crew of 'Groupama 3' only had to wait for four hours to be rescued — they were only 80 miles from New Zealand when the boat turned turtle.



COURTESY GROUPAMA 3

SIGHTINGS

groupama — cont'd

one point, she sailed back north of 40° S after passing the Cape of Good Hope, temporarily falling a day and a half behind *Orange II's* pace as the crew coaxed her through a confused sea state.

Breakage and capsize go hand in hand with offshore racing multihulls, a fact well known to Cammas, whose ORMA 60 *Groupama 2* capsized mid-Atlantic during the biennial, doublehanded Transat Jacques Vabre in 2005. Another fact well known to Cammas and those who've followed his career — which includes getting command of his first ORMA 60 at the age of 25 — is that it doesn't mean he's

continued on outside column of next sightings page

hf broadcasts

alternatives are perceived by the public to be out of financial reach. Also, marine weather forecasts available through these alternative sources may not guarantee the same level of accuracy, timeliness, and/or sufficiency as provided by the USCG HF broadcasts."

After considering the public's input, officials concluded that it was "necessary to continue HF weather broadcasts." Un-



Between winter storm systems, the Bay saw nearly two weeks of glorious, if chilly, weather to brighten our damp spirits. Clockwise from spread, 'Fayaway' fades into the haze; 'Frolic's skipper is all decked out; 'Good Grief' looks great; solo and lovin' it aboard 'Chasing the Horizon'.

ALL PHOTOS LATITUDE / LADONNA

— cont'd

fortunately, the 10kW transmitters — 123 of them — currently used for this service are so out of date as to be completely unusable.

They will be replaced with high-powered transmitters at a cost of \$200,000 each. With a budget of \$4 million, 20 new transmitters will be installed. More will be installed as funds are appropriated.

— ladonna

**groupama — cont'd**

had enough. After salvaging *Groupama 2*, Cammas repaired her in time to win the next TJV along with *Groupama 3* Watch Captain Steve Ravussin. Given this, it should come as no surprise that the 35 year-old phenom has a pretty bright take on what could have been.

"We were very lucky in our misfortune: if it had happened 40 hours earlier, it would have been at 55° S with the water at 3° C! It was the only point where we could pass within fifty miles of a coast — we were pretty lucky!"

— rob

90 day yc to go away?

As we went to press, a repeal of the 90-day use-tax exemption for yachts, airplanes and RVs looked possible, although it was far from a done deal. Under the present law, if these items are kept out of state for three months (with a few provisos, among them that the owners must visit and use them regularly and document the usage), they are exempt from the state's use tax. On a high-dollar boat, that could be a big chunk of change, perhaps too big for state legislatures to let slip through their fingers.

The boat part of all this is affectionately known at the 90-Day Yacht Club, the epicenter of which is Ensenada. For years, the machine ran smoothly — owners would arrange to take possession of their boats in Ensenada, leave the boat there for three months while taking regular trips down and using it, then sail home to wherever. If all the paperwork was in order, they could then register it in the state and pay no use tax. (Everyone still has to pay the annual personal property tax; there's no getting out of that.)

In 2004, the state lengthened the exemption to one year. The thinking was that people would just shrug their shoulders and pay up. Most politicians are notoriously shortsighted, but this ranked as downright political glaucoma. Had none of them heard of the ill-conceived federal luxury tax, which decimated the American boating industry back in the late '80s? Apparently not.

There were efforts to 'prove' that the experiment was working, but the bottom line was, it was hurting the industry. While fishermen and wakeboarders were still buying, sales of higher-ticket boats were off, which hurt manufacturers and brokers. Not to mention the fact that wealthy boat buyers could form an offshore corporation (you can do it online for \$3,000-\$4,000), and register the boat there, thus avoiding paying use tax. That might seem like a lot of money to most people, but if you're buying a million-dollar yacht, it's chump change and a lot less the tax.

Last year, Senate Minority Leader Dan Ackerman, himself a boat owner, declared the one-year rule an "experiment that failed" and somehow swung a re-enactment of the 90-Day rule, effective August 21. (Why isn't *this* guy running for president? He'd get our vote.)

Now it's back in play, and is said to be one of the more hot-button issues to be debated in a while.

It was unclear at presstime which way Sacramento was going to swing. Governor Schwarzenegger was siding with the Democrats to re-install the one-year rule (probably not a good sign), while the Republican side of the aisle — once again led by Sen. Ackerman — was lobbying to maintain the 90-day rule. We don't know how you're voting in November, but on this issue, it's GOP all the way.

If there's a message in all this, it might be, "If you're going to do it, do it soon!" In other words, if you're in the market for a boat and

continued on outside column of next sightings page

SIGHTINGS

90-day yc — cont'd

hoping to take advantage of the 90-day rule, don't dilly-dally much longer. The rumor is that if the Dems push the year-long legislation through, it would be effective immediately — and *permanently*. On the other hand, the issue could die tomorrow. Or it could be hashed out right up to (and past) the June 30 deadline for the new budget. As Will Rogers used to say, "I don't make jokes — I just watch the government and report the facts."

For more on the how the 90-Day Yacht Club works, and the latest on what's going on in Sacramento, we suggest going to the man who literally wrote the book on it, Captain Lonnie Ryan. A few years ago, Ryan penned *The 90-Day Yacht Club Guide to Ensenada*. He has since made it his business to keep tabs on the status of this law, which we might add, has brought lots of jobs and money to Ensenada and other Mexican ports. Find Ryan's website, where you can read the latest updates (and order the book) at www.truetraveler.com.

In the meantime, we urge all boaters to make their voices heard in Sacramento. You can contacting your California assembly representatives at www.assembly.ca.gov, your California state senators at www.sen.ca.gov and Governor Arnold Schwarzenegger at www.gov.ca.gov.

— jr

tin can — the week of living dangerously

We love dreamers. We love finding them, talking to them, writing about them and, occasionally, inspiring them. But one of the stranger aspects of publishing a sailing magazine for as long as we have is that, every few years, we come across one whose plans have such a glaring flaw that, well, we can't believe they can't see it themselves. David Vann is one of these dreamers.

Vann is a 39-year-old writer and sailor who wanted to be the first American to singlehandedly sail a self-built 50-ft trimaran around the world non-stop from the West Coast. Nothing wrong with the dream. The glaring flaw in its execution was the boat.

It wasn't so much that Vann wanted to have a globe-girdling boat for only \$25,000, although that was the first red flag that went up when we heard about it. It was more the boat he ended up with. Starting last August, Vann constructed the hulls of a 50-ft trimaran in his carport in Florida. He then trucked them out to Napa Valley Marina where he finished off the boat. *Tin Can* is built entirely of aluminum plate and tubing that he welded together. He filled the amas and some of the main hull with foam so it would be unsinkable, and vaunted this feature several times in his blog on the *Esquire Magazine* website, as if positive flotation was the end-all, be-all of safety concerns. The original designer bowed out of the project after having nightmares about it, so Vann went and found another — Yves-Marie Tantom — who at least got him to make the main hull deeper and wider.

Red flag, red flag, red flag.

One observer likened the finished product to "a great piece of performance art that I wouldn't sail across the Bay."

The most frustrating part of this story has been the inability to talk to Vann directly. He seems to be happy to talk to any curious folks who walk up to the boat, but not the press. He maintains that his writing commitment to *Esquire* prohibits him from giving interviews. So all of our information has been based on a combination of what he has written on that website (www.esquire.com/the-side/blog/tincan), and reports from members of our faithful readership who have acted as 'roving reporters', relaying photos and details of conversations to us.

Vann's original plan was to launch the boat last December, test

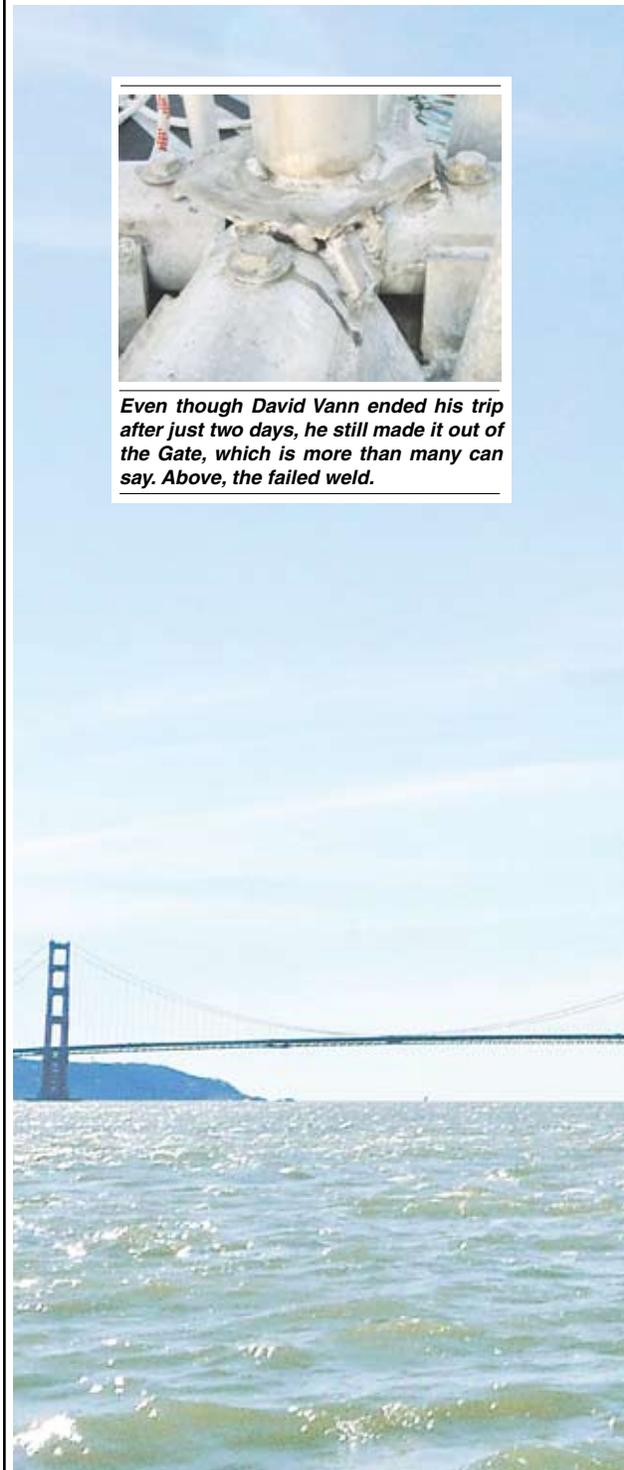
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bay sailor

We're saddened to report that Alameda-based cruiser John Long, 78, was found dead in Puerto Madero, Mexico — just north of the Guatemalan border — on February 2. Long's 55-ft steel ketch *Culin* had run aground, and his bruised body was found floating nearby. Locals



Even though David Vann ended his trip after just two days, he still made it out of the Gate, which is more than many can say. Above, the failed weld.



found dead

reported seeing two people carrying suitcases off the boat, and early (and unconfirmed) reports say the boat appeared to have been ransacked. Authorities detained two people in connection with the case but would not say if they were the

continued in middle column of next sightings page

tin can — cont'd

sail it exactly one day, then set off around the world. He missed that goal, so set a new goal of January 1. He missed that one, too, as well as February 1. At least those things resembled reality — what boat has ever launched on time?

Vann finally splashed *Tin Can* on Monday, February 11. It was towed down to the Bay, where it had its maiden sail on Tuesday in

continued on outside column of next sightings page



SPREAD: CHRISTIAN BUHL; INSET: JEREMY LEONARD / WWW.SURFCITYCATAMARANS.COM

SIGHTINGS

tin can — cont'd

light breeze and flat water.

Vann anchored in Richardson Bay for a couple of days. Then, on Valentine's morning, February 14, he upped anchor and sailed under the Golden Gate. After a brief delay while the Coast Guard conducted a safety inspection — which he passed — he set sail south. According to his blog, not for the big sail, but to San Diego, where he would reportedly sort out any last minute issues with the boat, then set off around the world.

He almost made it as far as Santa Cruz — 80 miles down the coast.

continued on outside column of next sightings page

long

people seen leaving the boat.

Autopsy results have not been released, but officials hinted that Long's known heart problems, not violence, may have been the cause of death.

Meanwhile, it appears the Mexican Navy is no longer seriously investigating the iffy theory that *Culin* was being used for smuggling, as was originally suspected when they found a "false bottom" in the

San Francisco Bay may offer more in the way of dramatic scenery, but Mexico's Banderas Bay beats it every time with its spectacular — and friendly — wildlife. During a recent three-hour daysail aboard Tom Lillenthal's Beneteau Oceanis 441 'Dream Seeker', at least a dozen dolphins frolicked in our bow wave, and we were dazzled by a pod of humpbacks breaching, just a couple miles offshore.



LATITUDE / ANDY

— cont'd

boat.

Alameda sailor Ben Mewes, who knew Long for more than eight years, said that his ultimate goal was to sail *Culin* to his hometown of Cork, Ireland. His family has since retrieved the patriarch's cremated remains with plans to scatter half his ashes in San Francisco Bay and the other half in his homeland.

— *ladonna*



tin can — cont'd

After discovering cracks in a weld joint, he radioed for Vessel Assist, who went out and towed *Tin Can* 32 miles into port on Saturday, February 15. He told local sailor Jeremy Leonard, one of dozens of people who came down to and see the boat, that he'd left too late this season, and that he would take the boat back to Napa and "try again next year." He also said he was going to make some modifications to the design so the boat, which features flat-bottomed hulls, wouldn't pound as much.

Tin Can arrived back in Napa on Tuesday, February 19, 8 days after she was launched there.

Vann and his boat have been brutalized in online sailing forums. However, nearly everyone who has met him in person says he is articulate, intelligent and friendly. And even if they don't particularly like the boat, everyone we have talked to who has met Vann comes away admiring the man and his adventurous spirit.

Although we have yet to even talk to him, we can't help but side with this latter group. Admittedly, *Tin Can* does not appear to us to be the right tool for the job, but we can't help but admire Vann himself — he built the boat he said he was going to build, the way he said he was going to build it and for the budget he had available. And he did sail it out the Golden Gate. That alone is farther than many dreamers ever get. Although a failed weld is surely embarrassing, he's not the first person who has had to stop a proposed great voyage shortly after the start. He deserves a chance to prove himself, and we surely hope that, in time, he will — but not necessarily on *Tin Can*.

— jr



PETER LYONS / WWW.LYONSIMAGING.COM

Vann recently wrote on his blog that he is reconsidering another attempt. He'll write about his struggles in the June issue of 'Esquire'.

commodore gets catty

Now in his seventh decade of sailing the world's oceans, Warwick 'Commodore' Tompkins of the Mill Valley-based Wylie 38+ Flashgirl has never been afraid to express an opinion, particularly when it comes to sailing and boats. So when we learned that he'd just completed a 5,500-mile delivery of a 46-ft cat from New Zealand to Japan, and hadn't liked the cat experience, we wanted to find out why. After all, we've been happy cat owners for more than a decade and have generally given multihulls favorable coverage in this magazine. The following mini-interview was done so that Commodore could provide his opposing viewpoint. His wife Nancy was also on hand.

38: Give us the facts.

Commodore: The cat, *Zepherous*, was designed and pretty much built by John Hughes of New Zealand. The craftsmanship was superb, so she's probably the best-built cat I'll ever sail on. She had a beam of 24 feet and, when empty, displaced about 19,000 pounds. Although Dacron, her sails were decent enough, but I thought her rig left something to be desired.

38: Did you have any previous multihull sailing experience?

Commodore: I was about 18 when Mill Valley's Arthur Piver was doing his thing, and I think I spent about 15 minutes on one of his

continued on outside column of next sightings page

SIGHTINGS

commodore — cont'd

trimarans. It seemed weird, so I didn't sail on them anymore. I also sailed P Cat beach catamarans off Honolulu a couple of times, but that's it.

38: What was the weather like on the delivery to Japan?

Commodore: We had mostly light air until we approached Japan, at which time the wind became fresh. Our top speed was 18 knots



Nancy and Commodore Tompkins.

while surfing down a wave on approach to Micronesia.

38: Can you think of five positive things to say about cruising cats?

Commodore: No. I tried my best, but I couldn't get past four. First, if she's a decent cat she'll have a nice turn of speed at the top end. Whereas a mono-hull might top out at about 12 knots, a cat

might be able to do an extra five knots. That's nice. Second, cats have lots of room, and the two hulls mean there is a lot of inherent privacy. Three, cats don't roll when you're sailing downwind. Lastly, based on our experience, cats don't roll too badly when lying to a sea anchor.

38: You used the sea anchor on your delivery?

Commodore: We used a sea anchor twice on our approach to Japan. Once it was blowing 50 knots and another time it was blowing 60 knots.

Nancy: It was real comfy riding to the sea anchor.

38: No kidding. How big were the seas?

Commodore: The seas were about 25 feet, and yes, we were comfortable enough to play chess, bake brownies and stuff like that. While it's true that Nancy felt safe, I wasn't as confident. As the skipper of the cat in those conditions, I felt like I was entering a ritzy house with a huge dog on a leash. In cases like that, you're hoping — but not sure — that the dog won't drag you off your feet, pee on the carpet, gnaw on the piano legs and shit on the host. The bottom line is that I just wasn't sure what the cat was going to do in the strong winds and big seas.

38: All right, enough about all the good qualities. What's the bad stuff, preferably in order of the worst qualities first.

Commodore: The worst thing about cats, including *Zephyrous*, is that they can't sail to weather. This boat had respectable sails, and I know how to trim sails, but no matter what I tried, I could get her to tack in less than 117°. That's not good.

Second, when doing more than 12 knots, it was almost unbearable on any point of sail but downwind because the seas hit the underside of the bridgedeck. It was like a cherry bomb going off every time and, if you were in the salon, you'd become airborne. This cat had a bridgedeck clearance of about 30 inches, which is more than many cats. Unless you were sailing deep or broad reaching — where the top end speeds were admittedly wonderful — you had no choice but to slow the boat down.

Third, unless the cat was at speed, she made nothing but leeway. In less than five knots of wind she wouldn't steer at all. And she was so unwieldy under power that you couldn't — or wouldn't want to — drive her through an anchorage. Even in paradisiacal places I was unwilling to take her out and anchor so we could snorkel with the turtles because I didn't have confidence in being able to handle her properly.

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sewage spills

Last month was not a good one for Richardson Bay. On January 31, 2.7 million gallons of partially treated sewage spilled into the bay after a Mill Valley treatment plant failed to turn on enough pumps to deal with a bout of heavy rainfall.

That the spill occurred wasn't all that shocking — they happen with frightening frequency during rainy periods — but the



in the bay

fact that it took 20 hours to notify the public of the massive spill, and subsequent contamination of Richardson Bay, was.

Even more shocking was the revelation that, six days before, the same sewage agency pumped nearly 2.5 gallons of the stuff into the bay and not a word was said to the public. The outcry was deafening,

continued in middle column of next sightings page

commodore — cont'd

Fourth, the house that provided all the wonderful interior space blocked the helmsman's view of the opposite hull, so you couldn't see when docking. Since the engine controls were only on one side of the boat, you only wanted to dock on that side.

Fifth, when sailing to windward in close to 30 knots of wind, while flying a triple-reefed main and full jib, the sideways forces were so powerful that the daggerboard broke. I don't know how strong the forces are, but they must be astronomical.

The bottom line is that, in rough weather, I have a sense of security when aboard our Wylie 38+ *Flashgirl*. Aboard the cat, it was like hav-

continued on outside column of next sightings page

To Commodore, 'Zephus' handled like a "really big dog who was tense."



PHOTOS COURTESY COMMODORE TOMPKINS

SIGHTINGS

commodore — cont'd

ing a really big dog who was tense. I kept wondering what she was going to do next.

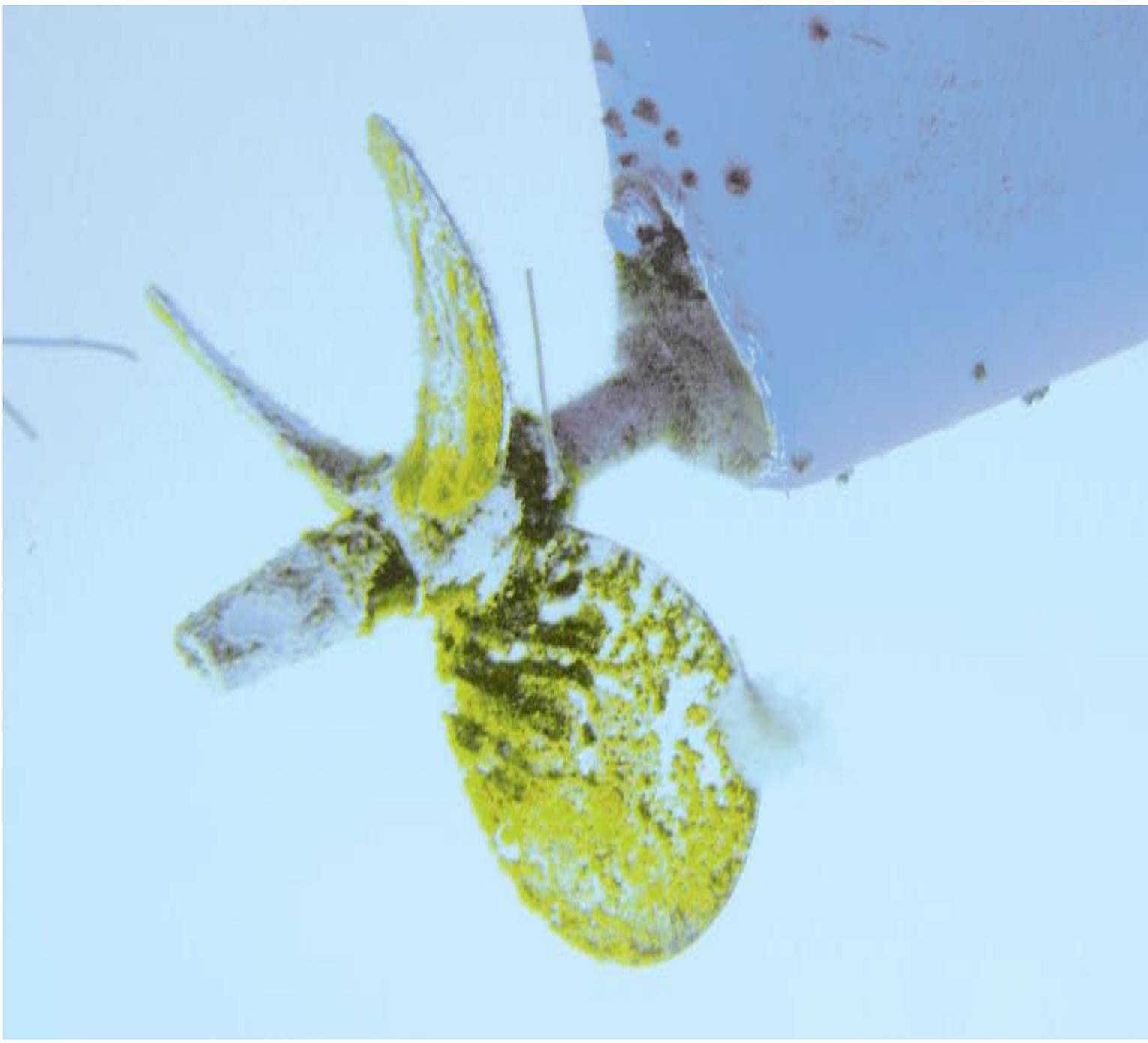
Nancy: But the more time I spent on the cat, the more confidence I got. I never felt as though she was going to flip or break. For me it was a fantastic experience to make such a long journey on a new, top-of-the-line cat. Sailing upwind was bad, but broad reaching was great, and I enjoyed all the space. However, I am looking forward to getting back aboard *Flashgirl* in Fiji.

Commodore: Sixth, most cats have shrouds with bases after the
continued on outside column of next sightings page

sewage

but state agencies insist the failure to notify the public was just a miscommunication. No harm, no foul.

Make that 'no fowl'. Just a day after the first spill on January 25, dozens of dead birds started showing up on the shores of Richardson Bay, especially along a 1.5-mile stretch from Blackie's Pasture to Arambaru Island. In fact, at least 200 have been found — we've seen dozens floating



— cont'd

in the slips of our Sausalito moorage — and their numbers are increasing.

The State Department of Fish and Game tested several dead birds with mixed results. Only one bird was positive for avian cholera, a highly contagious and deadly disease, and the others' necropsies were inconclusive so more birds are being tested.

continued in middle column of next sightings page



In this space last month, we facetiously demonstrated that the way to get clear sailing photographs is by regularly washing your cameras — insides, too — to keep them clean. It was, of course, a joke based on our having lost two cameras — worth a total of over a grand — in less than a week.

When Mike Harker, the subject of this month's *Latitude* Interview, pulled into town, he had the solution for us: the Olympus point-and-shoot 725 SW Stylus which is shockproof and waterproof to 15 feet. In fact, it comes with its own PFD. Before starting his circumnavigation, Harker bought three of them at Costco. "I'm giving you this one," he said. Then he threw it off the back of *Wanderlust 3*. After we retrieved it, it worked great.

The Olympus 725 SW Stylus 7.1 megapixel camera with a 3X zoom. It may not have all the features of other similarly priced digital point-and-shoots, but it is waterproof, which is a huge advantage on a boat. In fact, we used it to take the accompanying photo of our prop. Filthy, isn't it?

— richard

commodore — cont'd

most instead of a backstay. This means that you can't really let the fully-battened sail out all the way. As such, the fore and aft sails were inefficient. That was the shits.

Seventh, on this cat and many others, there wasn't a good sail plan. There wasn't a decent staysail, and the headsail wouldn't go out far enough when the wind was on the beam. The traveller track wasn't wide enough to effectively trim the sails.

How would we respond to Commodore's complaints? First, we agree that no matter if there are daggerboards or keels, they don't point well. Profligate tacks in 110°, and we haven't seen a cruising cat that did any better. Second, 'bombs' on the bottom of the bridgedeck of cats with low clearance can be disconcerting, and, when sailing upwind, cats often have to be throttled back for the comfort of the crew and to keep from breaking the boat or rig. Third, cats are indeed slow in light winds, and some have a lot of leeway. Cats that are powered by outboards on 'sleds' are indeed tricky to maneuver, but cats with twin diesels are extremely maneuverable. Fourth, because of the sizes of cat salons and the beam of cats, there are visibility and distance judging issues, but you get used to them. Fifth, daggerboards can break. In very strong winds it's best to raise them. Finally, we know what Commodore means when he says he just wasn't sure what the boat was going to do next. When you've been sailing monohulls your whole life, you're just not sure that such a large and rectangular structure should be going through the water so fast. But you get used to that, too.

In our opinion, the real bottom line is that all boats are compromises, and everyone has to decide for themselves whether the positive things about cats outweigh the negatives. The legitimate negatives are that they are much more expensive, they don't point anywhere near as well as a good monohull and, in 18 knots of true wind, we'd rather sail upwind in a good monohull than in most catamarans. To our mind, the positives are that cats can be much faster, they sail flat and are therefore less fatiguing, they are incredibly roomy, and they don't roll at sea or at anchor. Finally, the number of monohull sailors who have switched to multihulls far exceeds those who switch from multihull to monohull. The latter, in fact, are almost non-existent.

— richard

crew list — it all takes place in cyberspace

For the past 20-some years, every March (and April) issue of *Latitude 38* have contained Crew List features, where all boat owners and prospective crew could read through each other's lists of contact information and hopefully arrange to get together for some seriously fun sailing.

You won't find that article in this issue, or next month's, because these days, it all takes place in cyberspace.

(As odd as this may seem to *you*, believe us, not having the Crew List in the magazine anymore feels like that dream where you wake up in history class wearing just your underwear.)

So what's the point of even mentioning it here? To remind you that the March Crew List — wherever it appears — has always been specifically aimed at the racing crowd. In the big picture, summer isn't that far away, and part of the preparation for any new season is firming up crew. So whether you are a boat owner who needs crew, or a crew who needs to find a ride, go to www.latitude38.com, click on "Crew Lists" and follow the prompts. You will not only find forms specific to your situation but, with a few clicks of the mouse, you can view the current lists of boats looking for crew, or crew looking for boats — in real time.

continued on outside column of next sightings page

crew list — cont'd

One thing has not changed, and that is that you should not procrastinate. Whether in real time or the 'old way', the good rides and people go quickly.

You don't have to fill out a crew list form to take part in the fun. If you're a boat owner and you spot a guy or gal's name whose skill-set fits your needs, by all means, contact them (click on the name for more information). However, please note that anyone who uses the Crew Lists must take responsibility for their own actions. As the lawyers put it: The *Latitude 38* Crew List, and the Crew List forms, are intended for informational purposes only. *Latitude 38* does not make or imply any guarantee, warranty or recommendation as to the character of individuals participating in the Crew List or the conditions of the boats or equipment. You must judge those things for yourself.

Not interested in racing? No problems. There are also categories for Cruising (general and 'Mexico-Only'), Daysailing, Co-Chartering and Boat Swapping. Not familiar with the latter? It means letting another boat owner use your boat in San Francisco in exchange for equal time aboard his boat in another area, such as the Chesapeake.

Our usual tips and suggestions also appear online so we won't repeat them here. Well, just two: do be honest and don't be sexist. Following these two precepts will do you well in both the Crew List and life. To help keep lusty crew list men in line (it must be all that fresh air and sunshine), we recommend that women use only first names when signing on to the Crew List.

The Crew Lists are free. And everyone who takes part is invited to our spring Crew List party on April 3 at the Golden Gate YC. Hours are 6-9 p.m., admission is \$7 per person. No big changes are planned for this long-running *Latitude* tradition. Just the usual no-host bar, munchies, equipment demonstrations and camaraderie. (As an added attraction this year, Laura Paul of the YRA will be on hand to help skippers sign up to race.) It's not only a great 'neutral ground' for new Crew Listers to meet up for the first time, it's also a great place to make the actual crew-boat connection, since all boat owners and crew will be wearing color-coded name tags.

We'll see you there!

— jr

argonaut rides again

"Let me make one thing clear," says Mike Scott, "the boat's famous, we're not!" Apparently one liability of owning a once-famous race boat like the Cal 40 *Argonaut* is that people naturally assume you're a hotshot. "We're just hoping to get her to French Polynesia in one piece." Mike and Liz Strash are currently prepping this vintage sloop in Puerto Vallarta to do the Pacific Puddle Jump to French Polynesia. (See article on page 150.)

Racing aficionados may remember that *Argonaut* took overall honors in the 1969 TransPac, breaking a corrected-time record that had stood since 1951. Needless to say, there was plenty of wind that year. A big blow kicked up the first night out with gusts into the 30s, causing two boats to dismast and a half dozen others to run for shelter. The storm lasted three days, launching the fleet west at a record pace, led by the two 73-ft ketches *Blackfin* and *Windward Passage*.

The entire race was full of high drama, including a mid-ocean rescue of a badly injured sailor by the destroyer *USS Black* which was returning home from Vietnam. In an upset victory over *Blackfin*, which had been leading all the way, *Windward Passage* took line honors to the cheers of a huge crowd of spectators. Hers was the first record-breaking finish in daylight since the contest began in 1909! Her time of 9d/9h/24m/59s beat *Ticonderoga's* 1965 barn door re-

continued on outside column of next sightings page

sewage

Casting doubt on the cholera theory is the fact that many of the birds found in Richardson Bay appeared to be emaciated. Avian cholera is a swift killer, so birds don't have time to lose weight — they're fine one minute, dead the next — indicating another cause of death.

One theory is a combo deal: oil from



Mike and Liz Strash may not have the racing talents of the 'Whiz Kids' but they'll soon be taking 'Argonaut' to new and distant waters.

— cont'd

November's *Cosco Busan* spill could have made it into the digestive tracts of the birds, weakening them and making them more susceptible to cholera or other diseases.

Regardless of the cause, it's going to be awhile before Richardson Bay bounces back.

— *ladonna*

argonaut — cont'd

cord by well over four hours. But we digress . . .

Meanwhile, back in Class C, three Cal 40s — *Argonaut*, *Vivant* and *Curioso* — were battling for dominance in a hard-fought race. *Argo* had gotten a nice lead out of the box, rounding Catalina fourth in fleet. Aboard were the so-called Whiz Kids, one of the youngest crews ever to do the race: Gary Weisman, 17; Jimmy Smith, 17; John MacCoshan, 20; John Andron, 22; Bob Sanford, 22; Geoff Andron,

continued on outside column of next sightings page



LATITUDE / ANDY

SIGHTINGS

argonaut — cont'd

24; and one 'old-timer', Jay Aranja, 38.

Once the wind kicked in, they averaged eight knots or more the whole way across, with one 24-hour run of 225 miles. *Argo* crossed the line in well under 12 days, correcting out to 6d/20h/44m/07s, a record which remained unbroken until 2005, when the TransPac 52 *Rosebud* beat it by half a day.

But like we said, don't expect any record-breaking antics from Mike and Liz. Then again, the Seattle-based couple's cruising timetable is open-ended. Who knows, maybe they'll set a record as the first Cal 40 to circumnavigate!

— *andy*

turnaround's

Floridian Heather Neill, 43, left Steinhatchee, Florida, on January 3, two days after the 'scheduled' departure date for her planned solo circumnavigation aboard her 20-ft Flicka *Flight of Years*. She had spent the last eight months hurriedly preparing for her dream voyage — selling her house, her car, most of her belongings. Her first planned stop was the Panama Canal, then on to the Marquesas and so on.

But almost as soon as she untied the



SpyCamAir sends this little remote-controlled cam-plane into the skies to snap aerials of your boat at a fraction of the cost of hiring a helicopter and photographer.



fair play

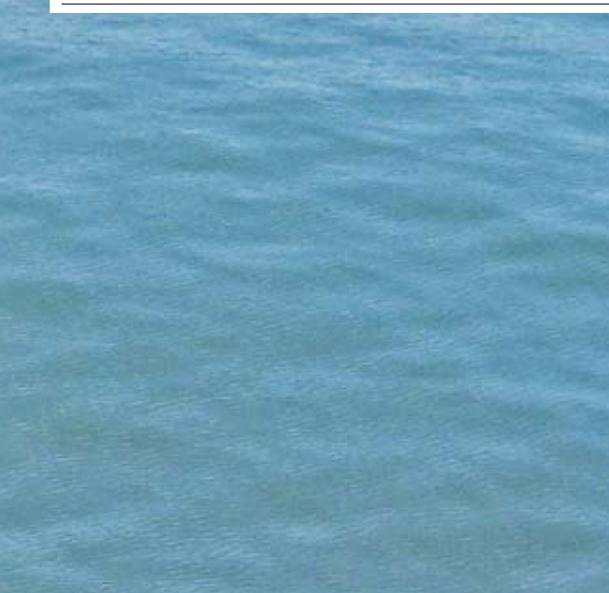
docklines, she knew she shouldn't have left. She'd let her 'schedule' dictate her departure, rather than her readiness. Suffering from seasickness and a severely injured thumb, Neill turned for home after just 100 miles. She plans to spend the next year finishing all the projects she skipped for the sake of time, healing and really learning to sail her boat.

See www.solo-sailor.com for more.

— *ladonna*



BELOW & RIGHT: CHRIS HUMANN



the poor man's helicopter

Who wouldn't like a cool aerial photograph of their boat sailing the deep blue seas? But who can afford to hire a plane or helicopter — not to mention a photographer — to do the job?

Bridges come in handy for this, assuming there's one around and you're allowed to walk out on it. (The Golden Gate has long been *Latitude's* 'helicopter'.) But just last month we learned about two new and more affordable ways to get aerial photos of your boat. Both ideas are nothing short of brilliant.

The first is Spy-CamAir, based in Ensenada. Created by Lonnie Ryan and Spike Webb (who gives credit to his grandfather for the idea), this new business uses radio-controlled airplanes with digital cameras mounted aboard. After arrangements are made with a client, and the boat arrives in a predetermined area, Spike flies the plane, either from land or the water, and takes numerous photos from different angles. The remotely fired camera can take as many high-res photos in its two-hour flight time as its chip will hold. The upper wind limit is 10 knots for the little plane, so don't expect photos that look like Cape Horn roundings. But the photos we've seen (one of which is the spread) have been spectacular. The company also photographs real estate and special events ashore. Photo packages start at \$300, which includes a CD of photos in their original 'unretouched' form. Photoshop tweaking, printing, travel time, etc. are available at extra cost. Of course, there's no travel time if you're already in Ensenada. "It's a good excuse to sail down, do the photo shoot and have a taco and margi," notes Ryan.

For more info, log onto www.spycamair.com or email truetraveler@gmail.com.

For DIY-ers, there's another relatively low-cost option to consider: the kite cam. While sailing across the Pacific aboard his Berkeley-based Dana 24, *Carroll-E*, in the last Singlehanded TransPac, Chris Humann used his own self-built kite cam set-up to get some spectacular footage of his boat clipping along at hull speed.

Humann explained that, though he'd love to take credit for the brilliant idea, the concept is an old one. "I first learned about it when I was in grad school," he said. Then, years later, when he became interested in sailing, he watched the Yves Gélinas (inventor of the Cape Horn self-steering system) film *With Jean-du-Sud Around the World*. "I thought the birds-eye view of the boat was really cool."

With a little guidance from the many internet sources on the subject, Humann — an architect — constructed his own Picovet, a self-leveling suspension system on which the camera mounts. At sea, he launches the kite, usually off the transom, in at least 8-10 knots of wind, and makes sure it's stable before attaching the Picovet. He turns on the camera — he uses a small palm cam with a super-wide-angle lens — and sends the whole shebang aloft with a simple pulley system.

"I could leave it up there until the video runs out," he noted, "but I'm usually too impatient to see what I got." Humann admits that it took a bit of practice to get the angle just right on the camera, but



Chris Humann, above, uses his homemade kitecam to get video of himself singlehanded 'Carroll-E'.

continued on outside column of next sightings page

helicopter — cont'd

now gets “at least one minute of the boat out of every 10 minutes the camera is in the air.” While advanced — and expensive — remote controlled cameras are available, he’s happy with his low-tech method.

Even if you don’t want to build your own ‘poor man’s helicopter’, you really should watch Humann’s footage. Check it out at www.youtube.com/user/chumann1.

— jr & ladonna

glenn wakefield takes on the world

While some record-breaker wannabes hustle for corporate sponsorships and big headlines, others go about their business quietly, looking not for the limelight but for the adventure itself. Canadian Glenn Wakefield is one such sailor.

Wakefield, 57, left Victoria aboard *Kim Chow*, his 1969 Cheoy Lee Offshore 40, on September 23, 2007, determined to be the first non-stop west-about solo circumnavigator to leave from North America. (While the title is a mouthful, it would, indeed, be an official record with the World Sailing Speed Record Council.) If he succeeds, he will only be the fourth person to complete the tough upwind journey, and the first to do so without a major financial sponsor.

Wakefield caught the sailing bug back in ‘69 when he crewed on the Jack Laurent Giles-designed 111-ft *Blue Leopard* in the Med. He spent the next two decades building a contracting business and raising two daughters with his wife Marylou in Victoria — while sailing as much as possible on his and other people’s boats. In 1997, Wakefield singlehanded his Haida 26 to the Marquesas, where he and his family spent several months exploring the South Pacific before he sailed her on to New Zealand. He bought *Kim Chow* — which means “sword through water” — in 2001.

Though it took him four years to complete a major refit of *Kim Chow* — including replacing the teak decks with fiberglass, installing a new boom, buying new sails, adding a full complement of electronics, replacing four bulkheads, installing new winches and a Monitor windvane, and switching out the hydraulic steering for a tiller — Wakefield says he’s actually been preparing for this trip most of his life. “Reading and re-reading the stories of singlehanders like Robin

Knox Johnston, Chay Blyth, Sir Alec Rose and John Guzzwell provided lots of inspiration,” he said.

Not surprisingly, he’s now acting as an inspiration to others. His website includes encouraging notes from those following his trip, including Dee Cafari — who became the first woman to singlehand non-stop westabout in 2006 — and Wakefield’s own inspiration, Sir

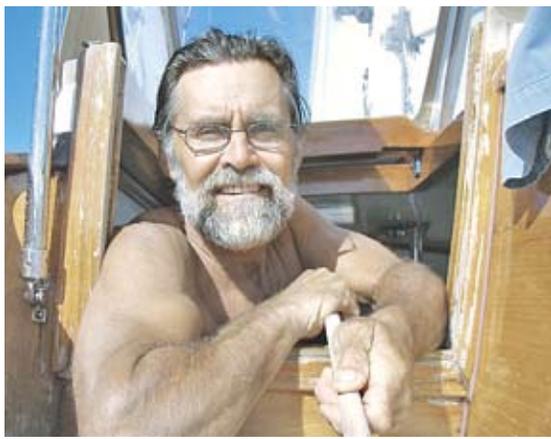
Robin Knox Johnston. “Glenn is obviously making good progress,” Sir Robin wrote to Marylou. “Two of the great Capes to go, assuming Cape Leeuwin behind. Everything to sail for. Hope progress continues safe and fast, and please keep me updated.”

Wakefield’s progress may seem slow compared to the mega-su-

continued on outside column of next sightings page

extreme

Located 250 miles south of Buenos Aires, the Argentine city of Mar Del Plata plays host to juniors from across the Americas every February for the Semana de Mar del Plata. The biggest turnout is in the International Optimist Dinghy, and you can see from these photos that they don’t sit it out when the breeze — or standing waves — come up!



GLENN WAKEFIELD

“I’m just an average guy fulfilling his dream.”

optis

Although he wasn't in attendance, Kentfield's Antoine Screve knows a thing or two about sailing the plucky little dinghies. In December, he topped an international fleet of 201 Optimists at the Orange Bowl Regatta in Miami. Screve moved to the Bay Area a year ago and now puts in his training time at SFYC.

— rob

glen wakefield — cont'd

per-deluxe machines that have been breaking records recently but, considering the boat he's in — and the fact that he's beating against wind and current — we think he's doing amazingly well.

On February 19, *Kim Chow* crossed the halfway mark just southeast of the Cape of Good Hope. Wakefield's simple message to his wife was "Hi, honey — I'm on my way HOME! Open the champagne!"

Follow his progress at www.kimchowaroundtheworld.com.

— ladonna



GITANA 13

By the time you read this, one of the most spectacular sailboats in existence will have entered San Francisco Bay, doubtless shattering a sailing record that stretches all the way back to the clipper ship days. The boat is the 110-ft catamaran *Gitana 13*, and the record is the *Route De L'Or* — the route of gold, so named for the gold seekers who sailed it from New York to San Francisco in the mid-19th century. Early estimates had the boat arriving here in time for a full feature in these pages. Unfortunately, she was still about 2,000 miles away as we went to press. So consider this a preview of the main event.

The Boat

Gitana 13 began life as *Innovation Explorer*, one of three sisterships built expressly to do The Race, the nonstop, round-the-world crewed event for maxi multihulls which started on December 31, 2000, off Barcelona. Constructed along with two sisterships (*Club Med* and *Team Adventure*) at the Multiplast boatyard in Vannes, France, the Gilles Ollier design was launched in October, only months before the start of The Race. (*Club Med* splashed down in May, while *Team Adventure* was even later, launching in November). When The Race ended in early March, *Club Med*, skippered by Grant Dalton and a team of Kiwis,

All lines led aft — on a maxi cat, the cockpits are mirror images of each other and almost all sail trim can be handled from each one.



had won. *Innovation Explorer*, and an all-French team headed by Loick Peyron, was second, and *Team Adventure*, with a multinational crew skippered by American Cam Lewis, was third. (As for the rest of the fleet, Steve Fossett's 125-ft cat *PlayStation* retired early on after hitting something, and the last two finishers, both older boats lengthened for the event, were hopelessly outclassed by this new breed of cat.)

After The Race, the three sisters dispersed to various other projects. In 2002, *Innovation Explorer* resurfaced as *Orange*, a powered-up version of the original design that Loick's brother, Bruno Peyron, sailed to a new Jules Verne nonstop round-the-world mark. An attempt at the same record by Ellen MacArthur in 2003 ended when the boat — this time as *Offshore Challenge* — was dismantled in the Indian Ocean.

In 2006, Baron Benjamin de Rothschild's *Gitana Team*, which currently runs a stable of three large offshore racing boats, acquired the big cat and brought her back to Multiplast for a comprehensive refit and update. She emerged last January as *Gitana 13*, leaner, meaner, prettier — and hopefully faster — than ever. However, plans for two Atlantic record attempts last year were scrapped when the boat hit an underwater object that shattered one of her rudders a few days into the Route of Discovery (Cadiz-San Salvador). We're unclear on how or when she arrived in New York, or when the decision was made to attempt the NY-SF record.

The Crew

The skipper of *Gitana 13* for this run and the record attempts to follow (more on that later) is 48-year-old Lionel Lemonchois, a highly decorated French sailor who has come up through the ranks with four mini-Transats early in his long resumé and, more recently, victories in the 2005 Transat Jacques Vabre and the 2006 Route du Rhum. In the latter, a 3,500-mile race from St. Malo to Guadalupe, he singlehanded the 60-ft trimaran *Gitana 11* to a new record.

Lemonchois was also aboard *Team Adventure* (*G-13*'s sistership) during The Race, and he accompanied Bruno Peyron aboard *Orange* on his record-setting Jules Verne circumnavigation. If there was ever a right man for the job of skippering this 110-ft catamaran in pursuit of records, Lemonchois is him.

The rest of the crew, most of them veterans of other *Gitana* programs and



all of them experienced sailors in their own rights, are: Dominic Vittet (navigator), Thierry Duprey du Vorsent, Ludovic Aglaor, Olivier Wroczyński, Fred Le Maître; Nicolas Reynaud, David Boileau, Leopold Lucet and Florent Chastel.

The Record

In the big scheme of things, the *Route De L'Or* is not on the radar screens of most record-seekers. They would rather take on shorter, easier ones, like the Route of Discovery, or more high-profile ones like the west-east transatlantic or 24-hour mark. Probably the main reason the route of gold is rarely pursued is that the 14,000-mile route has a lot more windward work in it, including going the 'wrong way' around Cape Horn (east-west against the prevailing wind). So although it's only half the distance of a circumnavigation, some say it is harder than going all the way around.

In the late 19th and early 20th centuries, when sail gave way to steam and the Panama Canal opened, most of the old sailing records faded into history. A few, like the transatlantic, were still contested by large gold-plater yachts, but the New York to San Francisco mark

— YEAR OF THE CAT



'Gitana 13' in sea trials last year. The boat is capable of speeds in the 30s and 600+ mile days, but didn't get her conditions in the Pacific.

was largely forgotten until the 1980s, when several individuals had a go at it, including Southern Californian Mike Kane, whose 55-ft trimaran *Crusader* was dismantled off the Horn, and Chay Blythe, who made three failed attempts over a two-year period.

In 1989, the Manhattan YC threw down a gauntlet called the Clipper Challenge Cup. It wasn't exactly a race, as boats could leave any time; the first one to break the record got the Cup. Adding glitter to the event was the revelation that the record not only still belonged to a clipper ship — it belonged to *Flying Cloud*, perhaps the most famous American clipper ever. Under Captain Josiah 'Perk' Creesy, the 229-ft *Cloud* had sailed the route in 89 days, 8 hours in 1854. And that record still stood!

Five boats — three French, two American — took up the challenge. In February, 1989, Warren Luhrs and two crew aboard his Open 60 *Thursday's Child* sailed under the Golden Gate in 80 days, 20 hours, entering the Bay amid one of the largest flotillas of recreational craft

we've ever witnessed. (Only the arrival of the *Queen Mary II* a few years ago rivaled it). A few months later, the other American effort, Georges Kolesnikov and a single crewman, Steve Pettengill, arrived, having sailed the 60-ft trimaran *Great American* from the Big Apple to the Golden Gate in 76 days, 23 hours. (Only one of the French teams made it, but never threatened the record.)

Nothing much happened after that for a decade. Then, in 1994, French sailing celebrity Isabelle Autissier sailed her open 60 *PRB* from New York to San Francisco, solo, in 62 days, 5 hours — beating the old record by an impressive two weeks. The sail was ostensibly a warm-up for her participation in that year's Around Alone Race (where she famously capsized in the Indian Ocean and was rescued by the Australian Navy). But she was so intrigued by the New York to San Francisco run that she enticed two other French Open 60s

to make it into an actual race (crewed this time) called — what else — The Gold Race, which took place in 1998. Yves Parlier's *Aquitaine Innovations* won, setting a new record of 57 days, 3 hours, 21 minutes. This is the current mark that *Gitana 13* is aiming for.

Given that *Gitana 13* is a fast, proven catamaran almost twice the size of *Aquitaine Innovations*, there's little doubt that, if they don't hit anything or break the boat, they will annihilate the current record. The only question is by how much.

The optimistic early estimate had them entering the Bay by February 20 — 35 days out of New York. Indeed, they screamed south, gobbling up Atlantic in 500-mile-per-day bites. Even their passage through the doldrums was quick thanks to weather routers, who found them a 'mouse hole' of wind through the notoriously windless latitudes near the Equator. Back in the southern hemisphere trades, they once again galloped down the coasts of Brazil and Argentina, reaching the Lemaire Strait, the 'doorway to the Horn' in only 18 days. That's when all hopes of a 35-day passage came to a screeching halt.

There are stories from the old days of ship captains who became so frustrated after repeated attempts to round old Cape Stiff from east to west that some of them just turned around and ran all

the way around the world the other way to get to their destinations. The weather hasn't improved since then. *Gitana* got a good taste of it in the form of 50 to 60-knot winds at the entrance to the Lemaire Strait. Luckily, it was out of the west, so they were in relatively sheltered water. Unluckily, the same weather system was bashing the coast of Chile with waves that would make hard-

core Mavericks surfers think twice. And the forecast called for only a brief respite before a second system of nearly the same intensity hit.

There was nothing to do but wait it out. On Sunday, February 3, 7,000 miles out of New York, *Gitana 13* hove to under bare poles at the entrance to the Lemaire Strait. Skipper Lemonchois



'G-13' skipper Lionel Lemonchois.

GITANA 13

radioed the shore team back home that he hoped they would be underway again by Wednesday, but that day came and went. So did Thursday. The crew used the downtime to survey and service every inch of the boat in preparation for the second half.

On Friday, after waiting out both storms, they finally got underway, sailing close-hauled 100 miles southwest to and round the world's most infamous cape.

But the tribulations weren't over. On the other side, conditions were much more unstable than during the run south. A series of highs and lows (both literal and figurative) hamstrung their northward progress. The boat was still able to make 500-mile days on occasion, but only perhaps 300 of those would actually be toward their destination. The rest were westing, partially from being forced that way by Mother Nature, partially because they needed a lot of westing to get to where they were going.

Even when they finally got into the trades again, they were weaker than usual and forecast to weaken even more. Navigator Vittet and the *Gitana* weather

team back home did their best, but progress was slow, at least for this boat. They were nevertheless way ahead of *Aquitane Innovations*, which had taken a month just to get to Cape Horn. The last report before presstime found them once again picking their way through the windless minefield of the Pacific doldrums, and hoping for good breeze for the final sprint to San Francisco.

G*itana 13's* stop in the Bay Area will be brief, although we're not sure how brief. Shortly after arrival, she will haul at Nelson's Boatyard in Alameda (as fate would have it, next to an old competitor, the late Steve Fossett's 125-ft catamaran *Cheyenne*), get some work done and then — when the weather window opens — she will head out to try to break the San Francisco-Yokohama sailing record, followed by Yokohama-Dalian, Dalian-Taipei, Taipei-Hong Kong and the Tea Route: Hong Kong-London.

If all this sounds vaguely familiar, you might be recalling the blink-and-you'll-miss-it visit by another famous

maxi-multihull, Olivier de Kersauson's 110-ft trimaran *Geronimo*. In 2006, that boat was on a mission to set a bunch of records in the Pacific, and San Francisco was merely the start and finish line for two of them. *Geronimo* arrived one rainy day in April and departed for Yokohama just three days later. She broke that record, then appeared briefly back in the Bay in June, having set a new record from Yokohama to San Francisco. Once again, she was here barely a week to sail a few sponsors around, then departed.

One of the records *Gitana 13* hopes to break is *Geronimo's* San Francisco-to-Yokohama mark.

If *Gitana 13* arrived before this issue came out, we hope that you got out to greet her, and/or get the opportunity to see her sailing. If she has not arrived yet, keep an eye on *Lectronic Latitude* (www.latitude38.com) for the latest updates. And please plan to go out and give her a good old fashioned Bay Area flotilla welcome. She will have earned it.

— **latitude** /jr





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THREE BRIDGE FIASCO



As I was flying down to do the Three Bridge Fiasco on January 28, my mind drifted back about 20 years to when I was a member of the Board of Directors of the Singlehanded Sailing Society. At one memorable meeting, another board member, Ants Uiga, came up with an idea for a race that was just plain weird. Paraphrasing a bit, the conversation went something like this:

Ants: "You know, there aren't many singlehanded or doublehanded races in

January."

The rest of the Board: "Yep, probably because January has storms, rain, big tides and current — and usually light or no wind."

Ants (undeterred): "I would like to propose a race around our three bridges, the Golden Gate, Richmond-San Rafael and Bay bridges. That makes it about 21 miles, a pretty good all-day race."

Board: "Hmmm, that's actually not a bad idea."

Ants: "Oh, and one more thing: you can't tell the racers which order to round the bridges — let them decide themselves."

Board: "Whoa! Now that's just nuts! That would mean boats going in different directions and coming at each other head-on!"

Ants: "Oh, that's easy. We stagger the starts and have the slow boats start first and the fastest boats last. The handicap will be pre-calculated, so that the order

— FEAST, FAMINE AND FUN



Bill and Melinda Erkelens (with the rest of the 'crew', Ashley and Joshua) were first to finish in the Three Bridge Fiasco. They sailed the Mumm 30 'The Word' clockwise, went wide around Red Rock and slipped through Raccoon Strait on the Angel Island side, passing many boats stuck on the Marin side. This marks the third time they have finished first overall in the last four runnings of the TBF, and all wins have been on different boats.



you cross the finish line is how you placed.”

That was banging all the weirdness corners. We were stunned. What the hell kind of warped mind could possibly come up with that? Naturally, we approved it resoundingly, then continued our drinking. It wasn't long before we'd come up with the perfect name for the perfect beast: the Three Bridge Fiasco. And the rest, as they say, is history.

The 33-boat-strong Moore 24 class start at the Three Bridge Fiasco. The partially obscured yellow jib to the right is Andy Schwenk's division-winning 'Lowly Worm.' Second place Scott Easom's 'Eight Ball' (#85, to right of center) is likewise barely visible in the melée.

In the first few races, competitors actually had to round the pilings of the big three. Now they round nearby 'marks' — Blackaller Buoy off Crissy Field (Golden Gate), Treasure Island

(Bay Bridge) and Red Rock (Richmond Bridge). But no matter what marks were designated, from that first year on, the TBF has steadily gained in popularity. It now ranks second only in participation to April's Great Vallejo Race and is the best-attended shorthanded (there are divisions for both single and doublehanded entries) event of the year in Northern California. And this year's 295 entries was the largest fleet ever, making this one of the most popular races of the year.

THREE BRIDGE FIASCO



And remember, it's held in *January*.

After a lifetime of living in the Bay, my wife Linda and I moved to Port Townsend last year. But with *Pegasus XIV* still down in the Bay, the Fiasco offered the perfect opportunity to return to the old stomping grounds, as well as knock some of the garden off the bottom of the boat. And what better way to start another year of racing than in the world's wackiest race?

I've singlehanded this event many

times, but 2008 would mark only the second time doublehanding. Of the many boats I've sailed in the TBF, *Pegasus XIV* is far and away my favorite. And I'm not

We were stunned. What the hell kind of warped mind could possibly come up with that. . . ?

just saying that because I designed and built the boat myself from scratch. (Well maybe that is why I'm saying it. . .) Ever

since the launch, I've been very happy with the boat. As an extreme ultralight (weighing just under 6,000 lbs at 37 feet), she surfs and planes easily, and can effortlessly sustain 20 knots, more on surfs. I just love sailing with a roostertail!

After the usual bottom polishing by the diver, my crew Dan Benjamin and I headed out early Saturday morning. Another longtime member of the local Singlehanded Sailing Society, which sponsors the Three Bridge Fiasco, Dan is practically family, and we have

— FEAST, FAMINE AND FUN



Fiasco Fotos (clockwise from above) — 'Jane Doe' leads two Express 27s; charge of the Moores; Bruce MacDiarmid catches a wave; yet another charge of the Moores; 'Lulu' makes tracks; dueling J/105s; 'Jitterbug', 'Yacht Da' and 'Borderline' head for Raccoon Strait.

sailed for many thousands of miles together on *Pegasus XIV* and many other boats. He is a serious physical and cerebral sailor, but was still recovering from hitting a dog at 42 mph during a bicycle race the month before, so we switched positions back and forth from helm to crew. As luck would have it, he got to drive in most of the drifting and I had to

do more of the sail changes. Fortunately, the B&G below-deck autopilot I installed awhile ago is so good that it's almost like adding another crewmember. The boat can now steer herself very well, even in windy spinnaker conditions, and I've frequently pulled off spinnaker gybes in true winds of 18-20 knots singlehanded — something I would never have considered with the old autopilots.

Since we were one of the faster boats in the race, our start was something like 2 hours after the first start at 9:30 a.m. The ratings ranged from 258 for Adam Correa's Pearson Ariel *Che*, to -84 for Bill

Erkelens, Sr.'s custom D-Class catamaran *Adrenalin*. Our rating of -57 put us as one of the last starters, but we noted *Adrenalin* probably hadn't even left the dock when we crossed the line!

We opted for a counterclockwise direction — starting with the Bay Bridge — feeling that the breeze that direction would shoot us through Raccoon Strait quicker (that theory was wrong but still the right direction) and that there would be less tacking, possibly laying the line with current boost (all luck but almost

THREE BRIDGE FIASCO



true). Others went clockwise and a few did a split, going to the GG Bridge then back counterclockwise, thus avoiding the hole in Raccoon Strait. For our start, we had winds 10-15 knots from the southwest and, as it turns out, a wildly inaccurate forecast for winds to build to 18 that afternoon. Not!

We started with our radial #3 (95%) jib and a flattened mainsail. We shot past the Cityfront and almost laid Yerba Buena Island on starboard, but needed one short port tack. We tacked inside a bunch of boats that were overstood around the island, getting in as close as we dared while avoiding the hole. We got

the $\frac{3}{4}$ -oz. spinnaker up as we bore away and kicked *Pegasus* into passing gear.

We shot through a lot of the fleet, worked through the Berkeley Pier, then heated it up to get current relief in the shallows. We stayed in close until the water was getting pretty skinny, then gybed out and headed for Red Rock. But as we got to the Rock, we saw that the fleet was getting seriously slow. With the wind dropping by the second, we decided at the last minute to change to the me-

dium 155% genoa. This was a mistake, as we should have gone with the light 155%. Oh well.

The wind had all but completely died by the time we got around, and, as we hardened up into the wind and current, we were barely able to move at all. To our frustration, boats ahead along the beach still had wind and current relief. Conversely, some boats right behind us lost steerage and had to motor to avoid hitting the bridge and thus withdrew.

FIASCO FACTS, TRIVIA AND RESULTS

- The 2008 Three Bridge Fiasco attracted an all-time high 295 entries, of which 224 started and 168 finished. The class breakdowns looked like this: Doublehanded — 249 entered/195 started/150 finished; Singlehanded — 46 entered/29 started/18 finished.

- The first boat to finish was Bill and Melinda Erkelens' Mumm 30 **The Word**. The first solo boat to finish was Jonathan Livingston on his Wylie 39 **Punk Dolphin**.

- This is the fourth straight year that Bill and Melinda Erkelens have won their division, and the third time they have been first to finish. Each of these wins has been in a different boat.

- The largest victory margins went to:
 - Eric Patterson's J/80 **Painkiller**, which finished 1 hour, 36 minutes before the second boat in SH Class 3.

- Terry Cobb, who sailed his Express 27 **Mirage** across the line 1 hour, 13 minutes ahead of the second boat in the SH Sportboat Division.

- Gordie Nash, whose radically customized Santana 27 **Arcadia** finished

56 minutes ahead of the next boat in DH Class 3.

- Will Paxton and Bryan Moore, who sailed **Motorcycle Irene** across the line 56 minutes before the next Express 27.

- The smallest margin of victory belonged to the doublehanded team of Tim McDonald and Kimberly Craig, who squeaked their Tartan 10 **Lazy Lightning** across the line just 14 seconds ahead of the next boat in the Doublehanded SF 30 Class.

- Of the 168 finishers, 114 (or 68%) of them crossed the line during a 26-minute period from 1543 to 1609. In one five-minute period within that, 37 boats finished — an average of one every 8.1 seconds. As a result, the race committee was able to fire only 5 of 18 class guns before losing track. This substantial savings in ammunition cost was reportedly offset by Valium expenses.

DOUBLEHANDED

CLASS 1 (MULTIHULL) — 1) **Adrenaline**, D-Class cat, Bill Erkelens, Sr./Mark Rudiger; 2) **Three Sigma**, Corsair F-27, Christopher Harvey/Philip Jenkins; 3) **Origami**, F-24 Mk II, Ross Stein/Bill

Pace; 4) **Roshambo**, Corsair F-31R, Darren Doud/Dan Doud; 5) **Wings**, F-24 Mk I, Bill Cook/Tim Harding. (14 starters, 12 finishers)

CLASS 2 (PHRF <100) — 1) **Timber Wolf**, Farr 38, Dave Hodges/Bill Keller; 2) **Gavilan**, Wylie 39 custom, Brian Lewis/Bruce Nesbit; 3) **Shamrock**, C&C 41, Jim Connolly/Tim Proofy. (14 starters, 8 finishers)

CLASS 3 (PHRF 100-160) — 1) **Arcadia**, Santana 27 custom, Gordie Nash/Ruth Suzuki; 2) **Lilith**, WylieCat 39, Tim Knowles/Karin Knowles; 3) **Shaman**, Cal 40, Steve Waterloo/Paul Sinz; 4) **Harp**, Catalina 38, Mike Mannix/Linda Farabee; 5) **Samba**, Olson 25, Bob Gardiner/Walter Whiteside. (28 starters, 20 finishers)

CLASS 4 (PHRF >160) — 1) **Chelonia**, Yankee 30, Ed Ruszel/Bob Boynton; 2) **Sparky**, Pearson Electra, Ruben Gabriel/Brian Snow; 3) **Wuda Shuda**, Soverel 26, Craig Page/Mark Dowdy; 4) **CL2**, Cal 25, Dylan Benjamin/Trey Yellot; 5) **Eyrie**, Hawkfarm, Synthia Petropa/Sylvia Seaberg. (28 starters, 12 finishers)

CLASS 5 (Non-Spinnaker) — 1) **Sheeba**, C&C 99, Michael Quinn/Linda Quinn; 2) **Escapade**, Sabre 402, Nick Sands/Steve Cox; 3) **Slip Away**, O'Day 27, David Opheim/Michelle Bentzen. (13 starters, 6 finishers)

SPORTBOAT — 1) **The Word**, Mumm 30, Bill Erkelens, Jr./Melinda Erkelens; 2) **Dragonson**, Olson 30, Sam McFadden/Derik Anderson; 3)

— FEAST, FAMINE AND FUN

ALL PHOTOS LATITUDE/LADONNA



More Fiasco. Far left, big rigs have right-of-way; 'Wildfire' eastbound; Wylie wildlife — a WylieCat chases two Wabbits; Gordie Nash on the way to a Division win with 'Arcadia'.

We later heard most of the attrition of the race occurred in this area.

We struggled for probably another hour to get to the relief along the shore. When we got there and finally crept into Raccoon Strait, the wind died completely. Fortunately, the ebb cooperated to usher us through at just under a knot. We were surrounded by other boats equally parked with the occasional puff pushing the random lucky boat along.

Having drifted for a couple of hours,

we suddenly noticed boats behind with a very light breeze from the Northeast. We hoisted our half ounce spinnaker and, for the next 10 minutes, started creeping through the fleet. Of course, the wind wasn't about to settle down, so we started getting headed, collapsing our spinnaker with the pole on the headstay. I decided to try our new Code 2 spinnaker. It's really almost a genoa but measures and is rated as a spinnaker. It's designed to handle everything from

tight light-wind reaching to very heavy-wind beam reaches.

As advertised, the Code 2 allowed us to reach much higher than a spinnaker, and, with a tight luff, it doesn't collapse.

... Naturally, we approved it resoundingly, then continued our drinking.

We passed about two dozen boats over the next three miles as we headed to Blackaller Buoy. The boats ahead were parked in a hole but as we neared the mark, the wind suddenly picked up — a lot — leaving us unprepared for what should have been a tight, light-wind reach to the finish off Golden Gate YC. With the wind suddenly at 11 knots true, we rounded wide of the pack and footed off, trading angle for speed and clear air separation. I'm guessing we passed another couple dozen boats on this homestretch. The genoa would have been faster, but another sail change in the 1½ miles to the finish wouldn't pay off, so we hung on, at times inverting and flogging the main to keep the boat upright and moving.

We finished pretty well, coming in 42nd out of the 150 boats that finished. We could have done better but we sure could have done worse!

This year was also unusual in that the clockwise and counterclockwise boats finished pretty evenly. Most years, one direction is heavily favored with the boats going the "right way" finishing an hour or two ahead of the wrong-way guys. Counterclockwise was a bit favored in 2008 but not hugely so. We had the clockwise leaders mixing it in with the "counter-culture" as we finished. And as mentioned, there were even a few 'counter-counter-culture' boats who mixed

Always Friday, Antrim 27, John Liebenberg/Buzz Blackett; 4) **Flexi Flyer**, Soverel 33, Chris Lewis/Jon Stewart; 5) **Flight Risk**, T-650, Ben Landon/Sylvain Barrielle. (23 starters, 18 finishers)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton/Bryan Moore; 2) **Moxie**, Jason Crowson/Huw Roberts; 3) **Desperado**, Mike Bruzzone/Andrew Minkowitz; 4) **Witchy Woman**, Thomas Jenkins/Andrew Brown; 5) **Magic Bus**, Sarah Deeds/Paul Deeds. (14 starters, 14 finishers)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards/Bill Bridge; 2) **Bullet**, Michael Maloney/David Parker; 3) **Expeditious**, Bartz Schneider/Marshall Schneider. (4 starters, 4 finishers)

J/105 — 1) **Donkey Jack**, Scott Sellers/Geoff McDonald; 2) **Orion**, Gary Kneeland/Rich Banthin; 3) **LuLu**, Don Weineke/Karl Matzke. (7 starters, 6 finishers)

MOORE 24 — 1) **Lowly Worm**, Andy Schwenk/Charlie Guildner; 2) **Eight Ball**, Scott Easom/Nick Gibbens; 3) **Absinthe**, Dan Nitake/Randy Lakos; 4) **More Cowbell**, Kathryn Meyer/Chris Kelly; 5) **Mercedes**, Joel Verutti/Bob Rynd. (33 starters, 32 finishers)

SF BAY 30 — 1) **Lazy Lightning**, Tartan 10, Tim McDonald/Kimberly Craig; 2) **Stink Eye**, Laser 28, Jonathan Guttoff/Bill Guttoff; 3) **Ione**, J/30, Peter Jermyn/Curt Brown. (10 starters, 9 finishers)

WYLIE WABBIT — 1) **Mr. McGregor**, Kim Desenberg/John Groen; 2) **Bad Hare Day**, Erik Urias

Menzel/Doug Frolich; 3) **Kwazy**, Colin Moore/Ron Tostensen. (5 starters, 5 finishers)

WYLIECAT 30 — 1) **Uno**, Steve Wonner/Bren Meyer; 2) **Lynx**, Steve Overton/Jim Plumley; 3) **Lotta 'tude**, Jonathan Bloom/Timothy Bloom. (4 starters, 4 finishers)

SINGLEHANDED

CLASS 1 (MULTIHULL) — 1) **Puppeteer**, Corsair F-24 Mk II, Thomas Davis. (1 boat)

CLASS 2 (PHRF <100) — 1) **Punk Dolphin**, Wylie 39, Jonathan Livingston; 2) **Coyote**, Beneteau First 42, Steve Hill; 3) **Na Na**, Saga 43, Dwight Odom. (4 starters, 4 finishers)

CLASS 3 (PHRF 100-160) — 1) **Painkiller**, J/80, Eric Patterson; 2) **Ragtime!**, J/92, Bob Johnston; 3) **Firefly**, Dehler 34, Chris Case. (3 starters, 3 finishers)

CLASS 4 (>160) — 1) **Travieso**, Ericson 30+, Dan Alvarez; 2) **Sailfish**, Merit 25, Lee Parsons; 3) **Emerald**, Yankee 30, Peter Jones. (12 starters, 3 finishers)

CLASS 5 (Non-Spinnaker) — 1) **Meritime**, C&C 30, Gary Proctor; 2) **Deva**, J/100, Steve Ripple; 3) **Even Keel**, Catalina 320, Bill Meloy. (8 starters, 4 finishers)

SPORTBOAT — 1) **Mirage**, Express 27, Terry Cobb; 2) **Elka**, Olson 40, John Kerslake; 3) **S'Moore**, Moore 24, Wayne Crutcher. (5 starters, 4 finishers)

THREE BRIDGE FIASCO



and matched. There was even one group who went to the Richmond Bridge first!

With participation down in many other races, I think it's worth looking at what makes the Three Bridge Fiasco so popular. From my own perspective, there are several reasons.

I think a big one is that folks are suf-

And they're off! Or not. Wait a minute — is that guy part of this group? Which start is this? Uh... maybe this isn't a start. Never mind.

fering from cabin fever at this time of year and are looking for a good excuse to go sailing. If you're not into toughing out a midwinter series, the Fiasco happens at just the right time and place.

Another reason is that protests are very heavily discouraged to the point

where there rarely are any. Hey, they don't call it a Fiasco for nothing. And boats are encouraged to go an extra mile to be courteous. If you're on starboard and some port-tack boat up ahead is changing sails — even though you have the right of way — give them a little space and figure someone else will do the same for you.

Third, it didn't take long for everyone to realize how extremely challenging the TBF is from a tactical and strategic standpoint. More than one race has been won by someone doing some really crazy courses and leaving bridges to the left and right! Another reason: since it is sailed single or doublehanded, you don't have to do all the phone calls to get a huge crew together.

Finally, the fun factor of the Three Bridge Fiasco can't be overstated. Unlike round-the-buoys racing, the Fiasco is never the same race twice. The racing itself is very keen but still laid-back, strategies are a moving target, flyers actually work sometimes — and no matter how you do, it's always a hoot.

— dan newland

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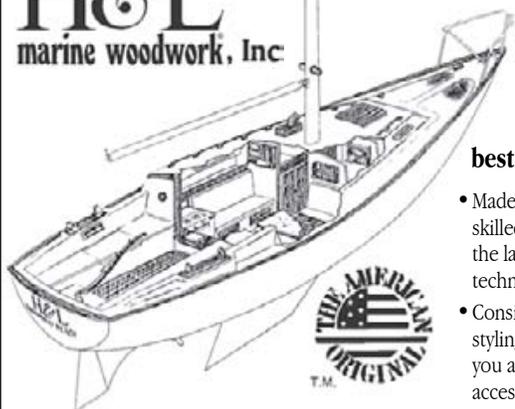
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MAKING A DIFFERENCE

As every world traveler knows, the means by which you travel can greatly affect your perceptions.

Vacationers who jet in for a brief getaway at a self-contained waterside resort are deliberately insulated from the unvarnished realities of the places they travel to. By contrast, though, the slow-motion travel that cruising sailors practice tends to give them an enhanced awareness of both the joys and sorrows of the cultures they visit. As a result, many cruisers can't help but reflect on just how lucky they are to have been born on U.S. or Canadian soil, and how fortunate they are to now be living the high life, free from many of life's typical day-to-day worries.

We're happy to report that this newfound thankfulness often manifests itself in an outpouring of philanthropy. Such is the case at the annual Zihuatanejo SailFest — held January 29 to February 3 this year — where cruisers, expats in residence and local business people team up to play, party and, most importantly, raise funds to aid 16 schools in impoverished local communities. This year, the final tally of Z-Fest revenue came to right around \$50,000 USD — enough to buy a whole lot of pencils, paper and bricks.

Inaugurated in 2002 by *Latitude's* own 'Wanderer' and a contingent of about 85 sailors, Zihua SailFest has evolved with each successive year, as volunteers from

Below: The best students from several hillside schools were rewarded with a ride aboard the 75-ft cat 'Picante'. Right: While the sailors raced outside the bay, school kids tested their muscles and dexterity playing beach games.

Last year's SailFest funds alone built an entire modern, three-room school where a dilapidated wooden shack formerly stood.

every new batch of cruisers joins with local expats to provide a six-day schedule of activities. From the chili cook-off to the parade of sail to the dinner concert, all are focused on fun, yet generate income for local schools one way or another.

The backstory to this effort is that Mexico only funds public education through the sixth grade, after which the cost falls on parents. Furthermore, Mexican kids from 'indigenous' communities — such as those found on the hill-sides above Zihua — face an even greater obstacle to upward mobility: If they can't speak Spanish, they can't attend public schools. And schools which do not teach in Spanish receive no government fund-

ing. It's what we call a classic 'Catch 22': Indigenous kids can't go to school because they don't speak the language, but they can't learn the language, 'cause they can't go to school.

Fortunately for the kids of Zihua, a big-hearted group of full- and part-time expats are now championing their cause, with the much-needed support of the sailing community. Last year's SailFest funds alone built an entire modern, three-room school where a dilapidated wooden shack formerly stood. It's a project that every contributor, large and small, can feel immensely proud of. Unlike so many U.S. charities, the books of the nonprofit Por Los Niños de Zihuatanejo, which administers the funds, are wide open for scrutiny. Plus, there are virtually no administrative costs, as all staff are volunteers.



SAILFEST COMMITTEE



ALL PHOTOS LATITUDE / ANDY, EXCEPT AS NOTED

No one would ever mistake Z-Fest for a serious regatta, as it's a lot more about socializing than sailing — particularly competitive sailing. But its longtime reputation as 'the place to be' in late January draws dozens of boats to this broad crescent bay each year. About 60 turned up this year. It's a fixed date for a pre-arranged rendezvous within a lifestyle that shuns calendared appointments; an opportunity

— ZIHUA SAILFEST '08

for folks who'd become friends in some far-distant anchorage to pick up where they left off and compare notes on their travels.

Like all low-stress sailing events, Z-Fest kicked off with a spirited party, this one hosted by Rick's Bar, Zihua's longtime cruiser headquarters. We arrived direct from the airport in time to grab the last free Negra Modelo before the keg ran dry! Plus an obligatory shot of Rick's famous tequila.

The next morning a group of roughly 50 curious cruisers taxied up a windy mountain road to visit Nueva Creación School, where they were greeted by an army of excited, wide-eyed kids. "I've never seen kids who seem so happy to

be in school," whispered an grandmotherly sailor. "Believe me," said Lawrence Marbut, an American expat intimately involved with the school, "there's no place they'd rather be. Ever since the school was built last year, more and more kids keep coming. We're up to about 170 now."

Several little scholars ran up and introduced themselves (without any coaxing), apparently honored to have

foreign visitors at their new digs.

A number of thoughtful sailors presented the teachers with gifts of pens, pencils, crayons and miniature globes, which were gratefully received. Although the dedicated teachers here obviously make do with what they've got, they can always use more of all the basic school supplies.

That evening was a 'big night out' for many cruisers, as they attended a sold-out dinner concert at the huge, open-air El Puebli-



Inset, above: Backpack traveler-turned-sailor girl Mary Forrest brandishes her airhorns at the start of the Pursuit Race. Spread: The Andrews 72 'Elainium' chases 'Scarlett O'Hara' around Piedra Negra in light air.

MAKING A DIFFERENCE

to restaurant. The ladies dug out their seldom-used evening wear and the guys did their best to stretch the wrinkles out of their cleanest collared shirts.

It was a splendid evening, with a half-dozen acts treating the crowd to a wide range of virtuosity and song — one guitarist had traveled 12 hours by bus from Mexico City to perform. For some, though, the highlight was hearing 70-year-old American bluesman Jimmi Mamou, now a Zihua fixture. As the closing act, his familiar standards got everybody's 'mojo workin'', and at least

half the crowd was soon up and dancing like teens on Spring Break.

The next day saw the much-heralded chili cook-off, as well as a number of auctions, but a few diehard sailors spent much of the day prepping for Thursday's Pursuit Race.

It's often tough work to get cruisers to

participate in a race once they've gotten hooked up, fore and aft, in an anchorage — even a no-pressure, nobody-cares race like this one. But when the time came, close to a dozen boats jockeyed for position behind the line. As it was a pursuit race, each boat had its own start, the idea being that if they all sailed to their

Clockwise from upper left: Teacher Paul Zingara finished at the very top of his college class, but chose to teach at Nueva Creación when the school was still a tar-paper shack; Zihua's sunset serenity; mariachi virtuosos; the fishermen's beach; groovin' with Jimmi; the Sail Parade was a bit like herding cats; enthusiastic students; (center, L to R: major movers Pete Boyce, Doug McCloy, Gloria and Richard Bellack); light-air racing aboard 'Cirque'; savoring the flavors of the chili cook-off.



— ZIHUA SAILFEST '08

ratings, they'd all finish in close proximity. We caught a ride aboard Louis and Laura Kruk's Beneteau 42 *Cirque*, which was crewed by a cadre of friends from three other boats.

Unfortunately, the breeze was light that day, making it tough for the heavier boats to claw their way out of the bay. Even the sleek Andrews 72 *Elainium* struggled through the holes and shifts. Predictably, the lightest boat in the fleet, Chuck VanderBoom's F-31 tri *Boomerang*, took line honors. At the awards

ceremony later, however, Tom and Wendy Hoffman's well-named *Persistence* drew the loudest applause. The heavily laden Kelly Peterson 44 had been last to finish, crossing the line a full four hours after *Boomerang*. (And three cheers also to the race committee, Jim Forquer and crew for keeping their Catana 52 cat *Legato* on station until the bitter end.)

While the sailors were doing their thing, kids from several schools enjoyed a raucous series of beach games, with plenty of food and prizes for all.

The most unifying event of the week was Saturday's Sail Parade, where tourists and townspeople made donations for the privilege of riding along in a grand procession through the harbor and around the point to Ixtapa. The 24-boat fleet, which included all manner of cruising boats — including two that were junk-rigged with tanbark sails — was escorted by the Harbormaster's launch with sirens blaring. *Picante*, a Fountaine-Pajot 75 cat which is the queen of the local charter fleet, led the sailboats. Among



STEVE JOHNSON



STEVE JOHNSON



SAILFEST COMMITTEE



ZIHUA SAILFEST '08

the VIPs aboard were the best and brightest students from several hillside schools. One of their teachers confided to us that it was a huge treat for them, as some had never before been on a boat, despite the fact that they live within sight of the ocean. The best part, of course, was when the wind kicked up offshore and the cat's bows danced over the wavelets. As the kids bounced along blissfully on the trampolines, you could tell the day would yield memories they'd not soon forget.

At the final beach barbecue on Sunday, awards were presented and fleet members were thanked deeply for their participation and support. Committee Chairman Doug McCloy announced the estimated fund-raising tally to be nearly \$25,000. As in years past, it was immediately matched, jointly, by long-time cruiser Pete Boyce of the Sabre 402 *Edelweiss III*, and by Richard and Gloria Bellack of the Bellack Foundation.



LATITUDE / ANDY

Louis Kruk of 'Cirque' wowed the kids with his juggling prowess. But the part they liked best was when he dropped his pins.

As the event wound to a close — just in time for some to rush off and catch the Super Bowl at a nearby beach bar — cruisers could be heard comparing plans for heading south to Panama or Ecuador, west to the South Pacific or north to the Sea of Cortez.

For many cruisers, Zihua marks the southernmost reach of their coastal wanderings. And we've got to believe that most, if not all, are glad they made the trek. It is, after all, still a Mexican town sprinkled with tourists, rather than a tourist town sprinkled with Mexicans, as some have become.

Traditions still run deep here. Zihua is a place where you can still watch fishermen launch their hand-hewn boats off the beach at dawn to test their luck yet again. It's a place where well-dressed families still stroll hand-in-hand across the waterfront plaza on Sunday afternoons.

And it's a place where a few dollars can still make a profound difference in the lives of deserving young kids.

— **latitude/at**

(To learn more about the funding project for Zihuatanejo's schools see www.losninos.us.)

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THE LATITUDE 38 INTERVIEW

Mike Harker

As a result of a horrible hang-gliding accident off Grenada decades ago that left him under water and unconscious, Mike Harker spent six years in bed, all but unable to move, and being assured by doctors that he'd never walk again. Although he's paralyzed from the top of his "butt bone" down — except for the insides of his thighs — he's managed, through relentless effort, to resume a normal life. And, to make remarkable passages with his boats.

Harker started sailing at 52 by entering the '00 Baja Ha-Ha. Learning as he went along, the following year he single-handed across the Atlantic, then sailed back across to Panama and the South Pacific. After returning to California, he planned a circumnavigation that was, for reasons he'll explain, delayed for more than a year. His goal, now that he's 60, is to complete a 26,000-mile trip around the world in 11 months, sailing half the time and enjoying stops in ports the other half.

This interview was conducted in St. Barth when he had 1,000 miles left to go. By the time it was over, and before this was published, he'd actually covered 27,800 miles in 10 months, three weeks — the greater distance a result of doing an unplanned additional 2,000 miles on the east coast of Australia for the fun of it.

Harker's worst scare of the trip? When he mistook some wicked hot sauce for ketchup at Cheeseburgers in Paradise in St. Barth. He was choking so badly and in such genuine pain that we were seconds from summoning professional medical help before he began to recover.

While making his circumnavigation, Harker's home at Lake Arrowhead burned to the ground. He'll not rebuild. When he's through sailing — which isn't going to be anytime soon, as you'll soon learn — he'll move into one of the units in his triplex on the water in Manhattan Beach.

Harker: Let me start off by saying that you're the first person who speaks 'American' that I've talked to in over 10 months.

38: Cool. Well tell us, how did this very rapid and mostly singlehanded circumnavigation come about?

Harker: As some readers might remember, I started by doing the '00 Ha-Ha with my Hunter 34 *Wanderlust*. At the time, I knew absolutely nothing about sailing. After doing a singlehanded Baja Bash back to Southern California, I bought a Hunter 466 in Miami. Although I intended to have crew, I ended up singlehanded *Wanderlust II* across the Atlantic. I then cruised the Med, and that winter I came back across the Atlantic — with crew — and ultimately to French Polynesia via the Galapagos. Then, while on the way to Hawaii, the rudder broke.

After getting a replacement rudder from Hunter, my plan was to sail back to San Francisco, do the Ha-Ha again, do the Puddle Jump to the South Pacific, then continue on to Australia and around the world. But the folks at Hunter liked what I was doing. They brought me to their booth at the show in Miami and suggested that I trade my 466 in for one of their new Mariner 49s — which wasn't even completely designed at that point — and do my circumnavigation with one of those. They made me a hard-to-refuse offer, and then even had me come to the factory to get my 'non-sailor' input on the boat. Having accepted their offer, I had to postpone my circumnavigation for a year in order to sell my 466 and in order for them to finish designing and building the 49.

"I'm a guy who likes to move around, and I discovered it was possible to circumnavigate in 11 months."

38: We've gotten to know you over the years, so we expect that you put that year of waiting to good use.

Harker: I went to Sea School in Fort Lauderdale to get my Captain's license, then I went to school in Pensacola to get a

Masters upgrade, and finally I went to Orange Coast College's School of Sailing and Seamanship for my offshore and sailing endorsements. I now have all the certificates.

38: Were the classes helpful or did they basically teach you what you already knew?

Harker: There was a lot of stuff that I did know, but the classes were helpful. Among the most useful stuff I learned is a lot of sailing and nautical terminology that I wasn't familiar with. You have to remember that I learned almost all my sailing in the Ha-Ha with German friends, and we only spoke German. And since I've singlehanded more than 90% ever since, I haven't learned the English terms from subsequent crew.

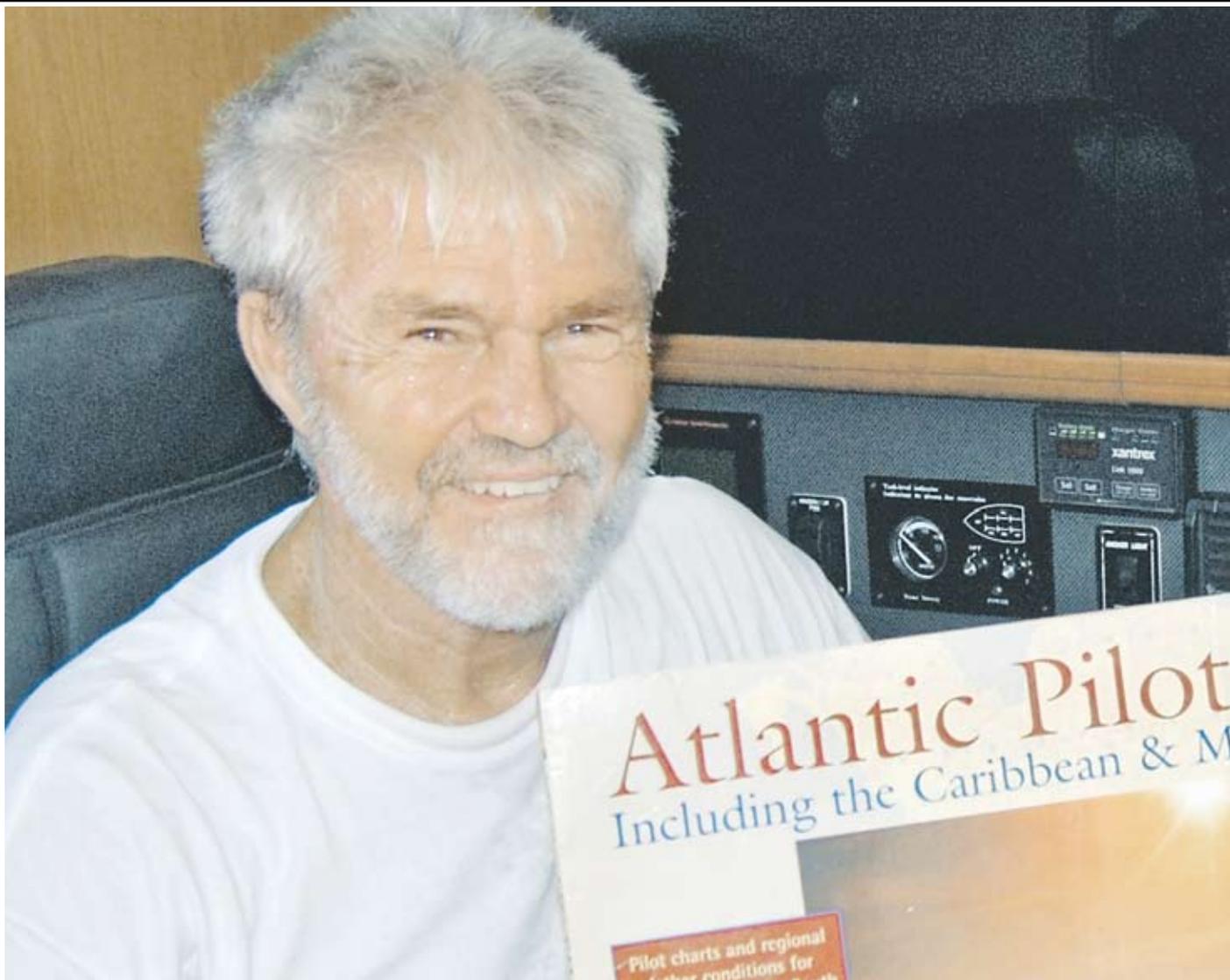
38: So you mostly sail alone?

Harker: The only crew I've had for a long distance passage was from the Canaries to the Caribbean with my 466. I don't think anyone has sailed more than a couple of hundred miles with me on my current boat. I only need crew for coastal waters where there is a lot of traffic because, without someone else watching, I can't safely go to sleep.

38: What was the concept behind such a rapid circumnavigation?

Harker: While waiting for my boat to be done, I spent a lot of time planning a circumnavigation. I studied *Jimmy Cornell's World Cruising Routes* for the best times to be in the places I wanted to pass through. The primary determinants of the best times are avoiding hurricane and tropical cyclone seasons. For example, you don't want to leave Mexico for the South Pacific in the summer or fall, nor do you want to be crossing the Indian Ocean after October of any given year. I know that most cruisers typically take three to five years, but I'm a guy who likes to move along, so I found that the hurricane seasons would also allow me to do a circumnavigation in either 18 months or two years. But after doing some more studying, I realized that I could actually do it in just 11 months.

Cornell's book was my bible. Not only did I spend a year planning my route with it, but I visited with him at the Annapolis Boat Show. In fact, I had two \$100/hour consultations with him about my route. When I showed my plan to him, he said, "I've never seen anyone with a plan like this, but it looks



perfect!" Jimmy has been around the world something like 11 times and really knows his stuff. But don't get him started talking, because he can go on and on. (Laughter.)

38: What were you figuring for an average speed or distance covered in a week?

Harker: The distance of the circumnavigation was about 26,000 miles, and since there are 26 weeks in a year, I would have to average 1,000 miles a week. So if I sailed at an average of 6.5 knots, I could be sailing half the time and resting or exploring ashore the other half of the time, and still make it around in 11 months. But as it turns out, I did nearly 2,000 more miles on the east coast of Australia for the fun of it.

38: But we all know about the inevitable breakdowns, new boat teething problems, and schedules going all to hell.

Harker: I don't know what to tell you except that, as I'm here now talking to you, I've completed 26,900 miles of what will actually be a 28,000-mile circumnavigation, and that I'm currently just one week behind schedule. Had I wanted to, I could easily have been right on schedule.

38: That's pretty remarkable.

Harker: It's not to say that I didn't have delays or spend more time than I planned in some places. For example, I ended up spending three weeks in the Galapagos waiting for the people at customs in Quito, Ecuador, to release an alternator that I needed. I'm normally a very patient person, especially on boats, but that was the first time I got really frustrated. As a result, I had to make up three weeks crossing the Pacific. So while I did have delays, there was enough leeway in my schedule that I could make up for it.

38: But be honest, is an 11-month circumnavigation a realistic goal for most sailors?

Harker: Yes, it is, and even for singlehanders. With crew, it would have been an easy jaunt. The biggest factor is how much time people want to spend in places. It might sound as though I rushed around the world, and I certainly did move much faster than most cruisers, but it's not like I didn't stop places. For instance, I spent nine weeks in Australia — even though I'd only planned on spending three. Of course, that meant I had to race across the Indian Ocean. It turned out there was nothing wrong with that, as I didn't find anywhere desirable to stop in the Indian Ocean on the way to South Africa. I spent two days at Christmas Island, two days at Cocos Island, and two days on Mauritius — which was about one day too long. There's nothing in the Indian Ocean on the way to South Africa except a few islands with water and sand, and there's much more beautiful water and sand in the Bahamas.

I also spent quite a bit of time in South Africa, which I loved. Here's why: I just happened to arrive at Durban at the same time as the Clipper Around The World fleet. And it just so happened there were 14 front row slips, but just 13 Clipper entries. So an ambitious Hunter dealer arranged for my boat to be put in the 14th slip at the same time as the Clipper people. This apparently confused some of the thousands of people who showed up for the celebrations, because I was treated like a superstar! People thought that I was famous. (Laughter.) They had bands, big crowds, and it was a really big deal.

Since my boat was in the front row, I was visited by many people, among them two families, each of which had 15-year-

the latitude interview:

old sons. One was named Marx, and he was the South African Laser champion. The other was Pietier, and he's about to do the Santa Cruz to Panama leg of the Clipper race with his mother. Anyway, about an hour after leaving my boat, both the young-

"I don't think I ever sailed upwind — except for three days off Cape Town."

sters returned and sheepishly asked if they might sail with me. I told them I would take them if they could get approval from each of their mothers. When the mothers assented, the boys jumped up and down like crazy. The two youngsters sailed all the way to Cape Town, a distance of about 800 miles, with me. We were together for four weeks, as we had to stop all the time to avoid the famous storms that blow along the southeast coast of Africa. Most *Latitude* readers are probably aware that, in that part of the Indian Ocean, you get a storm every three days, then two days of lull. It happens like clockwork. You have two days of calm, then three days of gale-force winds — and I mean a real 50 knots of wind, not just 30 knots. Plus, the Agulhas Current flows in the opposite direction of the wind, so the seas become big, square, and horrendous. I don't know what it's like to be caught in those conditions because we managed to avoid them, but it wouldn't be fun.

But having to stop all the time meant getting to visit all these great places like Port Elizabeth. My favorite was False Bay, the last one before rounding the Cape of Good Hope. I did a presentation at the local yacht club, then let the two boys sail my boat around the Cape. They were great kids.

38: Did their parents pay for them to sail with you?

Harker: No. My rule with crew is that they pay the expenses necessary to get to my boat and to return home but, once on the boat, I pay for all the food. I would never pay anyone to crew for me.

38: How much of your circumnavigation was upwind?

wind to change direction, then continued on with a fair wind.

I don't sail with the wind on the nose because I don't like it. As I think back, the wind was always on my stern quarter, except for the Windward Passage between Cuba and Hispanola, when it was on my port beam. It usually blew on my port quarter, except in the South Atlantic, when it blew on the starboard quarter. My boat was heeling to port for six months, then to starboard for two months. (Laughter.)

38: What was your worst weather?

Harker: I never had any really bad weather. The only rough stuff that I didn't wait out was 30 to 38 knots of wind between Samoa and Vanuatu, but it was coming from my stern quarter, so it wasn't bad. The seas were big, however, maybe 18 to 20 feet. They'd been generated by 70-knot winds in the Southern Ocean. Some boats further south got dismasted, and some mariners were drowned down there. But *Wanderlust 3* handled the conditions well with four reefs in the main and a staysail. We were doing about 9 knots, and the boat was loving it. *Wanderlust 3* doesn't heel as much as my 466 did, so it was quite comfortable. She's also a dry boat because she has a bit of a hollow or concave in the bow that causes the water to shoot out to the side instead of up and over the deck. I had some waves crash onto the dodger of my 466, but that never happened with my Mariner 49.

38: What other differences have you noticed between the two boats?

Harker: The Mariner 49 tracks better downwind and doesn't yaw as much. She behaves like she has a long keel, yet she turns on a dime. She also feels like a much bigger boat.

38: Was her larger size a problem?

Harker: Not at all. My 466 was actually only 44'6", while my 49 is 49'11". Plus, the new boat has a plumb bow and carries the waterline almost all the way aft, so she's truly a much bigger and faster boat.

38: What did you consider to be a good day's run?

Harker: *Wanderlust 3* had no problem sailing at 8.5 knots for hours on end, so I had many 24-hour runs in excess of 200 miles. My best week was from Christmas Island to Cocos Island, during which time I covered 1,396 miles in seven days, or an average of just a hair under 200 miles per day. For a luxurious and relatively heavy boat being singlehanded by a guy who wasn't racing, I thought that was pretty good.

38: How did you get your weather info?

Harker: I got GRIB files via SailMail when at sea and, while on land, I used the U.S. Navy forecasts from *fnmoc.navy.mil*. The SailMail files comes in black and white and are based on the color charts from the U.S. Navy. But the Navy has the best ocean weather info around. They are really good. Plus, they can provide you with a lot more information than just the surface winds and sea conditions.

38: Did you see many other singlehanders?

Harker: It seemed that no matter where I went, I was introduced to "that other singlehander." There was never more than one, but there was always one, and they were usually

French. Three of them were women. One of them, Jeanne Socrates, had done the last Singlehanded TransPac in her 37-ft Najad *Nereida*. She was going around the world on a 'fast' circumnavigation too and having a great time. Interestingly, I've never met another singlehander on a boat larger than 40 feet. Most of them have older style boats, with long keels and lots

While not as nimble afoot as some, Harker proved he could make it around — in more ways than one.

Harker: (Long pause.) I'm thinking about it really hard, but I don't think I ever sailed upwind — other than three days near Cape Town. It would also have been upwind from Vanuatu to Sydney but, when I got to Brisbane, I waited three days for the



COURTESY WANDERLUST 3

mike

of overhang. I don't know, maybe it just means they couldn't afford newer and more expensive boats.

38: Did you have any problems with any port officials?

Harker: No. But I always make an effort to present myself well, and I'm very courteous. I smile, I'm patient, and I'm never demanding. But above all, I put myself beneath the officials, letting them know that they are in charge. They love that! (Laughter.)

38: Was any stop particularly expensive?

Harker: Tahiti would have been, but I bypassed it because I'd been there before and knew it would be expensive. But, no, I don't consider any of the places I stopped to have been expensive.

38: Speaking of money, how much did this circumnavigation cost you?

Harker: Almost nothing because I'm a cheapo! (Laughter.) Plus, if you're out at sea, where are you going to spend money? And I'm not a big spender in ports. If I've been out at sea for awhile, the first thing I'll do is order a big salad, because you can't keep the makings for salads fresh for very long on the ocean. So I'll get a salad at a restaurant for my first couple of meals ashore, and then maybe a breakfast omelette. But after that, I'll eat all my meals aboard my boat. If I'm in port for a spell and want to socialize, I may go to a restaurant, but I'll just order a cappuccino or something like that rather than a full meal.

38: What do you eat when you're at sea?

Harker: Everything I eat comes from Costco because, like I said, I'm a cheapo. (Laughter.) But Costco — which has a store in Panama, by the way — actually has the best canned chicken breasts, and you get eight cans of them for just \$7. I'm also big on Kirkland and Starkist brands of tuna. I make lots of noodle dishes at sea. For example, I'll do a chicken or tuna with noodles, or maybe a spaghetti carbonara, but I'll always add a second portion of unflavored noodles. I do this to 'stretch' whatever I'm making from just a lunch or dinner to a lunch or dinner plus leftovers for a next meal. I probably eat chicken or tuna with noodles four times a week.

And every morning I have Quaker Steel Cut Oats — from Costco, of course. But I mix in some dry museli, plus dried cranberries or blueberries. When you add hot water, the berries, which come in three-pound cans from Costco, open right up and taste great. I also throw in a few almonds and walnuts I've bought in bulk containers at you-know-where. (Laughter.)

Diet is very important for good health. Even though I'm legally a paraplegic as a result of my hang gliding accident — after which I was bedridden for six years — before I started this trip my doctor told me that I had the constitution of a 40-year-old — 20 years younger than my chronological age. My blood pressure is perfect, and my cholesterol is 150. Those are the kinds of numbers I had when I was on the rowing team in college.

38: Do you do exercises on the boat?

Harker: Exercise, of course, is just as much a key component to good health as is diet. So besides all the exercise I get singlehandedly on the boat, I have a StairMaster onboard that I use regularly while at sea, hanging onto the dodger for balance. In addition, I do push-ups and arched back pull-ups on the dodger. Push-ups and pull-ups are opposing exercises that are very good for you.

My exercise goal is not to be muscular, but to be fit. It's important for me to keep working the joints in my arms, legs, shoulders — everywhere. So I usually do about half an hour of exercise each morning, then shower up. Many times I'll get my exercise in while boiling the water and otherwise preparing my oatmeal. Through diet and exercise, my goal has been to

maintain the health of a person 20 years younger.

38: We're surprised to see how how luxurious your Mariner 49 is. Granite-like countertops, nice woodwork everywhere, shades for all the hatches and ports, and even mosquito screens



Mike's infamous waterpump: He fixed the leak in the housing with a self-tapping stainless screw dipped in 5200.

for all the hatches. And that's just scratching the surface.

Harker: Hunter offers three versions of the 49. The normal Sail Away package comes in at under \$300,000, and includes sails, instruments, and a long list of standard luxury items — plus a five-year warranty that can be extended. Then there's the Mariner package, which includes \$80,000 worth of gear for just \$40,000. That gear includes a Bose surround sound system, a 20-inch flat screen for the double berth forward, and a 28-inch flat screen in the salon — although I bought a 32-inch flat screen with built-in DVD to replace the 20-incher in the bow, and a 40-incher for the salon. I have to admit that I love movies. In fact, I have 2,000 movies aboard — none of them pirated. I can have the same movie playing at three places on my boat at the same time — the third being on my chartplotter in the cockpit. I can't get sound on the chartplotter, though.

38: (Laughter.) You must be the only cruiser who doesn't have a pirated movie.

Harker: The third version of the Mariner 49 is the Bluewater version, which is what I have. It has a deeper keel, a taller mast, and includes a bow thruster, watermaker, gen set, and a second layer of kevlar cloth in the hull. There's lots of other stuff too, and it goes for just under \$400,000.

38: How are they selling?

Harker: Hunter tells me that they sold almost 50 of them in one year.

38: Your boat is loaded with extras. Any favorites?

"The circumnavigation cost me almost nothing because I'm a cheapo!"

Harker: My favorite thing on the boat, my buddy, is my Lewmar Mambo autopilot. This is a beefed-up version of the Raymarine autopilot motor, and mine was the first on any boat. I haven't had a hiccup or squawk, and I do 90% of my sailing

the latitude interview:

on autopilot. You might remember that I burned up three autopilot motors on my 466. Actually, the whole steering system is a Lewmar Mambo, which consists of gear boxes and rods. It works really well, and is all but maintenance free.

38: We actually have the same Mambo system on our catamaran and have been very pleased, too.

Harker: With the Bluewater package, the heavy-duty autopilot motor and stronger U-joints in the steering system come standard.

38: Be straight with us, Mike, are you still claiming that you don't really know how to sail?

Harker: Well, all I know about sailtrim is what I learned from my hang gliding days. And all I know about navigation is that I point the arrow on my GPS to my destination and push GO/TO. Then I just sit back and drink tea. I'm sorry, but that's how I sailed around the world. I'm not proud of it, but that's how I did it.

38: We think there's a little more to it than that. For example, you flew a gennaker, didn't you?

Harker: I flew the gennaker from my old 466, but it blew out in strong winds near Vanuatu. But I also flew my Parasailor2, which is a rather unique spinnaker from Germany that has a full-width opening about two-thirds of the way up, and an 'air batten' that helps keep it from collapsing. It's a beautiful concept, and it means you don't have to sail as precise a course or, thanks to the inflatable wing or worry about the chute collapsing as much. Plus the vented elastic bands spill the wind when it starts blowing hard, so you have more or less the same pressure on the sail in 30 knots as you do in 12 knots. While crossing the Indian Ocean, I had my Parasailor2 up for more than a week without taking it down, and I flew it in the South Atlantic all the way from the Equator to the doldrums. It costs about 25% more than standard spinnakers, but I love mine and think it's worth it. Oddly enough, you never see them in the States, but more than 40 boats carried them in the last Atlantic Rally for Cruisers.

38: What was typical weather for your trip?

Harker: Most of the time the wind was under 18 knots, and about 50% of the time it was 12 to 15 knots. It rarely blew under 12 knots, but when it did, it seemed to be very light for days on end. That happened three times, and was the least fun of all, as the boat rolled like crazy. Three days south of Indonesia in the Timor Sea was the worst of all. The water was like glass — in fact, it would have been perfect for the barefoot waterskiing that I did in my younger days.

38: How many hours did you put on the engine?

Harker: I've got 1,200 hours on the main engine, but some of those are only because my Fisher-Panda genset got water into it and stopped running. That meant I had to charge my batteries using the alternator on the engine instead.

38: What is *Wanderlust 3's* fuel consumption like?

Harker: My boat has the first Yanmar 4JH four-cylinder with the new turbo and intercooler. I can go at normal cruising

"Now that I carry a spare, I'm confident I'll never need a replacement rudder again."

speed for two hours on a gallon of fuel. It's a very fuel-efficient engine at 1,800 rpms, which is what I ran it at.

Speaking of fuel, one of the great items on my boat — and I'm going to recommend that Hunter make it part of their Bluewater

Package — is the Fuel Filter Boss. This device allows you to switch between two fuel filters while the engine is running, plus it has a fuel pump which eliminates manual bleeding, and even features a light in the cockpit that warns if the filters are getting dirty. Thanks to the Fuel Filter Boss, I didn't get a drop of fuel in the bilge. When the unit indicates a filter is getting dirty, you temporarily switch to the other fuel routing, remove the old filter and drop a new one in — while the engine is running. That's it. Changing filters was a real pain with my old boat, and I always spilled about a pint of diesel in the bilge. I hated that. The Fuel Filter Boss is great insurance for your engine because all you need to keep a diesel going is clean fuel.

I also have a third filter for fuel that goes from my spare tank to my main tank. Incidentally, Hunter's normal fuel filters are 10-microns. I gave them away and bought a 24-pack of 2-microns. They stop everything. I never had a fuel problem on my trip and, believe me, I got some dirty fuel in a couple of places.

38: Did you have a watermaker, and how did that work?

Harker: I have a 9-gallon per hour HRO, and it was perfect. I changed the filters five times during my trip, and changed the carbon filter once six months into it. But there wasn't a hiccup.

38: You hardly had anything go wrong?

Harker: There were really just two significant things, and both involved a chain of events. My boat has four 8D AGM 230-amp batteries, which is double the number of batteries and amps that Hunter puts in. So I had twice the battery capacity that the alternator was designed for. Normally, it wouldn't make a difference, but I had two Danish models who sailed with me from Panama's Perlas Islands to the Galapagos, so they needed a lot of power for their hair dryers and such. Plus, they used the microwave and other stuff doing lots of great cooking.

Normally, this wouldn't have been a problem, but my Fisher-Panda 12Kw genset arrived with a faulty fuel pump. Believe it or not, it was me, not all the engineers at Fisher-Panda, who discovered that the fuel pump was bad. They later found that the pumps in the first 16 gensets were bad. Anyway, with the girls using the hair dryers all the time, and my genset out, I was having to use the engine alternator a lot to keep the batteries charged. Before we got to the Galapagos, the engine alternator was fried trying to keep the batteries charged.

38: Didn't you have a spare alternator?

Harker: No. But I do now. It's a bigger 110-amp Balmar which, by the way, is now standard on all Mariner Bluewater 49s. The regulators have been upgraded, too.

38: What was the other major problem?

Harker: Having left Cape Town, I was 1,000 miles from Africa and 1,000 miles from South America, when my high water alarm went off. There was a very unusual leak in the water pump housing of my Yanmar diesel that peed water all over the alternator. There was so much that my lower bilge pump couldn't keep up, and the water got to the higher bilge pump, which automatically turns on an alarm. But because we were heeled over, the water had gotten into the Fisher-Panda genset's motorboard before the alarm went off, so it was toast. As for the main engine's alternator, it was caked with salt from having water sprayed all over it. Thanks again to a chain reaction, I had no way to charge my batteries for the second time! Well, I had a Honda generator that I used to keep the charge on my engine battery up.

38: We made a big deal asking folks how they would have stopped the leak in your pump. How did you actually do it?

mike

Harker: I coated a self-threading stainless steel screw with 5200 to make it waterproof, and screwed it in the hole. It lasted just fine until I got back and the Yanmar folks had a chance to look at it.

38: What spares did you carry?

Harker: I had a spare and/or spare parts kits for almost everything. I had them for my Yanmar and Fisher-Panda genset, a spare freshwater pump, a spare micro bilge pump, a spare high water bilge pump and alarm — and, eventually, a spare alternator. I even had a plumbing spares kit because Hunter includes one in the Bluewater package for the 49s. Other stuff they include as standard in the Bluewater version are a spare link arm and U-joint for the steering, a spare Selden gooseneck fitting for the mast . . .

38: Wait! They include a spare gooseneck fitting?

Harker: Yes. I also got a spare roller fitting for the headboard of the mainsail — I'm terrible at the specific names of things — that I actually needed to put on yesterday. It pulled away from the mast while I was in the doldrums, but I was still able to make it here to St. Barth.

38: It's a good thing that you didn't have to go up the mast.

Harker: That's not an issue, because I can't go up the mast.

By the way, I had to change the masthead tricolor on my last boat twice, so for this one I bought a \$700 LED tricolor. It wasn't cheap, but I think it's worth it. It's called a Lopolight, and it includes the navigation lights and a five-mile anchor light. It uses less than one watt of power, but is twice as brilliant as the old-style lights, and you never have to change them. All the Volvo Race boats used them.

Readers might be interested to learn that I don't have a single incandescent lightbulb on my boat. Everything is either low-power fluorescent or even lower-power LED.

38: You have solar panels. How much did they help?

Harker: I have three 28-amp solar panels, and during the day they normally provide all the power I need to run everything and to top off the 900-amp bank of batteries. I have two freezers and two fridges, but I only use one of each. I typically used 20 amps an hour, depending somewhat on how much effort my autopilot was having to make. All my instruments and lights used very little power. The Mariner 49 is very well thought out in terms of energy use.

38: There must have been some things that you didn't like or that broke on the boat.

Harker: There were three little things. First, Hunter needs a better drain system for the shower. For an expensive boat, you shouldn't have to get down on your hands and knees after every shower to make sure the pan drains completely. Second, they put two big drawers under the port settee that rob you of about 20 cubic feet of storage space, fall out when the boat heels and, to my mind, are a waste of wood and woodworking skills. Finally, in the forward head they have these cutesy little spotlights over the mirror for women to use when applying makeup. But they're just below a hatch that you leave open from time to time, allowing a few drops of saltwater in. Anyway, the light fixtures aren't stainless, and mine have already rusted and broken apart.

38: That's it after sailing around the world?

Harker: Yes. And for all I know, Hunter has already corrected these problems in the newer boats. But I have to admit, the shower drain thing really drove me nuts!

38: What about the construction of the hull and such.

Harker: Structurally, I found the boat to be excellent. In rough weather you don't hear any creaks or moans. Not a

squeak. I was amazed. It wasn't even a problem in Las Perlas, when a 20-ft drop in the tides grounded my boat.

38: Didn't you carry a spare rudder?

Harker: (Laughter.) Yes, after the one broke on my last boat,

"All I know about navigation is that I point the arrow on my GPS to my destination and push GO/TO."

I wasn't going to be unprepared again. Not only do I have a spare rudder, but the stainless steel shaft and cage, too. The new rudders are flexible, but bulletproof. Although pretty much identical to the rudder that broke on my last boat, the new ones are so much more robust that it takes two people to carry one. And now that I carry a spare, I'm confident I'll never need a replacement rudder again. (Laughter.)

38: Are you careful about locking up your boat everywhere you go, and have you had any stuff stolen over the years?

Harker: I've never locked my boat, and in all this time I've only had one thing stolen — and that was just the other day in Antigua. While I was at Nelson's Dockyard to get fuel, somebody stole the gas tank from my dinghy! Oh wait, there was another thing I had stolen right after doing a Baja Bash in '01. I finally had my boat back in Marina del Rey, and somebody clipped the cable to my collapsible bike and rode off.

38: Did you get another bike?

Harker: I sure did. For this trip I bought a West Marine Port Runner and, thanks to a coupon, got \$100 off. I love that little bike — which comes in a protective bag — and have ridden it all over South Africa, Antigua and Australia.

38: Were there any issues about being alone?

Harker: Not really. I would listen on the weather nets — although I would rarely talk on them. For example, when I was in the Galapagos, about 22 boats left just before me and talked on the Southern Cross Net. I didn't talk much, but I must have sailed a lot faster, because I got to the Marquesas well before they did. I also stayed in touch with people via email.

38: What about a sat phone?

Harker: I had an Iridium satphone and bought 500 minutes for \$500. In some places, such as South Africa, Australia, and Antigua, the \$1/minute Iridium was the least expensive way to call home to the States. They kill you with roaming charges on other phones. My Iridium always worked and, in fact, played a critical role in my most crucial repairs. For example, I talked for over 100 minutes to Balmar to get my backup alternator to work. The problem is that the back-up had a built-in regulator while the Yanmar has its own. The two regulators had to be sorted out, and we were eventually able to do that over the phone.

38: When is the circumnavigation finished?

Harker: I finished mine in Antigua about a week ago but, depending, on how I make my way back to Miami, the boat will finish her circumnavigation at either Matthewtown, Inagua, or Nassau in the Bahamas.

38: It's a long sail around the world. Did you enjoy all of it?

Harker: There were a few times I didn't. I got extremely frustrated in the Galapagos. The three times that I was totally becalmed and getting my brains rolled out by the swell were torture. And just outside of Antigua, about to finish my personal circumnavigation, I got hit with 40 knots of wind and a tremendous lightning storm. That was pretty scary.

38: But what about day to day?

Harker: Day to day, I really enjoyed it. When I woke up, I'd

the latitude interview:

go, "Ah, here I am again. It sure beats being at home watching the Travel Channel." I looked forward to each day as an opportunity to see and enjoy something new. And if I had a down day, I'd remember the six years that I was in bed, unable to

"Not only do I carry a spare rudder, but the stainless steel shaft and cage, too! The new rudders are flexible, but bulletproof."

move. But I didn't have to kick myself like that often.

38: So after this fast circumnavigation can we assume you'll have had your fill of sailing for awhile?

Harker: Not at all. After my boat is displayed by Hunter at the Miami Boat Show in February, the month of March is just for me, and I'll be spending it cruising in the Bahamas. In April, my boat will be hauled to get checked over and I'll be speaking at Strictly Sail Pacific [check www.strictlysail.com for times]. From May to October, I'll be doing presentations at yacht clubs or Hunter dealerships every two weeks all the way up the East Coast to Maine. My last one will be the Annapolis Boat Show in October. This November I'll enter the Caribbean 1500 Rally from Virginia to Tortola in the British Virgins, and spend the winter in the Caribbean. That should be wonderful. In fact, I

won't have anything scheduled until Antigua Sailing Week at the end of April, and I can't wait to get back to St. Barth.

38: That's quite a schedule for a 60-year-old after a fast and mostly singlehanded circumnavigation. What then — lots of rest?

Harker: Oh no. After Antigua Sailing Week, a year from May, I'll head to the Azores and across the Atlantic. My main destination goal is Thailand but, along the way, I very much want to visit Croatia and perhaps spend the winter in Turkey or Israel. But after going down the Red Sea and across the Indian Ocean to Thailand, I'll continue on to Japan, where I'm sort of famous because I flew a hang-glider off Mt. Fuji many years ago. In Japan, they revere people even if they accomplished things many years before. Then I'll sail across the North Pacific to California, and hang out in San Diego until the start of the Ha-Ha. That will be three years from now.

38: Do you think most people could do what you did?

Harker: Oh sure. You have all kinds of couples who are retiring in their 50s, and who have put the kids through college. They can not only sail around the world, but they can do it cheaply. Of course, they may not want to do it as fast as I did it.

38: How much sailing experience do you think they need?

Harker: I didn't know how to sail at all when I started with my boat in the Ha-Ha, but I've sailed 55,000 ocean miles now, almost all of them singlehanded, and I learned by doing. I think anybody who knows the basics of sailing, is in good health, and has common sense, could do the same thing that I did. And by the way, legally, I'm a paraplegic.

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SANTA CRUZ 50

When Bill Lee's 67-ft ULDB *Merlin* altered the course of west coast offshore sailing in 1977 — among other things, setting a TransPac monohull record that stood for 20 years — it spawned a revolution in large race boats: lighter, faster, and more fun. However, when the decision was made to create a production boat of the same concept and size, a dearth of 70-ft slips at the time forced Lee's hand toward a smaller giant-killer.

In 1979, the Santa Cruz 50 was born into a world consisting of a few early ultralights and an armada of IOR displacement boats deathrolling their way to the finishes of the great west coast offshore races. Although the '79 TransPac was in the crosshairs of new SC 50s buyers, only hull no. 1, Randy Parker's *Chasch Mer*, was finished in time. Despite painfully light breeze, she beat the legendary 72-ft Alan Gurney-designed *Windward Passage* boat for boat and the cat, as they say, was out of the bag. By 1981, there were seven SC 50s on the line for that year's epic, windy race. Sailmaker Dave Ullman — aboard *Hana Ho*, the first SC 50 to Hawaii in '81 — counts that race as his fondest TransPac memory.

"None of us knew what to expect because we hadn't really sailed the boats," Ullman said. "We were all together until the first big squall came through and separated *Shandu* and us from everyone else. For the next five days, we were within two miles — and sometimes two boatlengths — of each other. It was like a week-long one-design race."

Although SC 50 participation in the Pacific Cup has been consistent over the years, their TransPac attendance dropped steeply in the '90s to only two or three boats in any given year. Then, last year, six 50s showed up off Point Fermin — including *Chasch Mer* — and finished in 4 of the top 10 spots on corrected



time. It was proof positive that, despite 30 years under its keel, the SC 50 hadn't lost a step.

In ways, the boats have even gained a step or two. While 70-ft slips are a lot easier to come by these days, if it's performance and comfort you're looking for, it's still hard to find a better value in the 50-ft range than an SC 50. Introduced originally



LATITUDE/JR

'Emily Carr' races the 2006 Corinthian YC Midwinters.

at the bargain price of \$165,000, these days they typically sell for between \$170,000 and \$240,000 depending on the version, upgrades, gear and sail inventory. By comparison, a fully-tickled, semi-production 48 to 50-ft IOR leadmine in the late '70s

and early 80's would run upwards of \$225,000. That's with a minimal interior, a speed threshold in the mid-teens — and the impending doom that often followed. The resale value of those boats on today's market is well under half that.

The hulls and decks of most SC 50s consist of the tried and true fiberglass mat and woven roving set in polyester resin over



an end-grain balsa core. The interiors have a warm feel thanks to the quality mahogany plywood used for the bulkheads and interior joinery. Although the interior layout changed with the later MK II version, most of the boats have an elevated salon which makes seeing out the cabin windows easy. And the attention to detail and quality craftsmanship was as exceptional in the 50 as in all Bill Lee's boats from the 27 to the 70.

What designer Bob Perry once referred to as "Bill Lee's superb building job" was validated once again when he beefed

Scenes from the SC 50 family scrapbook (clockwise from above left) — 'Chasch Mer' on afterburner; Bill Leroy's 'Gone With the Wind' is one of the prettiest 50s around; the airy and light main salon; 'Tahoe Cruz' at work on Lake Tahoe; (center) 'Main Squeeze' off the channel island during the Santa Barbara to King Harbor Race.

up hull no. 28, which made two laps around the globe at the hand of author Hal Roth, as *American Flag* in the 1986-87 BOC Race, and *Sebago* in the 1990-91 edition of the same event. Both adventures were well documented in his books *Chasing the*

SC 50

1984 Vic-Maui race. Another, *Tahoe Cruz*, (ex-*Suntan Special*), sails on Lake Tahoe in the spring and summer months. After undergoing a refit three years ago, she regularly accommodates groups of up to 25.

"People can't believe the boat's 25 years old," said Mike Pavel, the boat's co-owner and co-captain.

While a refit would make any boat look fresh, a new dress won't do much for an old pig. Fortunately, the SC 50 is anything but. The svelte 18,000-lb displacement, 1,300 square feet of downwind sail area and relatively narrow 12-ft beam enable effortless surfs into the high 20's with a spinnaker up and the breeze on.

"It's the fastest I've ever gone on a big boat," Ullman said. "It's faster than any of the sailing I've done on the 70s or *Genuine Risk* (a 90-ft canting-keel maxi). The averages aren't as high, but the bursts are just unbelievable. . . The boat was way ahead of it's time."

The boxy cabin and its nearly full-width forward window give the deck an aggressive, medieval battle-helmet look that's ultimately balanced by the slippery hull lines. The cockpit — deep by today's race-boat standards — features tall coamings that give good protection. Between those coamings, there's an uncluttered space with molded seats. Pairs of primary and secondary winches, a large wheel, and cabintop winches round out the typical deck hardware arrangement, although over the years, crews have inevitably experimented with different layouts. Thanks to the mainsail's mid-boom sheeting and cabintop traveler, the cockpit is a safe place to put novices and/or kids when going for a leisurely daysail — an accidental jibe doesn't involve quite the deadly potential of a cockpit-mounted traveler (although it will still get everyone's attention).

Deck layouts aren't the only elements of the SC 50 to have been tweaked over the years. A common performance upgrade for the boat is a 2 or 3-ft transom extension to add waterline. Some boats have deeper elliptical appendages, and one 50 even sports a bulb keel. As well, several rigs have grown a few feet taller than the originals. While the 50s raced as a one design class in the early years, the differences now may be too great for level class racing, although the boats have always been treated pretty fairly by various rating systems over the past few decades.

Another thing nearly 30 years has done is build a reputation that precedes the boat. Enough of a reputation that America's Cup and Volvo Ocean Race veteran Paul Cayard of Kentfield has his eye on one. To him, it seems the ideal boat for a family-oriented entry in this year's Pacific Cup. Among the crew would be Paul's teenage children, some of their friends, and some of his.

"I'm seriously considering buying a Santa Cruz 50," Cayard said, even though he admits he's never sailed any distance races on one. He also doesn't plan on just selling the boat right after the Pacific Cup, either. "If my kids like [doing Pacific Cup] I'd like to do a Mexican race with them next winter and then maybe do one with the guys — my friends. My idea is to have the boat here locally for a few years to do some fun-oriented sailing like that as work permits."

Why would someone who has sailed farther and faster on a monohull than almost anyone else on earth be particularly attracted to a boat that's been out of production since Ronald Reagan was President?

"The SC 50 is a good compromise between an exhilarating ride and comfortable accommodation," Cayard said. "And for a 50-ft boat the price is pretty attractive — they're a great value."

— latitude/rg



Long Rainbow and *Chasing the Wind*. The boat then came back to California and, as *Sundowner*, won the 2000 Singlehanded TransPac under Anna Stockel. Now sailing under a new owner, the well-traveled hull #28 is entered in the upcoming Corona Del Mar to Cabo San Lucas race.

Of the 29 SC 50s built between 1979 and 1986, three are Coast Guard certified to carry paying guests. One of those, *Scotch Mist II* has been operating as a day charter boat seven days a week in Hawai'i since it arrived with line honors in the

LATITUDE/rg

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MEET THE FLEET, PT I

For most sailors, logging thousands of miles of coastal cruising is a pretty substantial accomplishment. But crossing oceans puts you in a whole other league — what we'd call 'varsity-level cruising'. It's an endeavor that's not for the timid nor the ill-prepared.

It's with this in mind that we give our annual salute to those hardy sailors who are about to jump off from the Americas to French Polynesia, tackling roughly 3,000 miles of open ocean along the way.

Since *Latitude* started reporting on this annual springtime migration 11 years ago — and coined the phrase Pacific Puddle Jump in the process — hundreds of sailors have successfully made the leap. Upon arrival, they've been rewarded by dramatic landfalls, dream-like anchorages and friendly islanders who still embrace aspects of their cultural heritage that stretches back thousands of years.

Unlike in years past, when almost all passage-makers jumped off from Puerto Vallarta, Zihuatanejo or Panama, some members of this year's fleet will also be setting out from Cabo, La Paz, Mazatlan, the Galapagos and elsewhere. It's impossible to track down all of them, but we've done our best to include as many as possible here, and in a second installment this month.

Again this year we had a chance to



Steve and Wendy bought 'Elusive' five years ago, intent on taking her cruising.

meet many fleet members face to face at our two annual Puddle Jump Kickoff Parties. Both were co-sponsored by Tahiti Tourisme, which sent out a 'special emissary', Stephanie Betz, to welcome the fleet to her spectacularly beautiful islands. The first little fête was hosted by Rick's Bar in Zihua, February 5, and the second was hosted three days later by the Vallarta YC and Paradise Village Resort in Nuevo Vallarta.

Tahiti Tourisme will host a (free) follow-up event June 27-28, called the Tahiti-Moorea Sailing Rendezvous, which is specifically designed to celebrate the arrival of this year's fleet, and introduce them to traditional Polynesian dance, music, sport

and cuisine. The best part may well be the six-person outrigger canoe races, where cruisers team up with locals to test their paddling prowess.

If all this leaves you wishing that you too were heading out this year, fret not. As you'll read here, where there's a will, there's a way. When bluewater cruising becomes your top priority, as it is for these folks, you'll probably find a way to make it happen. With that hopeful thought, we'll introduce you now to the Pacific Puddle Jump Class of 2008.

***Elusive* — J/44 Stephen & Wendy Bott Seattle**

Although Steve and Wendy have lived in Seattle for 25 years — he's a retired Alaska Airlines pilot — they've always kept their boat in Ventura as a base for SoCal cruising.

They say the promise of adventure and the challenge of being self-sufficient were



ALL PHOTOS LATITUDE / ANDY

what drew them most strongly toward the cruising life. Five years ago they upgraded to this sweet J/boat with the specific intention of doing some serious ocean traveling. And luckily for Steve, Wendy is equally excited about jumping offshore: "I'm rarin' to go," she says, "as

Jeanine hung up her spurs to explore the world with Gordon aboard 'Vari'.



— PACIFIC PUDDLE JUMP '08



"Yeah! We're going to Tahiti!" The PV Puddle Jumpers strike a pose at the Vallarta YC. In front, far right, is Stephanie, 'our gal in Tahiti'.

long as he doesn't scare me!"

Thanks to the recommendations of several veteran cruisers, the 'friendly Kingdom' of Tonga is high on their list of 'must linger' destinations.

Vari — Simpson 40 steel cutter Gordon & Jeanine Wunder, Seattle, WA

"Funny, they don't look Indonesian," we thought to ourselves as we dinged past *Vari*. Turns out Gordon and Jeanine simply chose to have their boat 'flagged' in Kosrae, Indonesia — as its nameplate implies — as a precaution against anti-American sentiment. They are, after all, planning to circumnavigate. Interestingly enough, the reflagging can be done without ever setting foot in that far-distant land.

Gordon has had a thirst for voyaging since he was a youngster. At age 12 he found an abandoned liferaft in a shipyard, rigged it with a makeshift sail and

tried to sail away. Sadly, or perhaps luckily, he only got about 100 feet offshore on that first attempt, but he's made up for it later in life, including a six-year circumnavigation beginning in the late '80s.

Before meeting Gordon, Jeanine appeared her sense of adventure through horseback riding, but she quickly took to sailing. She recalls that when Gordon asked her if she'd like to sail around the world, "It took me about five minutes to decide. This will be my first extensive cruise, so I'm up for anything!"

Solace — Hylas 44 Paul & Gina Rae Lyttleton, NZ

Paul and Gina's story is unique within this year's fleet. Unlike most, they've already seen New Zealand. In fact, they were born and

raised there. Thanks to the weak U.S. dollar, they got a sweet deal on this 1985 cutter, and now plan to bring her home to the land of the kiwi bird in one season.

After completing some upgrades on their home turf, they expect to head out again next season, perhaps up to Japan, and eventually all the way around the planet.

Baraka — Slocum 43 Dave Pryde & Jan Eckmann Richmond Beach, WA

When asked about the couple's recent travels, Dave reminded us of the oft-heard definition of cruising: "Doing boat maintenance in exotic places."

"Shed your fears and just do it! It's great out there!"

But we know he and Jan have been loving it.

In fact, they've been preparing and planning for this trip ever since they returned home from their last offshore foray in '92. Back then they took a Hans Christian 33 from Seattle to Panama and across to Turkey.

This time, though, they're heading in the other direction. "So tell me," asked Jan, "when we reach Turkey this time, can we say we've circumnavigated?" Ahh. . . what the heck, sounds good to us.

Wherever the winds blow them this time, they expect to be out for four years

Jan and Dave of 'Baraka' have been vagabonding together for decades.



MEET THE FLEET, PT I



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Now that Cindy's caught John's cruising bug, they're ready to head out aboard 'Airwego'.

or more. Crewing, at least as far as French Polynesia, will be their 29-year-old son Joel — as well as Opal, their salty boat cat, who already has an Atlantic crossing under her, ah, collar.

Airwego — McIntosh 47
Mike & Cindy Miller
Tacoma, WA

"You have to do something crazy before you die," says Cindy. Although world cruising has been a longtime dream of

"You might say we've been planning this trip since 1959!"

John's, Cindy wasn't always so gung-ho about the idea of heading out across thousands of miles of open water. But a few years ago she warmed up to the notion, so they bought this stout cruiser in '06 and headed down the coast last

Mike and Liz are sailing the fleet's only tiller boat, the formerly famous racer 'Argonaut'.



summer.

The current game plan is to do a South Pacific circuit, then head north to Hawaii and on to Seattle. But as every sailor knows, plans change. We wouldn't be surprised if they got distracted out there and ended up exploring places that they never even considered!

Pacific Star — IP 35
Horst & Julia Wolff
San Francisco

A native of Germany, Horst moved to the U.S. 30 years ago. In between raising two kids and careers in medicine, he and his American wife, Julia, bought a boat to pursue the joys of sailing. Then about three years ago Julia decided it was high time they did some serious cruising together. Horst was game and suggested the Caribbean. But Julia convinced him to think bigger, suggesting they see the South Pacific, then go on around via the Med.

A footnote to this plan is that Julia will skip the big 'Jump' — John Shyrow will crew in her place — and rejoin *Pacific Star* in Tahiti. Horst loves the cruising life and urges others with wanderlust to follow suit: "Shed your fears and just do it! It's great out there!"

Argonaut — Cal 40
Mike Scott & Liz Strash
Seattle

Mike's sailing career began when, at age 9, he rigged an old tarp on a rowboat and attempted to head off over the horizon. "When I opened an atlas and saw all those islands out in the Pacific, well, that's all I ever wanted to do." After five decades of anticipation, he's finally giving it a shot.

And luckily he found himself a woman (14 years ago) who is equally enthusiastic about the adventure. In fact, according to Mike, it was Liz who got them to this point in the process. He'd always been a racer, but she'd always had the travel bug. So when they began discussing the possibility of cruising she said, "Sure, we can do this!"

They bought *Argonaut* — an old warhorse which won overall honors in the '69 TransPac (see *Sight-*

ings) — in 2000, and spent three years updating her. During their two years spent cruising Mexico they've fallen in love with the place and its people. "The best of Mexico can't be seen from the deck or the beach," they advise. "You have to look beyond the beach."

Tracen J — Crealock 44
Jack & Marcia Spiess
Seattle, WA

Some folks stumble into the cruising lifestyle by accident, but others, such as Jack, can precisely pinpoint the inspiration which led them to a life of offshore sailing.

"I was 7 years old in 1959 when I turned on ABC TV and there was Gardner McKay living an exotic life (aboard his schooner *Tiki*) in the show *Adventures in Paradise*." Apparently he got the cruising bug right then and there: "Every week I was glued to the TV watching that show."



For Jack and Marcia of 'Tracen J', this trip's been a long time coming.

Marcia, who also remembers the three-year run of that legendary show, explains that it's been an inspiration throughout their lives together — they've been married for 35 years. "So, you might say we've been planning this trip since 1959!"

Marcia makes it clear that she is not a reluctant partner, but is 100% committed. "Besides," she says, "there are too many beautiful native girls out there! I'm not letting him go alone."

Don Pedro, Beneteau 475
John & Patrick Boggs, Sidney, BC

John has got to be one of the coolest uncles we've ever met. Thirty years ago he did a major cruise from western Canada south, through the Canal into the Caribbean. While he was there, his nephew Patrick came to visit and loved the sailing life — although he was then only about 7 years old. When the trip was over, Patrick swore that if his uncle John if ever did another big cruise, he would definitely make himself available to crew. Today he's making good on that promise, having committed to crewing, and paying his own way, all the way around the world.

Linda is taking a pass on the Puddle

— PACIFIC PUDDLE JUMP '08



Uncle John and nephew Patrick will have 'Don Pedro' waiting when Linda flies in.

Jump crossing, but will rejoin the boys (including second mate Rob McFee) out in the islands. They expect to be 'out there' circumnavigating for at least five years.

Meridian — Tayana 48

The Powers Family, Napa, CA

If the marine industry needed poster children to advocate family cruising, this family could fill the bill. Cheerful, good looking and hungry for adventure, John, Nancy and their daughters Maddie, 8, and Sophie, 6, are living a dream that most sailing parents can never quite

After crossing the Pacific on 'Meridian', the Powers clan will have a boatload of memories.



realize.

"For us," says John, "the timing was right: our ages, the ages of the girls, my career, the boat. . ." They bought this big center-cockpit cutter two years ago and put themselves on the fast track to Pacific cruising, heading south with the Baja Ha-Ha last fall.

"I like the idea of being someone who does different and exciting things," says Nancy. John agrees: "We don't want to be the kind of parents who just raise kids that hang out at the mall and play video games." Indeed, video games will probably seem a bit boring if and when these two sailor girls return home. For now, the family has set their sights on New Zealand, where they'll regroup and reassess.

Rolling Thunder — Horizon 42

Bruce & Jan, Portland, OR

"I always wanted a life less ordinary," explains Jan, "but I wasn't really focused on exploring the world by sailboat until I got together with Bruce." They first met in Europe while she was traveling and he was doing a stint in the military. Later, after their cruising fantasies took shape, they decided to cash out — sell the house — and transform the dream into reality.

Plan A is to continue south through Central America and on to Ecuador, then out to the Galapagos before reaching French Polynesia. Crewing along the way will be their 17-year-old son, who's hoping they can make it to Indonesia before he has to return to school next summer. He's got his heart set on seeing the legendary Komodo dragons there.

Andiamo — Alden 64 cutter

Jerry Marsden, San Diego

"Live while you can live," is Jerry's mantra as

he sets off to his newly adopted home, Thailand. His parents both died young, and, because he's now approaching that time frame, he figures it's high time to make the move.

Having sampled the day charter business recently while based in Ensenada, he plans to set up a small charter outfit



Carl and Jerry of 'Andiamo' have their sights set on Thailand.

after arriving in Thailand. A previous month-long sail through those waters convinced him that it's an ideal leisure destination. "When I came back, I sold the house and bought the biggest boat I could.

A retired contractor, Jerry's a pretty handy guy, but his crew, retired engineer Carl Sjoberg, can reportedly fix anything — and he can cook!

Blue Plains Drifter — Tayana 48

Jim & Tiffany Tindle, Santa Cruz

"I can't say that this has been a life-long dream," admits Jim, "since we only started sailing about four years ago!" And they've been out cruising for the past year and a half.

Regarding their motivation, Tiffany explains, "My husband says it was the opportunity to see out-of-the-way places and get to know people from different cultures. I say we were bored with the monotony of Silicon Valley life!"

In any case, these 30-something refugees are thrilled to be jumping off to the Marquesas and beyond with an open-ended itinerary. Is there any place they'll



Jeff and Tiffany of 'Drifter' are on the cruising fast track.

MEET THE FLEET, PT I

avoid? "Any place where they eat cats." As to buddy-boating: "We plan to cruise with boaters who cook well and drink often." We should all be so carefree!

59th Street Bridge — Cal 2-46 The Leib Family San Francisco

"Yeah, I know," says Lisa, aka Mom, "the name doesn't exactly roll right off your tongue (especially during radio roll calls), but it's the name of Simon and Garfunkel's *Feelin' Groovy* song."

And this lovely family is indeed feelin' groovy, as they set out on a Pacific circuit through French Polynesia, then north to the Kiri-bati, Hawaii and home in time for daughters Marashel, 12, and Lily, 10, to start school next fall.

Offshore cruising has been a longtime dream for Lisa and especially her husband Peter, a Cal Maritime grad who's seen the mid-Pacific many times from the deck of a ship, but



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Hopefully the Leib family will be 'feelin' groovy' all the way to the Marquesas.

never before from a sailboat.

"With the girls now 12 and 10, we thought this would be a good time to go, figuring that they could help out a bit," explains Lisa. "That part hasn't worked out so well — they're more like first class passengers lounging in the aft cabin!"

"The trick to doing this," adds Peter, "is you just go. A lot of people spend their whole lives getting the boat ready, but you just have to cut the cord and go. The only 'must haves' are a well-built boat and a sense of humor."

Chinook — Saga 43 David & Candy Decker Evergreen, CO

David and Candy are proving once again that even landlocked states can produce accomplished sailors. Having sailed extensively

in the Caribbean, Mexico and Australia, they now intend to circumnavigate — but in a very unique way. "We're going to see if we can sail around the world in three- or four-month stints each year," says David. (Huh?)

The explanation is that David is still technically working full time as a geologist, but he's negotiated a deal where he can take a three- or four-month sabbatical annually. Pretty sweet, eh?

Both he and Candy



David and Candy have a unique approach.

love the mountains too much to be on the water full time, but they're quick to clarify that they intend to keep sailing in spurts forever. "Actually," says Candy, "We kinda fell in love while sailing about 25 years ago, when I was invited to sail with David from Jamaica to Corpus Kristi. It was the first time I'd ever set foot on a sailboat and I've loved it ever since."

Charisma — Amel Mango 53 Alan & Kristen Spence

About 10 years ago Alan seized an opportunity to help a friend bring a boat to Mexico — his first real offshore experience. "As we headed out the Golden Gate,"

2008 PACIFIC PUDDLE JUMP FLEET

(Undoubtedly, this list is far from complete, as many boats escape the Latitude radar.)

Boat Name	Owners & Crew	Boat Type	Homeport
360	Joel & Mary Thornton	Passport 41	Seattle WA
Andiamo	Jerry Marsden and crew	Alden steel ketch 64	Phuket, Thailand
Airwego	Mike & Cindy Miller	McIntosh 47	Seattle, WA
Aquamarine II	Chris, Beth & Yvette	Passport 40	Gloucester, MA
Argonaut	Mike Scott & Liz Strash	Cal 40	Seattle, WA
Baraka	Dave Pryde & Jan Eckmann	Slocum 43	Seattle, WA
Blue Plains Drifter	Jim & Tiffany Tindle	Tayana 48 DS	Santa Cruz, CA
Camelot	Neil & Jackie Michell	Pan Oceanic 46	Preston UK
Charisma	Alan & Kristen Spence	Amel Mango 53	Napa, CA
Elusive	Stephen & Wendy Bott	J/44	Seattle, WA
Elusive	Josh Clark	custom Cal 32	Panama City, PA
Emily Grace	Tom, Kim & Emily	Nordhavn 46 trawler	Ludlow, MA
Freestyle	Jenna & Tim Smale	Cape Dory 36	Oceanside, CA
Gingi	John Bringetto & Amanda Berks	King's Legend 41	San Francisco
Grace	Geoff & Sally	Formosa Peterson 46	Bainbridge Is, WA
Hannah	Steve Wrye, Tracy Willett, Nolan Willett	Mason 44	Brinnon, WA
Horizons	John & Mary Hallinan	Southern Cross 39	Seward, Alaska
Island Time	Ron & Mary Ellen Leithiser	Norseman 447	San Diego CA
Linda	Steve & Linda Maggart	Rhodes Bounty II	Elephant Butte, NM
Liberty	The Nichols family	Peterson Formosa 46	Seattle, WA
Madeline	Jeremy & Meghan White	Gib Sea 106	Portland, OR
Malachi	Jay & Margaret Crandell	Tayana 48	Vancouver, BC
Monju	Carl & Mei King	Brewer 38	Seattle, WA
Moonduster	Wayne Meretsky	S&S 47	San Francisco
Morning Light	Jaime & Christine Tate; L & D Sutton	Hylas 46	San Diego
Our Country Home	Ralph & Glenda Johnson	Hans Christian 41	Corpus Christi, TX
Pacific Star	Horst Wolff & John Shryock	IP 35	San Francisco, CA
Pax Vobiscum	Sally & Brad Bagshaw	Fast Passage 39	Seattle, WA
Qayaq	Richard Spore & Betsy Plotkin	Valiant 32	Seattle, WA
Quetzalcoatl	Donald Bryden & Seishu Sono	Brewer 45 ketch	Green Bay, WI
Shilling of Hamble	Dennis & Janet Knight	Oyster 435	Southampton U.K.
Solace	Paul & Gina Rae	Hylas 44	New Zealand
Tender Spirit	Joan & Chuck Martin	Hans Christian	Sitka, Alaska
Tin Soldier	The Middleton family	Waterline 50	White Rock, B.C.
Tracen J.	J & M Spiess & J & D Kiesling	44 Crealock	Blaine, WA
Vari	Gordon & Jeanine Wunder	40-ft Simpson steel cutter	Kosrae, Micronesia
Warm Rain	Dawn & Tom Baker	Hylas 44	Blaine WA
Wind Dancer	The Burns family	Catalina 36	Juneau, Alaska

he recalls, "it was like a light went on inside my head: 'Wow,' I thought, 'there's no end to the possibilities of this lifestyle!'"



It's thumb's up for Alan and Kristen of 'Charisma'.

He and Kristen began a battery of sailing courses at Tradewinds Sailing seven years ago, bought this sweet ride in 2005, and set off last fall with the Baja Ha-Ha. Turns out she's had dreams of ocean adventuring since she was a kid, reading books like *Island of the Blue Dolphins*.

The plan is to island-hop to New Zealand and back. And their advice to would-be PPJers: "Don't wait until you have 'enough money' stashed away to embark on your adventure — or it will never happen."

**Entropy — Hunter 456
Robert & Carol Forbes
Newport Beach, CA**

First, a big cheer for Robert and Carol for stepping up to act as the de facto group leaders for this year's fleet. In addition to their high-powered careers, they've long shared the same avocation: flying amphibious planes to far-flung destinations. "It's a natural transition from flying to sailing," explains Carol. But we have a feeling their boat is a lot

Who says cruising can't be comfortable? Certainly not Robert and Carol of 'Entropy'.



more comfy than their planes were.

Seeing no need to leave the creature comforts behind, *Entropy* not only has an enormous master stateroom with a walk-around bed, but it also has a bath tub. Seriously.

Their game plan is unique within this fleet, as they plan to join up with the UK-based Blue Water Rally in French Polynesia, and continue on around the world with that 35-boat fleet.

**Liberty — Peterson 46
The Nichols family, Seattle**

We've got to applaud folks like Carl and Yvette for having the guts to buck the norm by cashing in all their chips and taking off with their kids. Two years ago they sold their house plus all "stuff," quit their high-stress jobs and set out to give their sons, Joel, 15, and Kyle, 13, an education in the school of life (in addition to home schooling). We're happy to report that when we caught up with the family last month, they were all still smiling and were all eager to make the big jump.

As they work their way west toward New Zealand, one destination that's high on the 'must see' list is New Caledonia. Carl sailed there on a training cruise with Mahini Expeditions and is anxious to share its many charms with the family. Beyond that, the game plan is simply to explore and discover until they head home in 2010.

**Our Country Home — HC 41
Ralph & Glenda Johnson
Corpus Christi, TX**

We're pretty sure Ralph knows every inch of this boat, as he's lived aboard her



The 'Liberty' crew is off on a family adventure that makes life back home look b-o-r-i-n-g.

for over 20 years. He befriended Glenda some years back when she was going through a very rough patch of life. They eventually fell in love, got married and merged their cruising dreams, making a pact three years ago to cruise the South Pacific together. They expect to reach



Where to? Plan A is for Glenda and Ralph to reach Australia by the end of the season.

Australia this year, then reassess their options.

"We have had many delays due to family and other issues," explains Glenda, "but we didn't give up!" She likes to remind the wannabes back home that in life, as in sailing, "We cannot control the wind, but we can adjust the sails."

MEET THE FLEET, PT I

Point Zero — Hanse 53

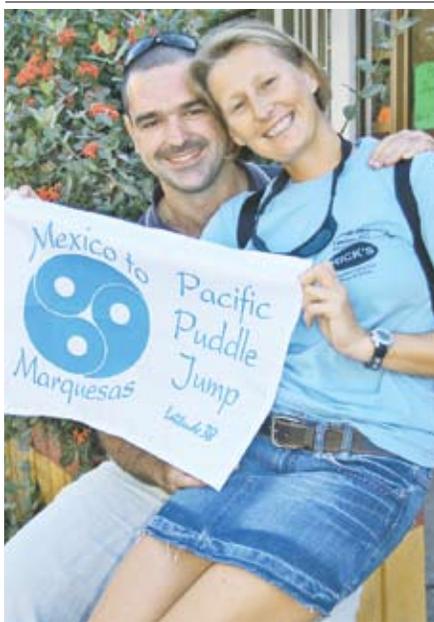
Andrea & Gaby Sciutto, London, UK

It's an irony of our times that the biggest and newest boat in the Zihua fleet this year belongs to one of the youngest couples — they're both in their mid-30s. But they undoubtedly earned it through plenty of hard work.

Andrea is originally from Italy, and Gaby is from Slovakia, but they met while both living in London 10 years ago, and were married in '02.

"A couple of years ago we decided we were tired of life in London," explains Andrea. "We wanted to do something completely different." So they sold everything, took a six month's sailing course at the Isle of Wight and bought this beautiful German-built cruiser, brand new, in June of '06. After several months shaking her down in the Med, they crossed the Atlantic and they've had all sorts of adventures ever since — including a lightning strike en route to Panama which fried all their electronics.

So far, they've been most impressed by "how little we need to be happy," says



LATITUDE/ANDY

Who needs London? Andrea and Gaby are headed for the sunny isles of the South Pacific.

Andrea. "We don't miss anything from our life before sailing." One awkward thing is that their families all think they're crazy. "But I told my parents, 'Don't worry, you are the point of contact if the EPIRB goes off. So if something

happens, you'll be the first to know!"

Since our typing fingers are cramping and we're reaching the end of the page, we'll take a breather here and pick up where we left off next month.

By then — April 1 — about half of the fleet will be at sea, either booming along with the easterly trade winds or anxious to reach them. Weather gurus tell us that it's a 'La Niña' year, which could bring stronger than normal wind conditions to the South Pacific. That's probably a good thing, as sailors in previous years have complained a lot more about not having enough wind, rather than having too much.

Whatever happens, you'll be able to read about it here. In addition to our second installment of Puddle Jumper profiles in April, in the coming months we'll bring you a recap report on the crossing, as well as coverage of the Tahiti-Moorea Sailing Rendezvous in June. Hmm. . . better rest these fingers while we have a chance.

— latitude/at

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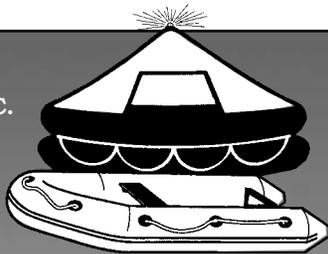
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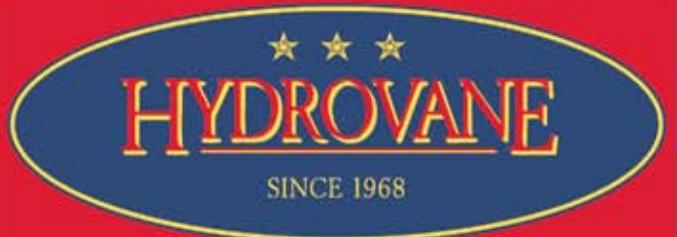
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I had planned on taking the weekend off from sailing, and that was still my plan when the phone rang late Friday night.

"Max, this is a bit of an emergency," said the voice on the other end of the line. "Are you and your boat available tomorrow?"

I was sure this was going to be another desperate plea for a race committee, even though I couldn't exactly place the voice. But before I could make up a good excuse, the caller added some important information:

"How would you like a tour of the Farallones?"

So he wanted race crew. Seemed like the wrong time of year for a Farallones race, though.

"Thanks," I answered, "but I've seen that island at close range umpty-ump times. Much too close a couple of times, in fact."

"No, this is a chance to actually go on the island, and get the full tour from the naturalists who live there. Something the public isn't allowed to do. And it's elephant seal season."

That was different story. After using that island as a windward mark for all these years, it would be hard to turn down a chance to go ashore and walk around.

boat owners who volunteer to ferry scientists and supplies to Southeast Farallon Island and back. We provide the boat and crew, they supply the passengers and cargo. And most importantly, they do all the loading and unloading. They also make sure that the sailing crew gets a tour of the island while supplies are unloaded in return for volunteering for a day to make the run."

"But there's no dock on the island," I said. "The swell is running pretty high these days, and I don't think there are any beaches where I'd want to risk landing in a dinghy."

"There's a mooring buoy. The crew from the island comes out in a skiff launched by crane. It's all worked out very efficiently. I've been doing this for years — but my boat just developed an engine problem so I had to cancel. I've been calling down the yacht club roster, and you're just about my last hope."

"Okay, I'll do it. What time do they meet me at the boat?"

"Great!" he said with a sigh of relief. "Two biologists and one of my crew will be at your boat at 4:30 a.m. to load up. You'll need to leave by 5:00 to be on schedule."

He knew not to leave a space for me to change my mind as he gave me names and cell phone numbers of the two scientists.

"Just make sure they bring coffee and pastries," I said, "and an extra five gallons of diesel because the fuel dock will be closed that early in the morning."

Four a.m. came much too early the next morning, but a deal is a deal, so I jumped in the car and made it down to the boat by 4:45. The two scientists, one

marine mammals biologist and one ornithologist, were waiting for me with a large pile of groceries next to their van. I unlocked the dock gate, gave them a dock cart, and opened up the boat while they schlepped all the bags and boxes



The 'Flying Skiff' transports crew, staff and supplies to the island via crane.

"I might be able to move my schedule around," I said. "How does it work?"

"I'm a member of the Farallon Patrol," he explained. "We're an informal group of

down from the parking lot.

But there was no sign of the sailing crew, and I had no contact information for this person. One of the scientists said he had sailed before, and that there would be three different people coming back on the return trip, two of which he thought had some boating experience, so I decided not to wait. We cast off as soon as the supplies were loaded, at 5:10, almost on schedule.

The 26 miles between Pt. Bonita and the Farallones can be awful nasty in early spring, but we were lucky. The swell was big but round and gentle, the wind was light, the fog not too thick, and the motor was running fine. I put the non-sailing passenger on the helm to keep her from getting seasick, and showed the one who had sailed a little how to read the GPS and AIS displays so he could alert me to any trouble while

— ROCK STAR FOR A DAY



You talkin' to me?! A cleverly disguised Max Ebb communes with a native.

I took a nap — after the second round of coffee and doughnuts, and after we cleared the ship channel. The pre-dawn sky was just starting to lighten when I went below.

In the dim light I could see that the quarter berths and the main cabin berths were all piled high with groceries. So I decided to snooze up in the forepeak. I took off my foulies and sea boots and dropped into the V-berth among a pile of spinnaker bags.

"Hey!"

"What?"

"Ouch!"

"Who's in here?"

"Max!"

"Lee?"

This was not another sailbag at all. It was Lee Helm sleeping in my forepeak. Or at least she had been sleeping, until I climbed in on top of her.

"Uh, sorry," I said as soon as I realized what had happened, and regained enough presence of mind to reverse course and get out of the bunk. "What are you doing here?"

"This is, like, the Farallon Patrol, right?"

"Well, yes, but I didn't know you . . ."

"I signed up to help out on that big ketch that broke down yesterday," she interrupted. The owner called me late last night and asked me to crew for you instead."

"But what are you doing in my forward cabin?"

"Like, no way am I getting up at, like, four freakin' ayem on my grad student schedule," she explained. "That's more like the time I usually power down. So I

came to the boat a little after midnight to crash. What time is it?"

"Just after 6:30. Sun's starting to come up."

"Wake me up before we get to the island," she yawned, and rolled over in her sleeping bag.

"But how'd you get in?" I asked, still baffled.

"Combo's the same as the sail number," she mumbled sleepily, with her head buried in a sailbag pillow. "Just like half the boats in the marina."

With no other berths available, there wasn't much to do but go back on deck. It was probably just as well, as the fog was getting thicker and the AIS was showing some traffic in the channel.

"I didn't realize anyone still lived on the island since they automated the lighthouse and shut down the Coast Guard station in '72," I said.

"People have been living there since the Gold Rush era," said the biologist. "In fact, the population peaked at 78. They even assigned a schoolteacher to the island at one point.

"And I imagine there was a Native American population before that," I guessed.

"No evidence of that," he said. "The Spanish probably landed on the island too, but the first European to write about it was Sir Francis Drake, who visited on July 24, 1579."

"Why would he have given them a Spanish name?"

"They were named by Sebastián Vizcaíno, who drew the first chart of the islands in 1603. 'Farallon' just means 'rock' in Spanish."

"I still think there must have been Indians there long before," I said. "You can see the islands from shore on a clear day, and they had perfectly good canoes. If there's one thing common to all cultures at all times in history, it's that

there are always people who want to do stupid things in small boats."

"I guess," he allowed, "but at least they cleaned up after themselves, because we've never

found any artifacts."

"But the Russians and the Anglos sure knew how to make a mess of the place," said the ornithologist at the helm. "First the Russian fur trappers wiped out the otter and fur seal population. Then, at the height of the Gold Rush, the egg har-

Lee Helm was sleeping in my forepeak — until I climbed on top of her.

MAX EBB

vesters were taking half a million eggs a month from the island. It decimated the population of Common Murres."

"Murre eggs for breakfast?" I asked.

"I guess that was the egg species favored by gold prospectors," said the biologist. "They say they actually tasted pretty good. But then it got worse — there was another group on the island processing seals for oil. The smell was overpowering, from what I've read."

"Would have made it easy to find the island in fog," I said.

"The sealers started collecting eggs too," he explained. "This set the stage for the Egg War of 1863, a three-way battle between the two egg collecting companies and the lighthouse keepers, who also wanted to collect eggs for their own use. Two people were killed in a



The Farallon & Pacific Railway brings supplies from the landing to the house.

wild-west-style shoot-out."

"I wonder who owns the movie rights . . ."

"The northern islands of the chain were finally designated as a wildlife reserve by Teddy Roosevelt in 1909."

"And the southeast island became part

of the Farallones National Wildlife Refuge in 1969," added the ornithologist. "The elephant seals started to return in the '50s, and the Common Murres are back too, although nothing like their previous numbers. The good news is that the Rhinoceros Auklet is breeding here again."

We discussed bird sanctuary issues until

the first dim rays of sunlight started to penetrate the fog.

"You've been steering since we left the Bay," the biologist said to his colleague at the helm. "Would you like me to . . ."

"No!" she practically shouted. "I'm not letting go of this wheel. Unless you all want to see what I had for breakfast."

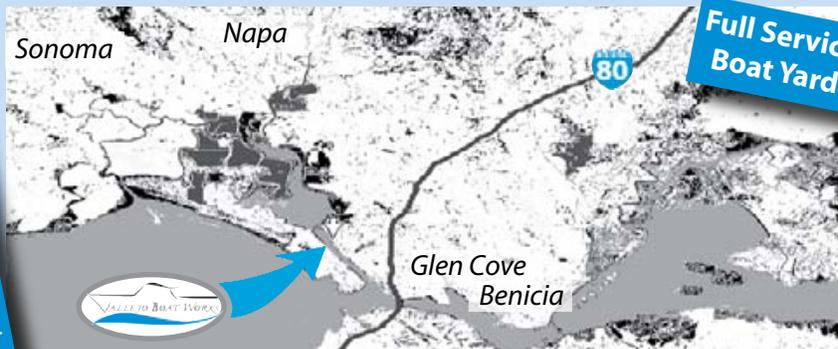
"Got it," he said, and changed the

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— ROCK STAR FOR A DAY

subject back to elephant seals and great white sharks.

There was very little to look at through the fog, except the "distance to waypoint" counting down on the GPS. The last few miles seemed to go the slowest, even under power, but eventually we were close enough to get a good whiff of the largest gull rookery in the continental U.S. The mooring buoy was there as advertised.

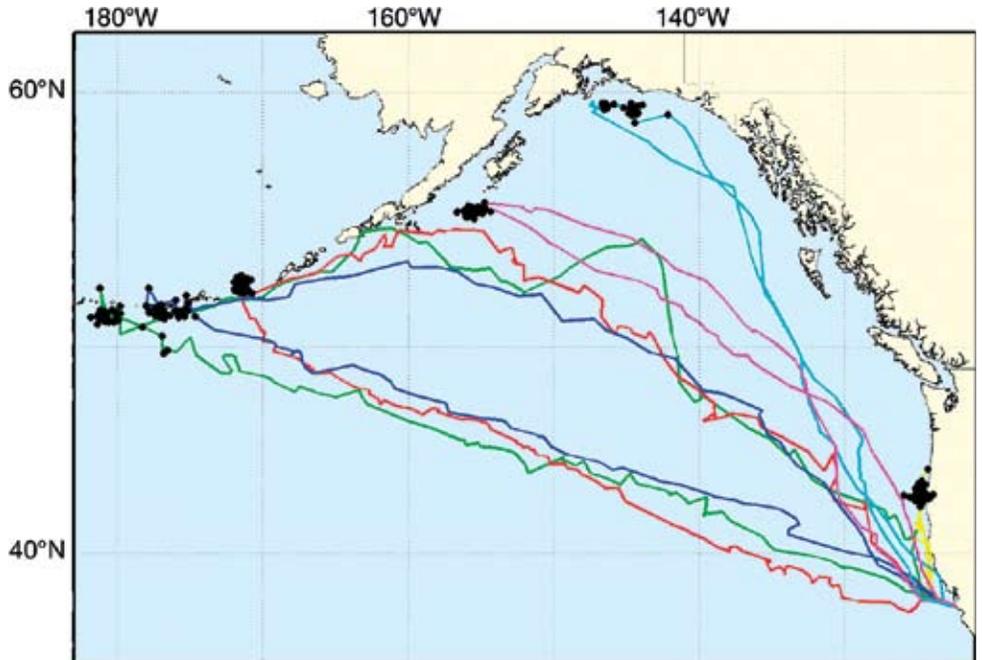
"What happens now?" I asked my passengers.

"The crew on the island launches the skiff, they bring us ashore, and we unload while you and your crew get the grand tour of Southeast Farallon."

"Will you be our tour guide?"

"No, we help unload. The folks on the island are the ones who need some contact with the outside world right now, so they do the talking."

I had almost forgotten about Lee until she popped out of the main hatch.



MAP COURTESY SIMMONS, CROCKER, KUDELA & COSTA

"Are we there yet?" she yawned.
 "Welcome to Mirounga Bay," said the scientists from the skiff as it pulled alongside. "Let's get you guys ashore first, then we'll start unloading."

"Oh, my aching flippers!" Elephant seals migrate from the Farallones to Alaska.

Even in the lee of the island, there was still a fair amount of surge, and the woman who had steered for the entire



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trip out was still gripping the helm.

"I think one of our passengers needs to get her feet on solid ground," I noted.

"Ah, okay, no problem," he said as we piled into the skiff, leaving the biologist to begin moving boxes of groceries up to the cockpit.

There was nothing but heavy surf on the shoreline, but down through the fog came a hook on the end of a cable attached to a crane. With casual nonchalance, they hooked the cable to the lifting bridle of the skiff, then boat and crew were whisked several stories into the air and swung over the cliff for a soft landing ashore. It would have been terrifying if the equipment hadn't had the appearance of being relatively new and well maintained.

"Rad!" exclaimed Lee, as color began to return to the ornithologist's face.

"Definitely an E-ticket ride," I said once we were safely out of the boat.

"What's an 'E-ticket,' Max?"

The island, seen in person, looks even bleaker and more desolate than in

pictures, especially in fog.

"You'd think by now someone would have planted some trees here," I remarked thoughtlessly.

"And bring in another invasive species?" said the scientist who greeted us.

"Actually, it's been tried many times," said her colleague. "Trees don't like it here. Let's start the tour with the lighthouse at the top of the hill — it's only 109 meters above sea level."

"This island hosts the world's largest colonies of Western Gulls and Ashy Storm-petrels," our guide continued to narrate as we began the climb. "The first lighthouse was built here in 1853."

We saw the lighthouse. We saw Maintop Bay and Maintop Island. We looked across and into The Jordan, the "impassible gorge" separating Maintop Island from the larger part of Southeast Farallon. We saw Aulon Island, Great Arch Rock, Sea Lion Rock, Sugarloaf Rock and the Drunk Uncle Islets.

"Are all these names for real?" Lee asked suspiciously.

"All legit," assured our guide. "You can even check them out in *Wikipedia*."

"Hmmm . . ."

The final attraction was the elephant seal rookery.

"We're getting near the end of the season," explained the naturalist, "but there's still some action here."

"Amazing that they let you get this close," I said as the scientists walked right up to a group of the huge creatures, some of whom they had named.

"The pups that haven't left the island yet are getting more adventurous," she said. "They sometimes flop right up to the front door of the house."

"How far do they go after they leave?" I asked.

"All the way to the Aleutians," she said. "The only time they come on land is to mate and have their pups."

On the way back to the landing

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— ROCK STAR FOR A DAY

we were treated to a glimpse inside the house that the scientists on the island live in, which was originally built for the Coast Guard station.

"Reminds me of the Bake House on Angel Island, over on West Garrison," noted Lee.

I was impressed by the desk at the radio station, which also displayed an elephant seal skull, feathers from rare birds and a clutter of amazing artifacts collected by geeky scientists over the years. It was about what I imagined cartoonist Gary Larson's desk would look like.

"So this is where the Southeast Farallon radio voice is sitting," I thought to



Feed me, Seymour — Actually, seal and sea lion moms leave their pups to go find food. If you see one 'abandoned', don't mess with it or you may cause mom to really abandon it.

myself.

"All supplies are off-loaded!" announced the ornithologist, looking much

more cheerful now that her land legs were back. "And the gear for the people going back to the mainland is all on board."

We thanked our guides, collected our passengers for the return trip, and took the aerial boat ride back down to the ocean.

The wind was coming up and the fog was finally burning off, so the return trip was under sail. It turned out that two

of our crew were not only experienced sailors, but had done a bit of ocean racing back east.

"Lee, you've got the con," I said with a very deep yawn as I went below. "Wake me up when we're back in the marina."

— **max ebb**



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THE RACING

Welcome back to another month of racing coverage where we'll take you on a whirlwind tour spanning the continent to check on the exploits of Bay Area sailors near and far. First, we'll head down to Key West for the **Acura Key West Race Week presented by Nautica**. Then it's back to the Bay for GGYC's **Manuel Fagundes Seaweed Soup Series** and the second weekend of **Corinthian Midwinters**. Finally, we take you just down the coast to Santa Cruz for a quick preview of the first-ever West Coast stopover of Sir Robin Knox-Johnston's **Clipper Race**. And for good measure, we threw in a couple race notes at the end — Enjoy.

Acura Key West Race Week presented by Nautica

It wasn't just the 261 boats from 18 different countries and 35 states that presented challenges for organizers at Acura Key West Race Week presented by Nautica — the abnormal weather threw a couple wrenches in the well-oiled gears of Premiere Racing's marquee event, too. January 21's opening day was lost to too much breeze when a 30-to-35-knot northerly descended on the island, exceeding the upper threshold of just about every one design class in attendance.

Then, after getting off three races for all four divisions on Tuesday, Wednesday was a total bust, when racing was abandoned due to *no* wind. Thursday didn't look promising in the morning, but breeze later in the afternoon saw every class get two races in. Friday was a downright chamber of commerce day for the final three races of the regatta.

And once again, the West Coast was

Francisco's Tom Coates in the J/105 class — four years in a row, that is. Coates and his *Masquerade* crew, which included Bay Area ace Chris Perkins on tactics, Mark Chandler on close-boat tactics and jib trim, Tim Scherer on spinnaker trim, last-minute addition Ashley Kehrig in the pit and Steve Marsh on the bow, dominated the class, finishing 42 points clear of second place finisher Damian Emery's *Eclipse* in the 34-boat fleet.

"We're always trying to stay in the top five; this time we managed to stay in the top three," says Coates of *Masquerade's* amazing 1,3,1,2,1,1,1,3 score. "We had a good last day and the boats behind us didn't." So good that *Masquerade* didn't even need to sail the last race — in a class without a throw-out! They went out anyway and took another third.

In the Melges 24 class, sailmaker and reigning world champion Dave Ullman of Newport Beach and his *Pegasus*

505 crew won their fifth (non-consecutive) Key West regatta over a fleet of 46 boats — the event's largest fleet. They finished with a 1-2-1 on the breezy final day to slip three points ahead of Switzerland's Franco Rossini aboard *Blu Moon*, also claiming the class's midwinter championship in the process.

"It worked out well for us because the breeze came up on the last day," Ullman said. "We like breeze and seem to do well in it."

Other California sailors accounted for 7 of the top 20 spots in this class, including Newport Beach's Bruce Ayres

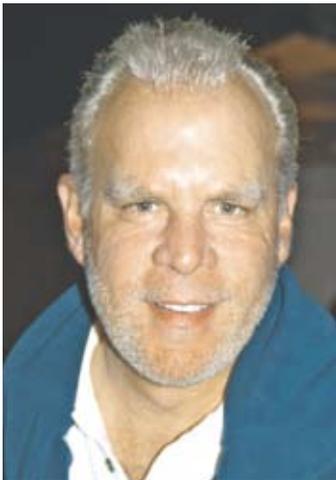


whose *Monsoon* claimed fourth overall, and first among the fleet's corinthian boats.

Division 1 included Mumm 30s, Melges 32s and Farr 40s. In the Mumm's, Deneen Demourkas's Santa Barbara-based *Groovederci*, with Scott Nixon calling tactics, came out on top, with a victory in Race 8, capping a wire-to-wire win in the 15-boat class.

"We were doing it the hard way all week," Demourkas said. "We had to work our way up from the back of the fleet in a bunch of races, but kept fighting! The team did an excellent job."

With Key West serving as a tune-up for their worlds this month in Miami, the 25-boat Farr 40 class was stacked with talent and top programs. *Barking Mad's* Jim Richardson and longtime tactician Terry Hutchinson collected the boat's first Key West win in 11 tries, beating out Vincenzo Onorato's *Mascalzone Latino* on a tie-breaker in a reversal of the two boats' finishes at last year's Farr 40 worlds in Denmark. Speaking of Denmark — which was re-



Repeat offenders — West Coasters Tom Coates (left) won his fourth J/105 title at Key West. Dave Ullman took home his fifth in Melges 24s.

well represented with top performances in several classes.

Four was a magic number for San



Spread, John Kilroy's 'Samba Pa Ti' took third in IRC 1. Inset, the Club Swan 42 class made their racing debut at KWRW.

cently reported to have the world's happiest people — Crown Prince Frederik's *Nanoq* finished in 11th, two spots behind the presumably not-so-happy defending Farr 40 KWRW champ (and *Alinghi* boss) Ernesto Bertarelli.

The rapidly expanding Melges 32 ranks fielded a record 27 entries with Jeff Ecklund's Florida-based *Star* — with Harry Melges calling the shots — finishing the week on top. Philippe Kahn's *Pegasus 32* came in fifth, with Sausalito's Steven Pugh and *Taboo* landing in ninth, helped by a second in Race 4.

Division 2 included IRC 1 & 2, PHRF 1 & 2 and the Club Swan 42s, which made their racing debut at Key West. The scratch boats in both IRC classes — Dan Meyers Judel/Vrolijk 66 *Numbers* and Mikhail Mouratov's Swan 45 *Murka 2*, respectively — took top honors. Californian John Kilroy, Jr.'s TP52 *Samba Pa Ti* finished third in the 10-

boat IRC-1 class.

Meanwhile, in the nine-boat PHRF 1 Division, Newport Beach's James Madden and *Stark Raving Mad*, his new-to-him J/125, narrowly bested defending class winner and perennial contender Pete Hunter and crew aboard the Thompson 30 *Wairere*. Charleston's Will Hanckel and his J 120 *Emocean* counted straight bullets after dropping a third to win the nine-boat PHRF 2, and Andy Fisher's *Bandit* took the first Key West Club Swan 42 title in that 12-boat class.

In addition to the J/105s and the Melges 24s, Division 3 also played host to the 19-boat J/80 class. In one of the top performances of the week, John Storck, Jr.'s New York-based *Rumor*, took six bullets in eight races and used a "lowly" third as a discard. San Francisco's Hall Palmer, sailing his WylieCat 30 *Lucky Ducky*, took home third in PHRF 6 and provided the only West Coast representation in Division 4, which included PHRF 3, 4, 5 and 6, plus the event's only multihull class — the Corsair F

28Rs, which fielded nine boats.

After 21 editions, Key West shows no signs of relinquishing its place as the top winter big boat regatta in the U.S., and Coates is already looking forward to next year.

"It's an easy regatta to get good crew for," he said. "It's a well run regatta in a beautiful area at a great time of year. . . there's not much not to like about Key West Race Week."

We're going to go out on a limb here and add that winning your class four years in a row probably doesn't hurt either.

DIVISION 1

FARR 40 — 1) **Barking Mad**, Jim Richardson (Newport, RI), 29 points; 2) **Mascalzone Latino**, Vincenzo Onorato (ITA), 29; 3) **Twins**, Erik Maris (FRA). West Coast boats: 7) **Warpath**, Fred & Steve Howe (Point Loma), 61; 18) **Groovederci**, John Demourkas (Santa Barbara), 130. (25 boats)

MELGES 32 — 1) **Star**, Jeff Ecklund (Ft. Lauderdale), 25 points; 2) **New Wave**, Carroll/Kullman, (Clearwater, FL), 27; 3) **RED**, Joe Woods (GBR), 32. West Coast boats: 4) **Pegasus 32**, Philippe Kahn (Honolulu), 35; 9) **Taboo**, Stephen Pugh (Sausalito), 57. (27 boats)

MUMM 30 — 1) **Groovederci**, Deneen Demourkas (Santa Barbara), 18 points; 2) **Turbo Duck**, Von Der Wense (Annapolis), 24; 3) **Team BOLD**, Nelson Stephenson (Southport, CT), 29. (15 boats)

DIVISION 2

IRC-1 — 1) **Numbers**, Judel/Vrolijk 66, Daniel Myers (Newport, RI), 10 points; 2) **Flash Glove**, Judel/Vrolijk 52, Colm Barington (IRL), 14; 3) **Samba Pa Ti**, TP52, John Kilroy, Jr. (Dover, DE/San Francisco), 16; . West Coast boats: 9) **Mayhem**, TP52, Ashley Wolfe, 57. (10 boats)

SWAN 42 — 1) **Bandit**, Andy Fisher (Newport, RI), 32 points; 2) **Tiburón**, Mark Watson (Newport, RI), 37; 3) **Amelia**, Alex Jackson (Riverside, CT), 39. (12 boats)

PHRF-1 — 1) **Stark Raving Mad**, J/125, Jim Madden (Newport Beach), 11 points 2) **Wairere**, Thompson 30, Pete Hunter (Kill Devil Hill, NC), 13; 3) **Spaceman Spiff**, 1D35, Abigail Ruhlman (Cleveland), 18. West Coast boats: 5) **Wicked Dog**, Farr 36, John Corda (Lake Tahoe), 39. (9 boats)

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IRC 2 — 1) **Murka 2**, Swan 45, Mikhail Mouratov (UK), 14 points; 2) **Gold Digger**, J/44, James Bishop (Jamestown, RI), 20; 3) **Christopher Dragon**, J/122, Andrew Weiss (Greenwich, CT), 22. (10 boats)

PHRF-2 — 1) **Emocean**, J/120, Will Hanckel (Charleston), 7 points 2) **Primal Scream**, C&C 115, Steven Stollman (Key Biscayne), 20; 3) **Overlap**, Beneteau 40.7, Michael Williamson (UK), 26. (9 boats)

DIVISION 3

MELGES 24 — 1) **Pegasus 505**, Dave Ullman (Newport Beach), 21 points; 2) **Blu Moon**, Franco Rossini, (SUI), 24; 3) **WTF**, Alan Field (Marina del Rey), 36. West Coast boats: 12) **Rock N' Roll**, Argyle Campbell (Newport Beach), 82;

14) **Lounge Act**, Loren Colahan (Santa Barbara), 93; 16) **Brick House**, Peter Lane (Tiburon), 98; 20) **Where's Bob**, Bob Tennant (San Francisco), 128; 25) **USA 686**, John Downing (San Diego), 160; 28) **Flygfisk**, Tim Kassberg (San Francisco), 175. (46 boats)

J/105 — 1) **Masquerade**, Tom Coates (San Francisco), 13 points; 2) **Eclipse**, Damian Emery (Mt. Sinai, NY), 55; 3) **Kincsem**, J. Esdorn/D. Hennes (Rye, NY), 57. West Coast boats: 10) **Perseverance**, Bennet Greenwald (San Diego), 99; 13) **Grace O'Malley**, Alice Leahy (Los Angeles), 108; 23) **Rock & Roll**, Bernard Girod (Santa Barbara), 171. (34 boats)

J/80 — 1) **Rumor**, John Storck, Jr. (Huntington, NY), 8 points; 2) **Lifted**, Kerry Klingler (Larchmont, NY), 19; 3) **Painkiller Jane**, Magnus Tyre-

man (SWE), 27. (19 boats)

DIVISION 4

CORSAIR 28R — 1) **Flight Simulator**, Tom Reese (Youngstown, NY), 11.5 points; 2) **Relentless**, Peter Katcha (Petersburg, FL), 12; 3) **Evolution**, Kathryn Garlick (CAN), 22. (9 boats)

PHRF-3 — 1) **Temptress**, SR 33, Robert Hibdon (Charleston, SC), 9 points; 2) **Bluto**, Evelyn 32-2, Bill Berges (Bokeelia, FL), 14; 3) **Jack-A-Roe**, Olson 30, John Dybas (Chicaco), 21. (8 boats)

PHRF-4 — 1) **Bad Girl**, J/100, Robert Armstrong (USVI), 8 points; 2) **Tangent**, Cape Fear 38, Gerry Taylor (Annapolis), 17; 3) **Leading Edge**, J/35, Tom Sutton (Seabrook, TX), 26. (10 boats)



ALL PHOTOS WWW.LYONSMAGING.COM

Scenes from the Seaweed (clockwise from above) — 'Absolute 02' charges downwind; 'Alpha Puppy' rounds Harding Rock; 'Yucca' leads a colorful trio; two boats, two jibes, two simultaneous broaches — how often do you see that?; Bowman at work on 'Shaman'; 'Casino' in hot pursuit; 'Howl' on the prowl.

PHRF 5 — 1) **Britsar**, T-10, Ken Schram (Bay View, MI), 10 points; 2) **Cool Breeze**, J/29, John Cooper (Cane Hill, MO), 14; 3) **Seefest**, J/29, Ira Perry (Padanaram, MA), 23. (8 boats)

PHRF 6 — 1) **One Up**, WylieCat 30. L. Schoenberger (Bridgeport, CT), 10 points; 2) **Horizon**, S2 7.9, Bob Fleck (Alexandria, VA), 15; 3) **Lucky Ducky**, WylieCat 30, Hal Palmer (San Francisco), 21. (10 boats)

Complete results: www.premiere-racing.com/keywest08/

GGYC Manny Fagundes

Rainy skies but a decent 10-15 knots of southerly breeze greeted 47 boats sailing their third installment of Golden Gate YC's popular Manuel Fagundes Seaweed Soup midwinter series on February 2, and action was as hot along the main Bay course as the weather was cold. In something of a first, at least in our memory, two boats — *Quiver* and *Sand*

Dollar — rounded down at the same time, but on different jibes, on the approach to Harding Rock — and it was caught in photos! Not to take anything away from their otherwise standup performances, Jeff McCord's *Quiver* went on to take third in division, while *Sand Dollar* . . . well, we're sure they'll do better next time.

The first race of the Seaweed Soup Perpetual in November was abandoned due to strong ebb and light wind. (The series will be decided on the basis of four races, the last of which is March 1.) But the competition has more than made

THE RACING



up for it since, with only a few boats dominating the action in the five PHRF and four one design fleets. A particular nod in that regard goes to Ron Young's IOD *Youngster*, which seems unbeatable in that one design class. Along the same 'old boats rule' theme, Hank Easom's lovely 8-Meter *Yucca* and Steve Waterloo's Cal 40 *Shaman* have both won two out of three (and placed second in the other race).

PHRF 1 (<45) — 1) **TNT**, Tripp 43, Brad Cooper; 2) **Howl**, Sydney 38, Peter Krueger; 3) **Alpha Puppy**, 1D35, Mark Witty. (7 boats)

PHRF 2 (46-69) — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Jolly Mon**, J/120, Chris Chamberlain; 3) **Quiver**, N/M 36, Jeff McCord. (7 boats)

PHRF 3 (70-110) — 1) **Yucca**, 8-Meter, Hank Easom; 2) **Tivoli**, Beneteau 42s7, Torben Bentsen; 3) **One Trick Pony**, J/105, Robin John Driscoll. (7 boats)

PHRF 4 (111-136) — 1) **Shaman**, Cal 40, Steven Waterloo; 2) **Arcadia**, Santana 27 (modified), Gordie Nash; 3) **Uno**, WylieCat 30, Steve Wonnert. (7 boats)

PHRF (>137) — 1) **Serendipity**, Cal 29, Philip Hyndman; 2) **Huge**, Catalina 30, Russell Houlston/Bill Woodruff; 3) **Gran Wazoo**, Pearson 29, Sal Balistreri. (7 boats)

IOD — 1) **La Paloma**, IOD, James Hennefer; 2) **Youngster**, IOD, Ron Young. (2 boats)

CATALINA 34 — 1) **Queimada**, David Sanner; 2) **Casino**, Bill Eddy; 3) **Obsession**, Lee Perry. (3 boats)

KNARR — 1) **Knarr 134**, J. Eric Gray; 2) **Bennino**, Mark Dahm; 3) **Nordlys**, Risley Sams. (3 boats)

FOLKBOAT — 1) **Nordic Star**, Richard Keldsen; 2) **Folly**, Jason Roe; 3) **Scout**, Randy Hiet-

ter. (3 boats)

Complete results: www.ggyc.com

Second Corinthians

The second weekend of Corinthian YC's popular Midwinter series on February 16-17 saw the same 150-some boats show up to race — ironically — in much the same conditions as the first CYC weekend in mid-January: very light air and strong ebb on Saturday, followed

Agony and ecstasy at the Corinthian Midwin- ters. Left, another nearly windless Saturday. Right, there was nice breeze Sunday.

by equally strong currents but lovely conditions on Sunday. Fortunately, no racing had to be cancelled as it was that first Saturday in January. The wind was steady enough that most boats were able to finish, but light enough to cause a reported 50-boat pileup off Point Chauncey (just past the east end of Raccoon Strait

BOX SCORES

For some reason, the women in our lives are always telling us, "Get to the point!" All right already — here are results for all the midwinter races we didn't have space to cover elsewhere.

SAUSALITO YC (2/6, scores are cumulative after 4 races/1 throwout)

PHRF <99 — 1) **Q**, Schumacher 40, Glenn Isaacson, 6 points; 2) **Razzberries**, Olson 34, Bruce Nesbit, 11; 3) **True North**, C&C 37, Jeff Dunnivant, 11. (9 boats)

J/105 — 1) **Lulu**, Don Weineke, 6 points; 2) **Jose Cuervo**, Sam Hock, 7; 3) **Blackhawk**, Scooter Simmons, 9. (6 boats)

ALL OTHER NON-SPIN — 1) **Roxanne**, Tartan 30, Charles James, 3 points; 2) **Gray Ghost**, Hanse 342, Doug Grant, 7; 3) **French Kiss**, Beneteau 350, Dave Borton, 9. (14 boats)

SANTANA 22 — 1) **Tackful**, Frank Lawler and Cathy Stierhoff, 4 points; 2) **Eliane**, Pat Broderick, 7; 3) **Cloud Nine**, Jim Doyle, 13. (9 boats)

SPINNAKER HIGH — 1) **Lynx**, WylieCat 30, Steve Overton, 4 points; 2) **Gammon**, Tartan 10, Jeff Hutter, 5; 3) **Carlene**, WylieCat 30, Fred Solt-ero, 7. (8 boats)

MULTIHULL — 1) **Origami**, Corsair 24, Ross Stein, 7 points; 2) **Wingit**, F-27, Ray & Amy Wells, 8. (2 boats)

Complete results: www.syconline.org

OAKLAND YC SUNDAY BRUNCH #1 (2/3, scores are cumulative after 4 races/1 throwout)

DIVISION 1 (PHRF <157 — 1) **Wile E. Coyote**, Express 27, Dan Pruzan, 3 points; 2) **Scout**, Etchells, Steve Ritz, 4; 3) **Crazy Eights**, Moore 24, Aaron Lee, 4. (6 boats)

DIVISION 2 (158-175) — 1) **Bewitched**, Merit 25, Laraine Salmon, 2 points; 2) **Double Agent**, Merit 25, Robin Ollivier, 5; 3) **Bandido**, Merit 25, George Gurrola 6. (3 boats)

5.5 METER — 1) **Wings**, Mike Jackson, 2; 2) **Alert**, Liem Dao, 2; 3) **Tenacious**, Heather Noel/Adam Sadeg, 3. (3 boats)

FAT 30 — 1) **Zeehond**, Newport 30, Don Guay, 2 points; 2) **Nice Turn**, Richard Johnson, 4; 3) **Lelo Too**, Tartan 30, Emile Carles, 4. (4 boats)

MIGHTY MIDGETS (>185) — 1) **Dominatrix**, Santana 22, Ted Crumm, 2 points; 2) **Snarklet**, Cal 20, Thomas Charron, 3; 3) **Magic Carpet**, Ranger 23, Rolph Woodard, 5. (5 boats)

MULTIHULL — 1) **Sea Bird**, F-27, Rich Hold-



on the Tiburon side).

"We sent everyone up there because there was supposed to be some current relief and a little breeze, said CYC's Michael Moradzadeh. "As it turned out, it was the reverse." The charlie-foxtrot featured some heated exchanges (and a few protests) but apparently no significant damage.

The boats that made out the best on Saturday opted to sail all the way around

Angel Island rather than battle the 4.5-knot ebb flowing through Raccoon Strait during the 19 division starts between noon and 1 p.m., thus avoiding the traffic jam.

Sunday greeted the racers with about a 12-knot westerly and almost all the starts went off without a hitch.

"We were eager to get people home early so we sent the faster boats on a short Knox-Harding-Little Harding-finish course," said Moradzadeh. "Compared with Saturday, it was beautiful and orderly — none of this drifting backward across the line."

The CYC Midwinters is the only off-season event to award a team trophy along with the usual first-through-third awards in each division for each race as well as overall. This year, the Aotea Team Trophy went to the host club. Congratulations to Mike Land's *Lizbeth* (Alerion 28), Peter Birnbaum's *Surprise* (Catalina 34) and Jan Borjeson's *Basic Instinct* (Elliott 10.5) whose combined scores earned them top points. Richmond YC came in second, followed by San Francisco YC. A special trophy for 'best performance' for the two-weekend series went to Tim Russell and crew of the *J/105 Aquavit*.

The 2008 edition of this long-running series marked a strong resurgence of the SF Bay 30 and Multihull divisions, as

well as a successful debut of the non-spinnaker "All-Catalina" class. They'll all be back in 2009. The club is also toying with the idea of incorporating one pursuit race into the mix. And if the wind is as light and the current as strong next year, perhaps a starting line over on the Berkeley circle, "so the boats can drift over to Tiburon on the ebb, whether there's breeze or not!" laughs Moradzadeh.

The following provisional results are cumulative for three races. Some protests were still pending as we went to press.

PHRF 1 — 1) **Racer X**, Farr 36, Gary Redelberger, 5 points; 2) **Howl**, Sydney 38, Peter Krueger, 8; 2) **TNT**, Tripp 43, Brad Copper, 10. (8 boats)

PHRF 2 — 1) **Sea Saw**, Henderson 30, Tim Cordrey, 5 points; 2) **Quiver**, N/M 36, Jeff McCord, 7; 3) **Elka**, Olson 40, John Kerslake, 9. (8 boats)

1D35 — 1) **Great Sensation**, Gary Fanger, 3 points; 2) **Diablita**, Gary Boell, 8; 3) **Yeofy**, Eliel Redstone, 10. (6 boats)

IOR WARHORSE — 1) **Samiko**, Serendipity 43, Dexter Bailey, 6 points; 2) **Zamazaan**, Farr 52, Chuck Weghorn/Evan Gomborg, 8; 3) **Infinity**, Holland 47, Gary Gebhard, 9. (5 boats)

NON-SPINNAKER — 1) **Q**, Schumacher 40, Glenn Isaacson, 5 points; 2) **Basic Instinct**, Elliott 10.5, Jan Borjeson, 6; 3) **Perseverance**, Beneteau First 42.7, Daniel Chador, 7. (7 boats)

en, 2. (1 boat)

NON-SPINNAKER — 1) **Maybe**, Santana 22, Ernie Rideout, 2 points; 2) **Samsara**, Rhodes 19, Barbara Douglas, 3; 3) **Chupacabra**, Rhodes 19, Thom Gritzer, 5. (7 boats)

Complete results: www.oaklandyachtclub.com

TIBURON YC (2/9)

FLEET 1 — 1) **Wind Dance**, Cal 2-27, Ann Watson; 2) **Himajin**, Harbor 25, Aaron Cooperband; 3) **Siento el Viento**, C&C 29, Ian Matthew. (7 boats)

FLEET 2 — 1) **Mooretician**, Moore 24, Peter Schoen/ Roe Patterson; 2) **Miss Demeanor**, J/105, Aidan Collins; 3) **Natural Blond**, J/105, Brian McInerney. (4 boats)

Complete results: www.tyc.org

ALAMEDA/ISLAND YC MIDWINTERS #3 (2/10, scores are cumulative after 3 races/0 throwouts)

SPINNAKER (PHRF 0-138) — 1) **Rascal**, Custom Wilderness 30, Rui Luis, 4 points; 2) **Ragtime!**, J/92, Bob Johnston, 6; 3) **Vitesse**, SC 27, Bart Goodell, 8. (8 boats)

COLUMBIA 5.5 — 1) **Alert**, Liem Dao, 6 points 2) **Wings**, Mike Jackson, 7; 3) **Krasny**, Zhenya, 11. (4 boats)

SPINNAKER (139-189) — 1) **Moore Eights**, Moore 24, Aaron Lee, 4 points; 2) **Bewitched**, Merit 25, Laraine Salmon, 5; 3) **Wuvulu**, Islander 30, John New, 12. (8 boats)

SPINNAKER (>190) — 1) **Fun Zone**, Santana 22, Tom McIntyre, 7 points; 2) **Meliki**, Santana 22, Tom Montoya, 8; 3) **Dominatrix**, Santana 22, Heidi Schmidt, 13. (3 boats)

NON-SPINNAKER — 1) **Cassiopeia**, Islander 36, Kit Wiegman, 6 points; 2) **Flyer**, Peterson 33, John Diegoli, 8; 3) **Svenska**, Peterson 34, Fred Minning, 11. (6 boats)

Complete results: www.alamedayachtclub.org

SOUTH BEACH YC ISLAND FEVER (2/16, scores are cumulative after 3 races/0 throwouts)

SPINNAKER <140 — 1) **Savage Beauty**, Flying Tiger, John Lymberg, 6 points; 2) **Solar Wind**, Martin 32, Max Crittenden, 15; 3) **Fancy**, Ericson 33, Chips Conlon, 16. (3 boats)

SPINNAKER (>141 except for PHRF 180) — 1) **Freedom Won**, Islander 36, John Melton; 2) **Double Play**, Yankee 30, RDK Partners; 3) **Sea Spirit**, Catalina 34, Baskin Brosowsky. (4 boats)

SPINNAKER 180 ONLY — 1) **Goose**, Catalina 30, M&L Kastrop; 2) **Huge**, Catalina 30, Amanda Deisher; 3) **Dancing Bear**, Newport 30,

Joe Askins. (4 boats)

NON-SPIN — 1) **Seaview**, C&C 115, Pete Hamm; 2) **Popeye & I**, Cal 9.2, Ruth Summers; 3) **La Maja**, Islander 30, Ken Naylor. (4 boats)

Complete results: www.southbeachyc.org

ENCINAL YC JACK FROST SERIES (2/9; scores are cumulative after 6 races/1 throwout)

PHRF A (<130) — 1) **Golden Moon**, Express 37, Kame Richards, 5 points; 2) **Max**, Antrim 27, Ryan Richard, 13; 3) **Zephyr**, J/109, Matthew Dean, 14. (7 boats)

MELGES 24 — 1) **Smokin**, Kevin Clark, 6 points; 2) **Personal Puff**, Dan Hauserman, 11; 3) **Snip**, Jan Crosbie, 16. (8 boats)

SF 30 — 1) **Shameless**, Schumacher 30, George Ellison, 6 points; 2) **Wishful Thinking**, Tartan 10, Lester Gee, 18; 2) 3) **Jane Doe**, Olson 911S, Bob Izmirian, 19. (10 boats)

PHRF B (>131) — 1) **Uno**, WylieCat 30, Steve Wonner, 6.5 points; 2) **Life Is Good**, WylieCat 30, Andy Hall, 10.5; 3) **Crinan II**, WylieCat 30, Bill West, 13. (5 boats)

SANTANA 22 — 1) **Bonito**, Michael Andrews, 6 points; 2) **Dominatrix**, Heidi Schmidt, 10; 3) **Meliki**, Tom Montoya, 13. (5 boats)

Complete results: www.encinal.org

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BOX SCORES — CONT'D

BERKELEY YC MIDWINTERS

SATURDAY FLEET (2/9, scores are cumulative after 3 races/0 throwouts)

DIVISION A (0-93) — 1) **Bodacious**, Farr 40 One Ton, John Clauser, 4 points; 2) **Arch Angel**, Bryce Griffith/Antrim 27, 16; 3) **Mintaka 4**, Farr 38, Gerry Brown, 16. (13 boats)

DIVISION B (96-117) — 1) **Backatcha Bandit**, Thompson 650, Ben Landon, 4 points; 2) **Baleineau**, Olson 34, Charles Brochard, 6; 3) (no name), Ultimate 24, Peter Cook, 12. (7 boats)

DIVISION C (120-168) — 1) **Chesapeake**, Merit 25, Jim Fair, 3 points; 2) **1st Impression**, Rick Gio, SC 27, 6; 3) **Prime Mover**, Lloyd Burns, J/30, 12. (5 boats)

DIVISION D (>171) — 1) **Can O' Whoopass**, Cal 20, Richard van Ehrenkrook, 4 points; 2) **Ypso**, Cal 2-27, Tim Stapleton, 5; 3) **Latin Lass**, Bill Chapman, Catalina 27 IB, 11. (9 boats)

EXPRESS 27 — 1) **Moxie**, Jason Crowson, 9 points; 2) **Motorcycle Irene**, W. Paxton/M. Jones, 11; 3) **Magic Bus**, Paul Deeds, 15. (16 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 6 points; 2) **Phantom**, John Guilliford, 6; 3) **Small Flying Patio Furniture**, Ed Walker, 9. (6 boats)

MOORE 24 — 1) **Blister**, Mat Johnson, 5 points; 2) **Gruntled**, Simon Winer, 6; 3) **Topper II**, Conrad Holbrook, 8. (8 boats)

NEWPORT 30 — 1) **Harry**, Dick Aronoff, 4 points; 2) **Achates**, Robert Schock, 5; 3) **Topgalant**, Jim Lindsey, 12. (5 boats)

OLSON 25 — 1) **Synchronicity**, Steve Smith, 5 points; 2) **Shadowfax**, Mark Simpson, 6; 3) **Vivace**, Frank Van Kirk, 10. (9 boats)

OLSON 30 — 1) **Naked Lady**, Jeff Blowers, 6 points; 2) **Hoot**, Andy Macfie, 9; 3) **Wraith**, Ray Wilson, 14. (12 boats)

ULTIMATE 20 — 1) **UFO**, Trent Watkins, 5 points; 2) **Babe**, Phil Kanegsberg, 6; 3) **Layla**, Tom Burden, 7. (8 boats)

SUNDAY FLEET (2/10, scores are cumulative after 3 races/0 throwouts)

DIVISION 1 (PHRF 0-99) — 1) **Hoot**, Olson

30, Andy Macfie, 4 points; 2) **Wraith**, Olson 30, Ray Wilson, 5; 3) **Corsair**, Olson 30, Don Newman, 12. (9 boats)

DIVISION 2 (102-144) — 1) **Dianne**, Express 27, Steven Katzman, 4 points; 2) **1st Impression**, SC 27, Rick Gio, 8; 3) **Bobs**, Express 27, Mike Hearn, 8. (6 boats)

DIVISION 3 (147-168) — 1) **TMC Racing**, J/24, Michael Whitfield, 6 points; 2) **Frogflips**, J/24, Richard Stockdale, 6; 3) **Chesapeake**, Merit 25, Jim Fair, 7. (8 boats)

DIVISION 4 (>171) — 1) **Latin Lass**, Catalina 27 IB, Bill Chapman, 4 points; 2) **Antares**, Islander 30-2, Larry Telford, 5; 3) **Meritime**, C&C 30, Gary Proctor, 10. (6 boats)

CATALINA 22 — 1) **Brainstorm**, Terry Cobb, 5 points; 2) **Dumbo**, David Torisi, 6; 3) **No Cat Hare**, Donald Hare, 9. (6 boats)

ULTIMATE 20 — 1) **Babe**, Phil Kanegsberg, 4 points; 2) **Salsa**, Matt and Steve Boroughf, 7; 3) **Breakaway**, John Wolfe, 8. (6 boats)

Complete results: www.berkeleyyc.org

EXPRESS 37 — 1) **Elan**, Bill Reiss, 7 points; 2) **Golden Moon**, Kame Richards, 8; 3) **pHat Jack**, Bob Lugliani, 10. (6 boats)

J/109 — 1) **Queen Bee**, Rick Gio, 5 points; 2)

Knots², John Notman, 7; 3) **Crazy Diamond**, Soren Hoy, 9. (5 boats)

BENETEAU 36.7 — 1) **Mistral**, Ed Durbin, 5 points; 2) **Serendipity 2**, Thomas Bruce, 8; 3) **Ay**

Caliente!, Aaron Kennedy, 8. (5 boats)

J/105 — 1) **Aquavit**, Tim Russell, 3 points; 2) **Lulu**, Don Weineke, 12; 3) **Alchemy**, Walter Sanford, 12. (8 boats)

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DIVISION 3 — 1) **Flight Risk**, Thompson 650, Ben Landon, 4 points; 2) **Yucca**, 8-Meter, Hank Easom, 8; 3) **Razzberries**, Olson 34, Lina & Bruce Nesbit, 11. (13 boats)

SF BAY 30 — 1) **Shameless**, Schumacher 30, Ellison/Macartney, 5 points; 2) **Takeoff**, Laser 28, Joan Byrne, 8; 3) **Fire Drill**, Tartan 10, Serge Bisson, 9. (11 boats)

DIVISION 4 — 1) **Arcadia**, Santana 27 (modified), Gordie Nash, 4 points; 2) **White Jacket**, Etchells, John Satak, 6; 3) **Abigail Morgan**, Express 27, Ron Kell, 11. (10 boats)

ALL-CATALINA — 1) **Ka-Nina**, Catalina 34, Gary Stypulkoski, 4 points; 2) **Surprise**, Catalina 34, Peter Birnbaum, 5; 3) **Tenacious**, Catalina 30, Aaron de Zafra, 7. (7 boats)

ALERION EXPRESS 28 — 1) **Lizbeth**, Michael Land, 3 points; 2) **Mil Besos**, Chris Vaughan, 6; 3) **Dream**, Kirk Smith, 7. (5 boats)

NON-SPINNAKER 2 — 1) **Roxanne**, Tartan 30, Charles James, 3 points; 2) **Calou**, Ericson 38, Bruce Powell, 8; 3) **Siento el Viento**, C&C 29, Ian Matthew, 8. (10 boats)

DIVISION 5 — 1) **306LP**, IOD, Jim Davies/Tad Lacey, 5 points; 2) **Mooretician**, Moore 24, Peter Schoen/Roe Patterson, 7; 3) **Chorus**, Kettenberg



LATTITUDE/LADONNA

Talk to the hand — crewman on the Ultimate 20 'Babe' readies his high-five as they head for a win in BYC's Sunday series.

38, Peter English, 11. (13 boats)

NON-SPINNAKER 3 — 1) **Chica**, Cal 20, Ted Goldbeck, 5 points; 2) **Can O' Whoopass**, Cal 20, Richard Vonehrenkrook, 8; 3) **Tension II**, Cal 20, John Nooteboom, 8. (7 boats)

MULTIHULLS — 1) **Serenity**, Seawind 1160, Michael Ropers, 4 points; 2) **Rotkat**, 'Cruising Cat', Arjan Bock, 5; 3) **Endless Summer**, 'Cruising Cat', Steve May, 7. (6 boats)

MAXI — 1) **Sorcery**, Mull 84, John Walker, 3 points. (1 boat)

Complete results: www.cyc.org.

Clipper Race Coming to NorCal

Now in its sixth edition, the Clipper Round the World Race will be making its first-ever West Coast stopover in Santa Cruz in early April. Organizers expect the 10 teams to arrive between April 8 and 10, provided they depart their Honolulu pitstop as planned on March 26. The pay-to-play race features identical Ed Dubois-designed 68-ft boats racing around the world in long, mostly downwind legs. (Thankfully, the event no longer boasts the masochistic "wrong-way" [upwind] slog of the early editions.)

The Clipper Race is the brainchild of Sir Robin Knox-Johnston, who got the first one off the docks in 1995. The crews are comprised of a professional skipper and a team of sailors from a variety of backgrounds who've thrown down a significant chunk of change to train and then participate. Sailors — who in this edition are split approximately 60/40 male/female — have included a nurse, student, housewife, management executive, taxi driver, dentist, farmer,

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THE RACING

mechanic, funeral director . . . you get the picture. But before you go thinking that this sounds like a cruise-race for non-racers, consider this: Alex Thomson (think the IMOCA 60 *Hugo Boss*, 2nd in this year's Barcelona World Race) won the 1998-99 event.

After 6 legs, *Durban 2010 and Beyond* leads *Hull and Humber* and *Glasgow: Scotland With Style* by only 3 points. You can keep up with the race — as well as any change in the projected arrival time in Santa Cruz or Honolulu — by visiting its web site at: www.clipperroundtheworld.com. And stay tuned for an up close and personal report in our May issue as we're going to try to sneak aboard for the leg from Hawaii to the mainland. (Let's see, where did we pack that polar fleece?)

YRA '08 — Party On, Dudes!

YRA's 'Party Circuit' — three 'marquee' weekends, each with a party and



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Bruce Nesbit (steering) and his 'Razzberries' crew are the picture of concentration at last month's Sausalito YC Midwinters Regatta.

overnight berthing at the host yacht club — was a major hit in its debut last year, so we're trying to make it even better for '08. Here are the additions we're planning:

- Short-Handed Division (if five or more boats sign up) — Boats in this division may sail either single or doublehanded. Steering aids and double headsails are allowed. If we get enough boats, we'll consider division splits.

- Non-Spinnaker Division — Although we're thinking cruising-type boats here, anyone who wants to sail non-spinnaker may enter. Again, a minimum of five boats must sign up. The low-pressure, high-fun Party Circuit races (think "fast cruising") are perfect for cruisers wanting to add a new dimension to their sailing weekends without hav-

ing to tangle with a chute and all those sheets. Again, if the numbers are there, we'll consider more than one Non-Spinnaker division.

- Cruising Cats Division — Perhaps the most exciting new addition, this is open to larger, cruising-type catamarans with 'condo accommodations' and BAMA ratings. We've been seeing many more of these boats taking part in competition in the last few years and hope this outlet will help keep up the momentum.

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clude the Season-opening Great Vallejo Race (May 3-4), Encinal YC's Second Half Opener (July 26-27), and the Corinthian YC's YRA Season Closer (September 27-28). That's three weekends, six races and three Saturday evening dinner/parties. Each Saturday features a point-to-point race to the host yacht club. Sunday races will be shorter so boats can get home before dark.

Of course, all of the original 2007 Party Circuit Divisions will also be back for a repeat of last year's fun. Full information on the Party Circuit — or on the more 'serious' season of YRA racing — is available at www.yra.org or by calling the YRA Office at (415) 771-9500.

— pat broderick, YRA chair

Race Notes

Not according to plan — With all but one boat having finished the **Barcelona World Race** as of this writing, the pecking order is complete. After 92 days at sea, Frenchman Jean-Pierre Dick and Irishman Damian Foxall, aboard

Virbac-Paprec 2, sailed across the finish line off the title city on February 11 to win the inaugural running of this doublehanded round-the-world contest that saw four of the nine entries retire due to damage. One was *Estrella Damm*, with co-skippers Guillermo Altadill and **Jonathan McKee** — the only American in the race. They retired in Cape Town after developing rudder problems.

Shaking off two previous failed solo round-the-world attempts, Britain's Alex Thomson, with Andrew Cape, sailed *Hugo Boss* to second place despite also having nagging rudder problems.

With a mixture of old and new boats, the fleet became so spread out over the last three months that it was sometimes difficult to remember this was a race. *Educación Sin Fronteras*, the last boat still at sea, was not expected to finish until the end of February.

Keeping busy — What do you do if you're an **America's Cup** team and you don't know what kind of boat you'll be sailing in the next match? If you're

BMW Oracle Racing, you practice on everything. While lawyers continue the courtroom dialup, the sailing and support teams have kept busy on projects ranging from sailing a pair of Extreme 40 catamarans to building a Reichel/Pugh-designed TP 52 for this year's Med Cup. *BOR* also plans to sail the D-35 circuit on Lake Geneva, where one of the host clubs is the Société Nautique Genève. Sound familiar? That's right, it's *Alinghi's* home club. **Ernesto Bertarelli**, a longtime member of the D-35 class (an ultra-high performance catamaran endemic to the region) has reportedly been trying to discourage *BOR's* participation.

"In my opinion...introducing *BMW Oracle Racing* to the circuit goes against the original spirit of the class," Bertarelli said in a statement. (Don't these guys ever give up?) Despite misgivings, he went on to say he would not attempt to officially bar them from participating — showing magnanimity toward tradition he does not apply to the Cup arena.

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With reports this month on **Bareboating as a Path to Cruising**, a history professor's **Student Cruise to the Channel Islands**, and miscellaneous **Charter Notes**.

Charter Today, Cruise Tomorrow: Ideal Preparation for a Life Afloat

Ever wonder how cruising sailors get the confidence to head offshore on their own? You might be surprised to learn that many of them cut their teeth on the cruising experience through bareboat chartering at sailing venues all over the world.

Every year we talk to accomplished cruisers who tell us that racing and day-sailing in their home waters gave them plenty of practice with sail trim, docking and normal maintenance, but the sailing vacations they took in unfamiliar waters gave them a veritable 'simulation' of cruising in foreign waters.

That makes perfect sense to us, since a bareboat charter, even in benign waters such as the British Virgin Islands or the San Juans, requires a fair amount of route-planning, navigation, systems management, meal planning and, of course, anchoring — a skill that even lifelong recreational sailors rarely practice in their home waters.

Bareboating also has specific benefits for couples who are trying to assess their aptitude for cruising together — without strangling each other on the first stressful day. Although the challenges of chartering don't take place in mid-ocean

After honing their cruising skills during 10 Caribbean charters, John and Lauren took off on their Hallberg-Rassy 43 'Velocity'.



during raging storms, there are issues to work through nonetheless. Most of us who've chartered often tend to focus our memories on the highlights but, if we think back carefully, we'll remember that during every bareboat trip we had to come to agreements — just as cruisers do — about who would be responsible for basic shipboard chores such as trip planning, provisioning, cooking, anchoring, etc. A week or two of chartering will give you a pretty clear idea of where your strengths and weaknesses lie, both as a couple and individually.

Another obvious benefit of bareboat chartering for would-be cruisers is the ability to sample various types of boats, including multihulls, that are bigger, or more challenging to operate than the daysailer you have at home. Over the years we've observed that many cruisers don't actually upgrade to the boat they intend to travel on until a year or two before they take off. When it comes time to plop down the big bucks, having first-hand, practical experience on a boat similar to the one you intend to buy for cruising takes a lot of the angst out of the decision-making process.

As you become more confident in your boat handling and systems management skills, consider booking more ambitious charters, such as a one-directional trip from, say, Guadeloupe to Tortola, where you'll have to clear into a new island nation every couple of days, seek out provisions from local purveyors, plot a safe route past local hazards, ferret out local weather info and so on. Such minor challenges are all great fun, really, and they parallel the experience of cruising closer than any other form of sailing.

Yeah, we know, there are undoubtedly plenty of cynical cruisers out there who would be quick to point out that, unlike *real* cruising, when bareboats break down all that charterers have to do is pick up the radio and call for help. While you do always have that option, there have been plenty of times when we



chose to fix a minor problem ourselves rather than wasting half a day waiting for a repair guy to show up. (Things like unclogging a head, changing an impeller, taping up a hole in a fresh water line, etc.) Obviously, the farther you are from a charter base — such as during the island-hopping trip we described above — the more sense it makes to do your own fixes. However, let us offer the disclaimer that if you're totally inept mechanically, perhaps you should simply call the repair guy and watch how *he* solves the problem. That experience, too, might help you later on.

As we glanced over the many minibios we've written about Pacific Puddle Jumpers in recent years — a timely theme in this issue — we were reminded of several current cruisers who'd been bareboat chartering advocates.

In 2005, we met John and Lauren Kutschka in Puerto Vallarta as they were

OF CHARTERING



ALL PHOTOS LATITUDE / ANDY

Spread: Bareboats sailing outside the Bora Bora lagoon. **Inset, left:** A charter in the San Juans launched the Emerson's cruising dreams. **Inset, right:** We wonder if Jeff and Kathi ever made it back to Greece on 'Bold Spirit'.

about to take off cruising aboard their Hallberg-Rassy 43 *Velocity*. On their third date years ago, he'd asked her if she would go cruising with him and she wholeheartedly agreed. During the 16 years it took them to finally throw off the docklines, they did 10 Caribbean charters, which boosted their cruising confidence dramatically.

In 2006, we met the Emerson family who could easily become poster children for the cause of chartering as a segue to cruising — and for Valiant 40 sailboats. At the time, both the parents, Ray and Judy, and their son and daughter-in-law, Ross and Laura, were about to head west on nearly identical Valiants. The story was that father and son had done

a wonderful bareboat charter through the San Juans together. By the time they turned in the boat, they both had become totally inspired by the fantasy of cruising. Soon afterwards, someone introduced them to Valiants, and before long they'd each bought one. *Nereid* and *New Dawn* took off for the South Pacific in tandem.

That same year we met Jeff O'Neill and Kathi Bailey. They were about to set sail for the Marquesas aboard their Passport 40 *Bold Spirit*. We remember them telling us about their elaborate wedding in Greece five years earlier, attended by 30 close friends. Afterwards, they spent their honeymoon cruising those ancient waters on a chartered sailboat. They made a pact to return someday aboard their own boat, and by now they just might have done it.

Last year we met Eric and Gisela Gosch while they were making final

preparations to sail their Island Packet 420 *Far Niente* on an open-ended cruise. They'd kindled their cruising dreams through a series of bareboat charters all over the world before committing to the cruising dream with the purchase of this boat.

Then, just last month, we got to know Jaime and Christine Tate — who turned out to be friends of the *Far Niente* crew. They told us a great story about three trips to Tahiti. Although they'd done previous charters in the Caribbean, they were vacationing shoreside on their first trip to Bora Bora 20 years ago. After spending time with an American cruising couple aboard their boat, which was anchored in the idyllic Bora Bora lagoon, Jaime and Christine became enamored with the idea of bluewater voyaging, and vowed to return someday on their own boat. Before they could make that happen they returned a second time, chartered a bareboat, and had a wonderful time exploring the islands at their leisure. The third trip hasn't quite happened yet, but it's about to. As you read this, Jaime and Christine are about to head off into the sunset aboard their late-model dream boat, a Hylas 46 named *Morning Light*.

So there's your evidence that our theory holds water: bareboat chartering really can be an ideal stepping stone to the much-revered cruising lifestyle. And while you're learning all those valuable skills, you'll have a heck of a good time too!

— latitude/at

Eric and Gisela chartered all over the world before taking the leap into the cruising life. Their IP 420 'Far Niente' is now in New Zealand.



WORLD

When we were in school we never had a history instructor as innovative as Professor Rick Kennedy. Every spring he takes a lucky group of students from Point Loma Nazarene University on a sailing charter through the Channel Islands, where they learn the ropes while soaking in subtle nuances of early California history and lessons on conversation. We bring you his instructive report here in a two-part series.

The Great Otter Battle of Carrington Point

In January 1836, Richard Henry Dana, who later authored *Two Years Before the Mast*, encountered a well-armed brig poaching otters at the west end of the Santa Barbara Channel. He noted that the Mexican government had no ship nearly as well armed, and could not dare to police the Channel Islands. Such poachers roamed at will as long as they kept off the mainland.

Last May, while our group of eight was having lunch on Santa Rosa Island's



ALL PHOTOS RICK KENNEDY

Twin helms? This Bavaria 46 is no funky day-sailer, but a very sweet ride. Too bad all history classes can't be like this.

Carrington Point, I told them the story of the 'Great Otter Battle' that ensued near here 171 years ago. It tied in nicely with our curriculum, as California's important role in the history of environmentalism is one of our themes. Meanwhile, *Wizard*, the Bavaria 46 we'd chartered from Marina Sailing in Long Beach lay at anchor in nearby Bechers Bay, the

island's most protected anchorage.

During that cold January in 1836, a group of licensed otter hunters working the kelp beds off Carrington Point on Santa Rosa Island decided, vigilante-style, to take matters in their own hands. Twelve hunters, representing a cross-section of Mexican California's growing immigrant population, decided to take on thirty or so kayaking "Aleuts," the imported labor favored by Russian, English and American poachers. Of the vigilantes, five were Hawaiian "Kanakas," four were from the United States, and one each was from England, Ireland and Portugal. These men were employed by entrepreneurs in Santa Barbara, the majority working for William G. Dana, an older cousin of Richard Henry Dana who had a Mexican license to hunt otter.

With Mexican law on their side, the vigilantes, who were camped on Santa

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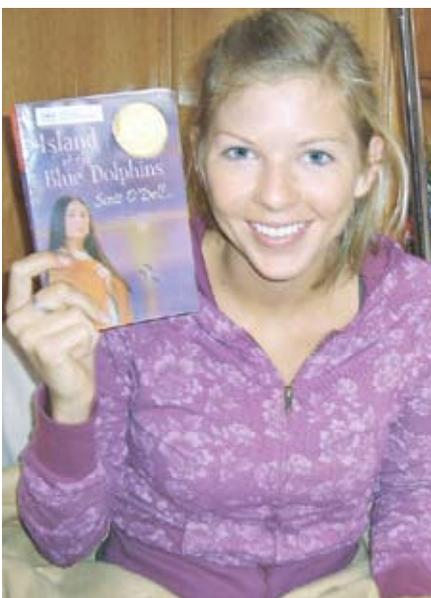
OF CHARTERING

Rosa Island, decided to stand against the poachers. Otters were disappearing from Southern California and a contest for diminishing resources was inevitable.

The poachers already had a reputation for violence. For four decades they and their so-called "Northwest Indian" employees had been killing or terrorizing the Southern California Indians who had inhabited the islands for thousands of years.

Isaac Sparks, one of Dana's vigilantes, had helped evacuate the last of the Channel Island Indians from San Nicholas Island the year before, 1835. Readers of *Island of the Blue Dolphins* by Scott O'Dell will remember that the book begins with a battle between the San Nicholas Indians and Aleuts working for Russian poachers. The following January Isaac Sparks had joined a motley cohort on Santa Rosa Island who unanimously agreed to fight any Aleuts they saw "at least as long as we could."

Leading these vigilantes were three Americans: Isaac Sparks, George Nidever and Allen Light, an African American nicknamed "Black Steward," who had



Entwining history with a good tale, Scott O'Dell's 'Island of the Blue Dolphins' is a classic read among young sailors.

sailed around the Horn with Richard Henry Dana. He'd left the ship in Santa Barbara. (Later, in 1839 he would be appointed "comisario general" in charge of ending poaching on the California

coast.)

Nidever later described the battle: At about seven in the morning the licensed hunters were spread out in row boats about one quarter mile off shore, working the edge of a kelp bed. The fog was heavy. "Just as we were rounding the point, Black Steward called out, 'Here come the Northwest Indians.'" Five or six *baidarkas* — seal skin sea kayaks imported from the Alaskan coast — emerged from the fog. Each *baidarka* carried two or three Indians "pulling with might and main to cut us off from the shore."

Realizing their cumbersome rowboats were no match for twice as many *baidarkas*, the vigilantes rowed straight for the small cove just below Carrington Point. Allen Light was the first to reach the beach. "Jumping out as soon as his boat grounded, he turned and fired on the foremost canoe, but the powder having partly escaped from his gun, the ball fell short. A moment later Sparks reached shore and almost at the same time I jumped out on the beach beside him, amidst a shower of buckshot, the Indians having already opened fire. At

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WORLD

that moment the first canoe was not over a hundred yards away and the others were close behind. Sparks fired at the foremost canoe, wounding one of the Indians, who fell, but raised again just in time to receive my shot, which settled him."

The Indians back-paddled and regrouped while exchanging gunfire with the twelve hunters. There were now thirteen *baidarkas*. The thirty or more Northwest Indians

had shifted from buckshot to ball. Ni-dever was amazed at the range of the Indian guns. While the hunters retreated up the hill, they could hear bullets whizzing by. In that first engagement, three Indians were killed and four of five were wounded. None of the vigilantes had been hit, but they waited for the Indians to attack again at the cave where they camped and stored their provisions.



Students explore Santa Rosa's Carrington Pt. Walking on the turf where historical acts took place, the discipline suddenly coming alive.

About nine the next morning, the twelve vigilantes watched a brig lower *baidarkas* into what is now called Bechers Bay. The Indians maneuvered as if hunting otter, but they were approaching the cave where the twelve stored their provisions. The Indians made their move

to attack. Light and O'Brien started shooting. Eventually the Indians pulled back, returning to the brig. At least one more Northwest Indian was dead. The brig was becalmed for a couple of days and the men on shore kept watch. No one in the *baidarkas* made any more threatening moves.

ALL PHOTOS RICK KENNEDY

Santa Rosa Island and its surrounding waters are now protected by the National Parks Service. We met an NPS island caretaker named John Coggins at the pier when we paddled in. He asked what we were doing on the island, but warmed to us when he found out we were a history class. Coggins loaded us into his Suburban and showed us some of the island before dropping us off at Carrington Point. After lunch we hiked back to the pier and got back to the boat before a

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OF CHARTERING

big wind picked up that had us dragging anchor chain back and forth until after midnight.

Conservation is an obvious topic of discussion when anchored in the Channel Islands. Anchor in any cove and you'll be under the jurisdiction of one conservation organization or another. Sailors not only must abide by modern laws, but must also, by necessity, think conscientiously about stewardship of water, electricity, food and waste. Conservation and the responsible stewardship of resources are subjects that dominate California's past, present, and future, while also being an immediate concern on a sailboat full of college students — most of whom would like nothing more than to take a long hot shower.

Wizard was anchored close to where the poachers had anchored in 1836. The



No educational sailing trip would be complete without the crew doing ropework. It's a proud moment when you finish your first eye splice.

next day we would sail into the Santa Barbara Channel, a body of water of world-wide importance in the birth of modern attitudes toward conservation.

A few nights later our class broached more fully the subject of conservation at Scorpion Anchorage on Santa Cruz

Island, a tight canyon that opens to a rocky beach where, in the winter of 1909-1910, there was an abalone/lobster fight that ended in gunfire. The story is told by Margaret Eaton in *Diary of a Sea Captain's Wife: Tales of Santa Cruz Island*. . .

But we'll save that story for the second installment, which will appear in our May issue.

Charter Notes

We really hate to nag, but as you'll see by the calendar on the wall, springtime is just a few days away: time to start **firming up plans for summer sailing vacations** — especially if you hope to sail in a venue where fleets are relatively small like the **Pacific Northwest, Belize, La Paz or Tahiti**. As we often remind you, the most popular designs book up first, so unless you want to be left with

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WORLD OF CHARTERING

the ugly duckling, we suggest you lock in dates on your boat of choice *pronto!*

And if you're in the mood for somewhere different this summer, why not consider a sailing getaway to **Italy**. **Sunsail** has just announced the opening of two new Italian bases, the first at **Tropea**, on the **southwest coast** of the Italian mainland, and the second at **Palermo**, on the northwest coast of the island of Sicily.

Tropea is perched in an area called the Calabrian Coast, and is ideally situated for visits to the Aeolian Islands — 30 miles away — as well as Sicily and coastal regions of southern Italy. Although we've yet to explore these legendary cruising grounds, we're told that Tropea has successfully preserved its **16th century flavor**, evident in period architecture and cultural traditions. Sunsail's base is located in the city's principle marina, which lies an hour from an international airport.

Palermo, of course, is the capital of Sicily, a city steeped in a colorful history. From here, sailors have access to the



Looking for a change of pace? Picture yourself anchored off Palermo soaking in the age-old beauty of this historic Sicilian town.

nearby **Lipari Island chain**, as well as to the historic island of **Malta**, and the North African country of **Tunisia**. Known for its beauty, Sicily is also famous for **Mount Etna**, the highest active volcano in Europe.

Sunsail's Palermo base is located just 20 minutes from the city's international airport. Bareboats from 31- to 50-ft are available at these bases, and one-way charters can be arranged, allowing you to see a maximum amount of attractions in a relatively short time frame.

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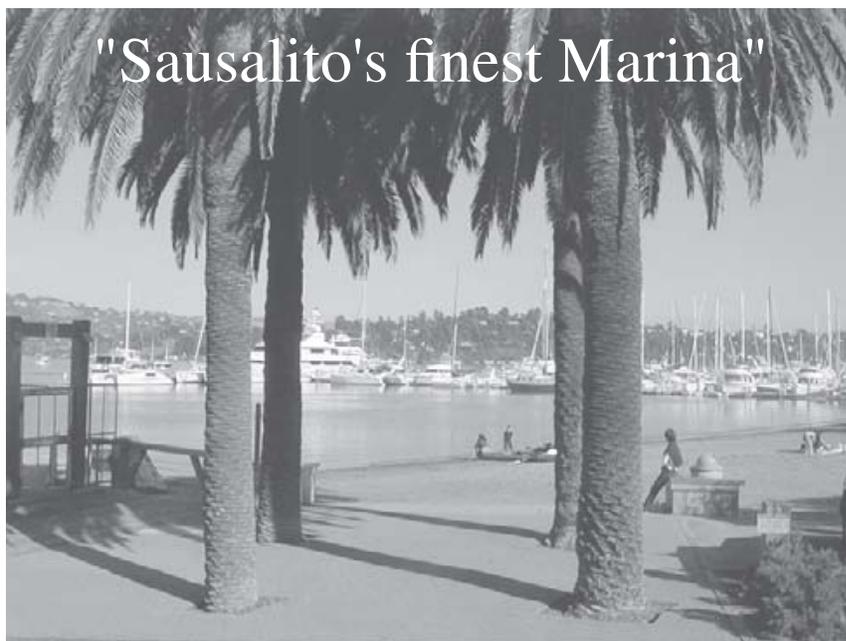
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CHANGES

With reports this month from Jim Williams and Deborah Stern on testing the Caribbean cruising waters; from **Irie** on cruising with big dogs on a cat; from **Damiana** on a season-ending arm injury suffered while going overboard near Belize; from **Distant Drum** on getting hit by lightning in Mexico; from **Caprice** on having un-retired to cruise the South Pacific; from **Harmony** on a young Dutch couple cruising the Pacific Coast; from **Hawkeye** on troubling restrictions on cruising boats in Tonga and Fiji; and lots of **Cruise Notes**.

Jim Williams and Deborah Stern Testing the Cruising Waters Eastern Caribbean (Encinal YC)

Jim Williams and Deborah Stern of the Encinal YC love to sail, as evidenced by their owning the Cal 39 *Spindrift* and the Islander 28 *Dog Days*, both of which are kept at Marina Village in Alameda. With both nearing retirement, they've been thinking about cruising as a lifestyle, but didn't want to make the full commitment until they'd tested the waters, if you will. As such, they arranged to charter a Cyclades 43.3 for six weeks in the British Virgins, and a Sunsail 39.3 in St. Martin for another three weeks.

When they bumped into us during Carnival afternoon in St. Barth on Tuesday, February 5, they'd just sailed over from St. Martin and were starting their three-week charter. Suggesting they'd had a reasonable time to discover if they liked the lifestyle, we asked them if they knew what they were going to do.

"Buy a cruising boat!" Jim said without hesitation. "Maybe something like a Passport 40." Deborah was clearly in agreement with that concept, but noted that she was interested in keeping his Cal 39. "I love that boat," she said.

The couple were quick to note the difference between chartering in the British Virgins, which are almost completely protected from the open ocean, and the St. Martin - St. Barth area where, except

After six weeks of trying the cruising life, Jim and Deborah found they really liked it. The next three weeks made them even more confident.

for the lees of the island, mariners are exposed to the full force of the trades.

"In the British Virgins, we took it easy and it was very relaxing," said Deborah. "I worked on a novel, while Jim read novels. The sailing wasn't difficult between our favorite destinations, such as Cane Garden Bay, Jost van Dyke, Peter Island and Anegada."

"But as soon as we picked up our boat at St. Martin and headed out of Oyster Pond into the trades on our way to St. Barth," Williams said, picking up the story, "we were into the real stuff, with 25-knot winds on the nose and 10-ft seas. Chartering in the British Virgins is what it would be like if it had been set up and the weather controlled by Disney, while down here it's the real thing."

As the couple are about to head off to Statia, St. Kitts and Nevis, they're about to get more of the "real thing."

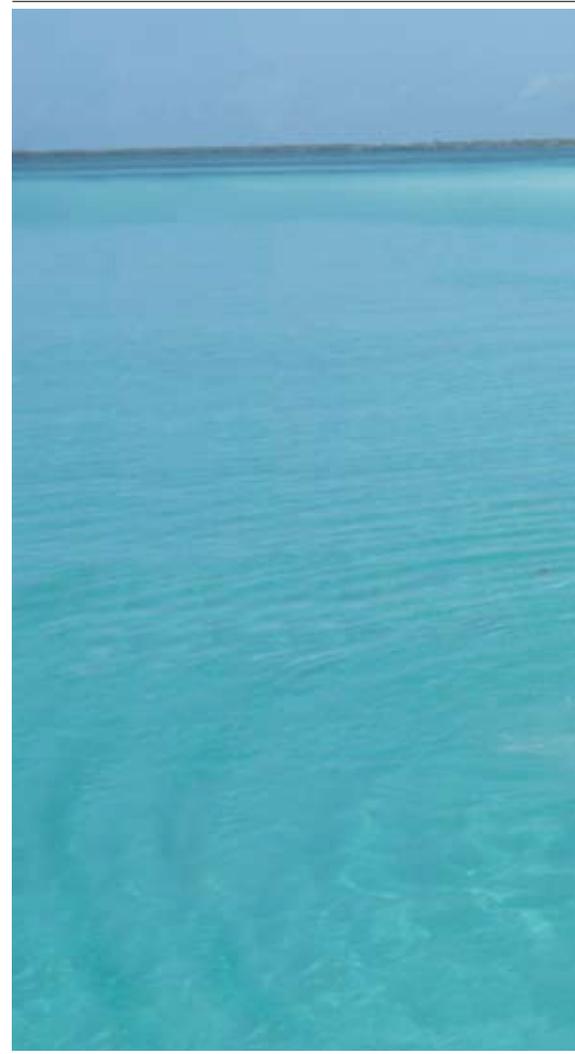
We were pleased to hear that the two were very happy with both charter companies, particularly B.V.I. Yacht Charters in the British Virgins — which manages our cat *'ti Profligate* — and Sunsail in St. Martin. Because they chartered for multiple weeks, Jim and Deborah report they were able to get nice discounts for testing the waters.

— latitude/rs 02/07/08

Irie — Tobago 35 Cat Mark and Liesbet Collaert Cruising With Dogs On A Cat (Emeryville)

We did it! We are out here finally living the real cruising life! When people imagine beautiful exotic settings with turquoise water and white sandy beaches, they're talking about what we're seeing from our boat right now in the Bahamas.

An eternity ago — more than half a year, I think — I wrote you a quick email to say that we decided to try to get another sailboat and make another attempt



at cruising. You'll remember that we gave up cruising about a day after we left San Francisco aboard our Freeport 36 *F/Our Choice* in 2005 when it quickly became evident that it wouldn't be a good life for our dogs Kali and Darwin. Our immediately abandoning the cruising life lead to a series of letters in Latitude. After quickly selling the boat, we did a long road trip to Central America, which was great, but it wasn't cruising on a boat like Mark really wanted to do.

So it was that six months ago I reported we — the dogs and us — were going to spend two months driving around in our Toyota Tacoma and living in a tent, looking for a suitable catamaran. If we couldn't find one in that period of time, we could still move to Belize and live on land.

As a reminder, Mark, who is in his mid-30s, grew up in New England before moving to California, his favorite state. After living the American Dream for a decade, he decided it really wasn't



ELECTRONIC/RICHARD



for him. He'd since become a wise and adventurous man, with lots of travel experiences under his belt. He hates ignorance, traffic, and Johnnies — the latter being macho wannabes who try to attract attention with loud music and by revving their engines. He loves to focus on one thing — such as working on our cat — and sailing is his biggest passion.

As for me, I'm from Belgium and still speak English with a little accent. My name is pronounced 'Leez-bett', but it's hard for Americans to get it, so they call me all kinds of things — including L.B. for Lazy Butt. My biggest passions are travelling and trying new things. That's how I ended up with Mark, and how we ended up on a boat. I adore our dogs Kali and Darwin, and like all animals — except mosquitoes, the only form of life that I'll purposefully kill. There are only a few things that I hate, such as people who are rude, cruel, hypocrites or helpless. And sometimes I hate Mark's ability and

Liesbet, Kali, and Darwin delight in swimming in the clear waters of the Bahamas just a short distance from their spacious catamaran.

desire to focus on just one thing.

Fortunately, catamarans proved to be a little more affordable than a few years ago, and we ended up buying *Big Trouble*, a '98 Fountaine-Pajot Tobago 35. Born in France, she spent her child-

Mark and Liesbet's new-to-them Tobago 35 'Irie', as seen in East Coast surroundings they're not likely to find in the Bahamas or Caribbean.



hood in the Caribbean before coming to Maryland. *Big Trouble* had been neglected by her last owner, who let her sit idle for almost five years. We can tell she didn't like her name, because as soon as we got her we removed the 'Big', and she began behaving better. But it wasn't until we also removed 'Trouble' from her transom that her problems really began to disappear.

We've rechristened her *Irie*, which means 'it's all good' or 'it's all right' in Creole. We hope our lives — and yours — will be irie. Plus, we figured our dogs would be more irie with a cat than a monohull. Anyway, as soon as *Irie* got her new name, she became a healthy and happy girl again. She's got a lot of new, improved and repaired body parts, and is now happily serving as our home, transportation, and recreation.

We moved aboard *Irie* the day we officially became owners last June. That was followed by four months — one very hot and humid one out of the water, and three hot and humid ones in the water — of repairs and preparations. Natu-

CHANGES

rally, this took way more time than we expected, so we didn't cruise north last summer.

Last October we left Redneckville, Maryland, via the Chesapeake Bay — who thought San Francisco Bay was a challenge? — dodging crab pots and sitting out bad weather. We took the Intracoastal Waterway down to Florida, which turned out to be a good way for all of us to get used to the boat and for me to brush up on navigation skills. You gotta start somewhere! We also hoped to work out the kinks of the cat, and were partly successful with that.

Homey Stuart, Florida, was a great place for the last chores and big provisioning — and for a good amount of socializing. As long as you didn't look down at the gross black water, mind the ferocious wakes from passing powerboats, or be bothered by the never-ending Northerlies, the mooring field was just fine. We left *Irie* in Stuart while the four of us drove up to Boston to go through the final step in my getting a green card — the interview!

There was a weather window about a week ago, so we pounded into the seas for 12 hours while crossing the Gulf Stream to the Bahamas. Checking in there was no biggie — except for the interesting fact that the officials wanted to see my green card.

Anyway, our exploration of the islands has started and, believe me, some of the places are as beautiful as described in the cruising guides. It's been a bit tricky getting into some anchorages, and we've

Liesbet and Kali. A relatively small cat seems to be working out better than a monohull for the family of two adults and two big dogs.



COURTESY IRIE

already gotten stuck twice, but we're happy as long as the weather doesn't turn nasty on us.

Oh yeah, the dogs are having a ball as well — at least most of the time. We're so happy about that!

— liesbet 02/05/08

Damiana — Manta 42 Cat Marlene and Roy Verdery Injury Ends Season Early (Sausalito)

Big changes for our cruising season!

It began on December 30 when a large front with gale force winds blew into the atolls off Belize where we were cruising at the time. We headed inside the reef to find a sheltered anchorage. After consulting one of the cruiser guides, we decided on what we thought was a safe place. There was good protection from the wind, but the current was fierce. As we were having lunch one afternoon, we dragged and almost ended up in the surrounding mangroves.

So when the wind dropped to only 20 knots on January 3, we decided to move to Cay Caulker, another "safe anchorage" a little further north. But after consulting the Rauscher guide, we decided that Long Cay — described as "a safe, calm, lagoon" — sounded even better. True, there is a bar with just 5.5 feet of water across the entrance, but we figured it would be no problem since we only draw 3.5 feet. But no sooner were we inside the lagoon than we were dead aground in two feet of water over mud!

Try as we might, we were unable to get out by ourselves. We revved our motors. We put up the jib. But neither of those things helped at all. Roy lowered the dinghy to scout out a channel of some sort — no luck. We consulted the tide tables and learned that waiting for a high tide would give us only a few inches, not another two feet. So we put in a call to "anyone at Cay Caulker" to please respond.

Someone came on the radio and, when he heard our plight, told us about a landing craft that could tow anything, including barges. We contacted the company and, within an hour or so, the craft arrived and started towing us up to Cay Caulker. While underway we started our motors to see if the churning mud had disabled them. One didn't work at all. The other did have cooling water, so we knew we'd have power to anchor once we were free of the tow boat.

As we approached the anchorage, we once again started both motors, hoping that both would be fine. I checked the



starboard one, but there was no water coming out. Roy bent over the rail to check the port motor, but when *Damiana* suddenly lurched, he lost his footing and was flipped over the side!

Then it got worse! In a desperate attempt to stay on the boat, Roy held onto the rail with his left hand for just long enough to injure his arm. He eventually let go but, because I had witnessed the incident, I was able to grab the microphone en route to the port side to radio the tow boat: "Stop!!! My husband has gone overboard!"

In the few seconds it took me to reach the port side, Roy was a few boatlengths behind *Damiana*. Since our arrival was the afternoon 'show' at the anchorage, all the other cruisers were monitoring 16. So when I got on that channel and said, "Anyone with a dinghy, please go rescue my husband — *Damiana* and I are still attached to the tow boat." A few seconds later, three dinghies were racing toward us. Roy was trying to swim to our

IN LATITUDES



COURTESY DAMIANA

Despite a cruising season-ending arm injury that prevents him from being able to sail for nine months, Dr. Roy managed to smile.

cat while on his back and using his one good arm. Roy and I were assisted by a multinational rescue force that included a Brit, a German, and an American. Before long, we had the *Damiana* safely anchored.

As Roy was getting back on the boat, he told me that his left arm was injured. At the time, it wasn't clear how badly it was injured.

Because of his injury, I spent the next several days servicing the diesels by following his instructions. But Roy's arm hurt so much that he eventually called George, our orthopedic surgeon friend — who had been one of our crew on *Jellybean* for the '04 Ha-Ha. After coaching Roy through some movements, George told Roy that he had most likely torn his bicep muscle from the radius, and that if he wanted to regain full use of his arm, he'd need surgery within 7-10 days of the

injury occurring. George made arrangements for Roy to see a hand surgeon as soon as he could get to Sacramento.

On January 7, we motored to Ambergris Cay, which is a few hours north of Cay Caulker. Ambergris had two things we needed — a marina and an airport. Cruisers from two boats went up to Ambergris the same morning and, knowing that docking a cat such as ours single-handed could be tough because of the wind angle and surge, offered to help. Before trying to dock, we anchored near the marina to go over the procedure, and four other people from two other cruising boats came over to help. I took the helm and, with one person at each corner of the cat, had no difficulty getting safely into her berth, the wind and other obstacles notwithstanding.

The next day Roy got on an airplane while I stayed

on the boat. After several stops, he arrived in Sacramento before midnight. A couple of days later he had the surgery, got checked out the next day, and returned to me and *Damiana* in Belize by the 12th.

Lucky for us, Len and Norma, sailing friends who did the '04 Ha-Ha with *Hangover*, had planned to join us for that very week and arrived an hour before Roy. So with Roy's arm heavily bandaged in a splint and sling, leaving him unable to help with physical jobs, we set off for Guatemala's Rio Dulce to leave *Damiana* for the second summer in a row. We spent a few days getting the boat ready for a long summer in the marina, before Len and Norma flew home.

Unfortunately, Roy will need nine months of rehab, and the doctor told him not to sail for at least that long.

There are several lessons to be learned by this experience:

1) Although Roy is a good swimmer, he should have been wearing a PFD. No matter how good a swimmer a person is, if they're injured — or unconscious — when they go overboard, they could drown before they get rescued. We consider ourselves to be very lucky that we were in an anchorage with others close by, and that so many cruisers came to help us.

2) Roy suffered a typical 'Weekend Warrior' injury that might have been prevented if he'd been doing muscle strengthening exercises on a regular basis. All of us middle-age and older folks need to take heed.

3) We were able to learn of the importance of Roy having surgery quickly because we had a sat phone — they are very good to have aboard — and a medi-

All her life Marlene dreamed of getting the chance to crawl into two engine rooms and bust her knuckles and get greasy. Yeah, right.



COURTESY DAMIANA

CHANGES

cal contact in the U.S.

4) The ideal window of repair for injuries such as Roy's is two weeks — reinforcing the value of having the resources to ensure early evacuation. Early evacuation is the current standard of care for serious injuries.

If all goes according to plan, we'll return to *Damiana* in October and pick up where we left off!

— marlene 02/08/08

Distant Drum — Beneteau Idylle 51 Harry Hazzard Hit By Lightning (San Diego)

We've found there are many opinions regarding lightning in general, and a nearly endless number of theories on how to protect your boat from being hit. The recommendations include everything from installing lightning arrestors to lining your boat bottom with copper, bonding everything to the keel, and running battery cables from the shrouds into the ocean during lightning storms. Oh yeah, some folks also recommend that you put as much of your electrical stuff as possible into your oven during a lightning storm.

We don't know how to prevent our boat from getting hit by lightning, but we know what happened when it struck our mast on November 30 of last year while 50 miles NNW of San Blas off the coast of mainland Mexico. We also know what has happened since with regard to our insurance coverage and getting replacement parts and equipment into Mexico. It's a pretty positive report.

We were hit by a freak storm cell at 11:35 p.m. It wasn't such a surprise because we could both 'feel' it and 'smell' it. Suddenly, there was a brilliant flash of light and a deafening bang. When we

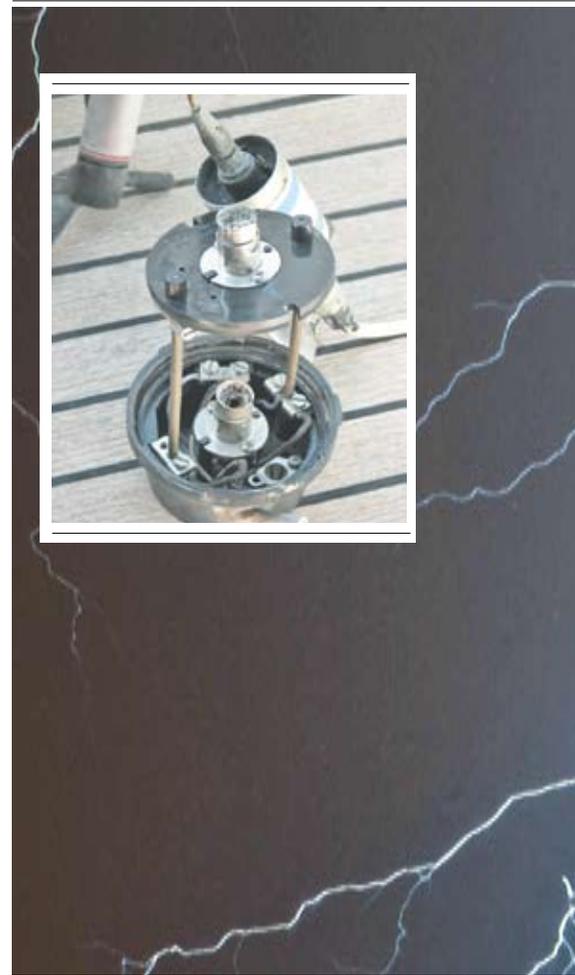
Harry, seen standing on his boat, reports that both he and crew Bob Maher could both smell and "feel" the lightning before it struck.

looked at the top of the mast, we could see that some objects were white hot — including the VHF antenna, which took on the shape of a pretzel. *Distant Drum* then made a sudden hard turn to starboard. The autopilot had clearly failed.

Doing a quick check, we discovered that all the navigation instruments — including the chart plotters and GPS systems — had gone blank. The radios and radar were out, too. After shutting down the hydraulics on the autopilot system and getting the boat back under control, we looked for serious damage to the boat. Fortunately, we'd suffered no holes in the hull or fried thru-hulls, so we weren't taking on water. And there was no fire. But there didn't seem to be a pattern to the damage. For instance, the water and fuel monitoring systems were out, as were all the navigation lights. On the other hand, there was a long list of things that continued to work fine: various pumps, the engine, the engine instrumentation, the solar panels, and the wind turbine.

It took us a good 15 minutes to get over the shock and mentally pull ourselves together, at which point we had to determine what tools we could navigate with. We did have a handheld GPS, but it was telling us that we were travelling at speeds our boat couldn't possibly achieve and that we were 13 feet underwater. It didn't instill us with confidence. We also had two magnetic compasses, but we weren't sure about them either. We could use our courtesy flags flying from the spreaders as our wind speed and direction indicators, our watches for time, and our engine tachometer to help judge our speed under power.

Getting out the paper charts, we got to work. We knew our then-current position and, based on the wind howling through the rigging and the wind blowing horizontally through the cockpit, we assumed the wind was blowing at least 40 knots. By default, we set a magnetic compass course to San Blas, which was the closest port, and hoped for the best. After 90 minutes, the sky cleared. We then found the North Star, and gained confidence from the fact it was where our compasses indicated it should be.



By 8:30 the next morning, we were two miles north of the breakwater at San Blas, and thus felt that we could brag about our navigation. Once the anchor was dropped, we made a more thorough assessment of the damage. We were most astonished by what the lightning had and had not damaged. Without going into a lot of technical stuff, you could say that the lightning had a mind of its own. It seemed to go wherever it wanted to and do in what it wanted to do in. Although the incident put a dent into our plan of making it to Zihua by Christmas, we knew that we'd been lucky because it could have been much worse.

But it was also when the real work began, as we had a broken boat in a foreign country where there is a very limited supply of marine products and gear. We needed to report the incident and list of damage to our insurance company, round up all the parts and pieces back in the States, send some of our gear back to manufacturers for testing and repair, and then get the stuff imported into Mexico.

On December 1, I contacted my bro-



COURTESY DISTANT DRUM



SPREAD, MIKE HARKER. INSET, DISTANT DRUM

Spread; Lightning is something all sailors would prefer to avoid. Inset; the damage to some of 'Distant Drum's gear shows why.

ker, Scott Jarvie, president of Overseas Insurance in San Diego, and informed him of the situation. Within a matter of a few hours, he had somebody contact us to make sure that our boat was in good enough condition to make it to a larger port — Puerto Vallarta — where we could begin the repair process. We left San Blas on the 3rd, arrived in Puerto Vallarta on the 4th, and on the 8th were visited by Russell Dennis, a surveyor and claims adjuster for Markel Insurance. We presented him with a list of all the damage we could find at the time, and were authorized by him to remove the equipment and send it back to the States.

Since we'd gotten a Mexican Temporary Import Permit for *Distant Drum* a few years before, we wanted to comply with all the rules to make sure we didn't have to pay duty bringing the repaired or replacement stuff back into the country. Part of the importation process is to create an inventory list of all the equipment

and gear on the boat so that the authorities know what you're starting with. So off we went to the airport to see Mexican Customs and present them with a copy of the boat's TIP, a brief letter explaining what had happened, and the inventory of what was being removed, along with serial numbers. We were surprised to learn that they didn't want to be bothered with our list! They told us that we wouldn't have any problems taking the gear out of Mexico or bringing it back in — as long as we had our boat's TIP papers. So we jumped on a plane and landed in San Diego on December 10th.

We began rounding up replacement gear — much of it less than a year old — on the 11th. The next day I received a "partial payment" check from Markel Insurance. By the 21st, we had all the parts and pieces in hand. Two of the manufacturers, Will Ham Autopilots and Garmin, worked mir-

acles in getting our stuff turned around so quickly.

Since I spent the holidays with family and friends, I didn't cross the border into Mexico with all the gear until January 2, arriving in Puerto Vallarta on January 3. I passed through two Customs checkpoints on my way to Puerto Vallarta, but at only one was asked to present my papers. After they reviewed my papers, a cursory inspection was performed, and I was allowed to continue on. It hasn't always been the case, but the process worked for me!

As of January 23, all the repair work was completed. All of the documentation, invoices and other information has been sent off to Markel Insurance Company. To date Markel and their representatives have done an outstanding job. I'll keep you informed of the final resolution.

— harry 02/05/08

**Caprice — Seawind 1160
Dan & Carol Seifers
Un-Retired Life
(Northern California)**

Retired life was easy-going and good for us, and we were enjoying sailing our Gemini 105 catamaran in the Bay and Delta. But in September of '06 a seemingly innocent incident was to change our lives. While cruising home from the Delta with fellow members of the Richmond YC, we tied up at the Rio Vista Marina, where we saw a Seawind 1000 catamaran with a sign in the window. The sign reported on the years of adventure for the owners of the boat, starting with taking delivery in Australia and sailing over to New Zealand, up to the islands of Polynesia, Hawaii, and so forth.

Wham — all of a sudden Carol started thinking about the possibility of buying a new catamaran to tour the South Pacific! In fact, she became obsessed with the

Dan and Carol were happy sailing their cat in the Delta . . . but the next thing they knew, they were on a new cat cruising the South Pacific.



CAPRICE

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idea. After returning home, she spent hours researching catamarans on the internet, subscribed to *Multihull* magazine, and shoved articles about sailing in the South Pacific under my nose. There was no stopping her, for she became hooked on buying a Seawind 1160 built in Australia.

A few months later, about Christmas of '06, I was bit by the bug, too. Yes, we'd been perfectly happy with our Gemini, but the idea of getting a new cat — with all the latest toys, of course — and visiting Down Under seemed very appealing. A friend loaned me his books on New Zealand and Australia, and the more I read, the more I became enthralled with the idea. How fun it would be to buy a boat in Australia and sail her home! I even bought Jimmy Cornell's book on world cruising routes to research the feasibility of such a plan. Sailing from Australia to the U.S. seemed like going backwards, but it also seemed doable. So we ordered *Caprice*, which fittingly enough means 'sudden inspiration'.

In May of last year, we took an exploratory trip to the boat show in San Diego to see a sistership, and then made a longer trip to Brisbane, Australia, to confirm our decision. It wasn't until November of last year — it had sort of been like waiting for the birth of a child — that we flew to Sydney to meet *Caprice*.

After a month of outfitting her with just about every imaginable toy — radar, AIS, watermaker, and so forth — we were ready to tackle the Tasman Sea with Vaughn, our son, and his friend David Rasmussen, Jr. The two became invaluable

The Seifers' Seawind 1160 'Caprice' isn't the biggest cat on the ocean, but she earned their respect on the first crossing.

crewmembers and a real pleasure to have aboard. Having years of racing experience, they handled all situations — and we did have a few — with calm and precision.

We're told that the passage from Australia to New Zealand is one of the four worst ocean crossings in the world — although we don't know what the other three are. Anyway, we made it from Sydney to Opuia, New Zealand in 9 days and 6 hours, having had to beat most of the way. We had NNE winds from 0 to 40 knots, and seas from 0 to 12 feet. We're happy to report that *Caprice* handled all conditions — including the rough seas — very well. But when we spotted a lightning storm behind us, Vaughn turned on both engines and put the pedal to the metal — while Carol hugged the EPIRB for the rest of the night.

In our nearly 10 days of travel, we saw only five other boats, and no airline contrails. So there's not a lot of traffic between Australia and New Zealand.

My favorite bit of gear? Our Spectra watermaker. It was wonderful to be able to take a hot shower when it was blowing 15 to 25 knots — something I couldn't imagine doing in a monohull.

We're now in the quaint village of Opuia, Bay of Islands, New Zealand, where the marine facilities are excellent and the local market has most of the provisions we need. The local Opuia Cruising Club is a lot like the Richmond YC, a family kind of club, where the prices are reasonable and you cook your own steaks. We joined the other en route cruisers for Christmas Day dinner, where everyone brought something and helped out. While at the marina, we also met Mill

Valley's Commodore and Nancy Tompkins on their Mill Valley-based Wylie 38+ *Flashgirl*. What a small world.

Jenny, our daughter-in-law, and grandchildren Michaela and Wesley, flew over to join us. It was a fun, non-traditional Christmas, filled with sunshine, sailing, playing with our new Hookah (snooba), diving for scallops,



gathering mussels, hiking, and watching the children play on the beach.

At the end of January, we will start our trip down the coast toward Auckland, the Bay of Plenty and Marlborough Sound. We'll just play around until the end of April, at which time we'll depart for the South Pacific with Ted Stuart and Tom Hansen as crew.

— dan 01/28/07

Harmony — O'Day 30 Joost and Joyce Going Dutch Down The Baja (Utrecht, The Netherlands)

After years of sailing in latitude 52 — the North Sea off the Netherlands — we decided that it was time for a warmer adventure. So jumped on the internet and started dreaming of sailing in places where there is more sunshine. There were lots of places, but it was the Baja Ha-Ha website that got our interest.

Then it was time to look for a boat. Sending emails to brokers in San Diego was easy enough, but getting replies was harder. We know what they were thinking, 'Here are some more dreamers, and these guys are even from Holland!'





Sailing from Australia to New Zealand's Bay of Islands — seen above — can be a very difficult passage, but 'Caprice' proved herself.

The exceptions were Paul Dixon and Kirk Gardner at Cruising World Pacific, who answered all our questions about foreigners wanting to buy a boat in the States and finding a boat within our budget.

In our first day in San Diego, we'd visited their office and were inspecting the first boat by noon. We had to look at a lot of boats, but by August 20th we were the proud owners of an O'Day 30. A shakedown cruise to L.A. and Catalina made clear what gear needed replacing or improving. A big 'thank you' to all the marine stores in the San Diego and Newport areas, as the staffs were all very helpful and knowledgeable. They were even patient with my accent.

Then there was the decision about whether or not to do the Ha-Ha. Ultimately we decided against it because we like to hug the coast and looked forward to visiting every little dusty fishing village — and they all had something special to offer. As a result, we took a month rather than 10 days to get to Cabo. Mag Bay was one of our favorite places, and

we spent five days there, where a spring tide made it even more exceptional than normal.

We then headed into the Sea of Cortez and, besides anchoring at the most beautiful spots, made lots of new friends with locals and other yachties. The Sea of Cortez is really worth returning to! We got as far north as Loreto, at which point we crossed the Sea to Topolobampo, where we left the boat to visit the Copper Canyon. For us, who come from a country that is barely above sea level — and in some places below sea level — it was a unique experience heading up into the tall mountains and then down into the canyon. And the train ride on El Chepe is very fun!

Once back on the boat, we made all the stops on the way south, spending Christmas in La Cruz and New Years in Puerto Vallarta. We loved the warmer weather, with lots of sun all day and swimming just a jump off the back of the boat away. As we write this, we're at anchor at La India in the Bay of Huatulco. We're all by ourselves, with not another boat in sight.

We find it a great reward for all the energy we invested in this project.

While it's true that we've had some bad days and roly anchorages, our overall sentiment is that we want to keep doing this! Sure, we miss our family and friends back home, and there's some work to be done to get our bank accounts back in dark ink. Nonetheless, we're headed to Costa Rica, where we will put the boat up for sale. The moral of the story? If two Dutch kids can do it, anybody can! Thanks to *Latitude* for the inspiration.

— joost and joyce 02/10/08

**Hawkeye — Sirena 38
John Kelly and Linda Keigher
Trouble In Tonga and Fiji
(San Francisco)**

All is not well in the tropical paradises of Fiji and Tonga, as both countries have now instituted severe restrictions on the amount of time that a foreign vessel can remain in the country.

According to a 1988 regulation, yachts visiting Tonga are limited to a 12-month stay. But this rule has never been enforced, and some boats have been here for 17 years. In December, however, several boats that had been here for more than 12 months received letters from the Neiafu, Vava'u, Customs Office, stating they must either leave the country within a week or be prepared to pay import tax and duty in the amount of 30% to 40% of the value of the boat. Naturally, this caused great consternation, not least of which because the tropical cyclone season officially started on November 1.

As a result of many complaints, the Chief of Customs from Nuku'alofa, the capital, visited Neiafu and invited the yachties to a meeting. The meeting was well attended, and the gentleman as-

The economically depressed country of Tonga is making it just that much harder for foreign cruisers to spend their money there.



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sured us that nobody was going to be kicked out of the country during cyclone season, which ends in April. Phew!

During a subsequent meeting on January 18, the gentleman from Nuku'alofa stated that a new regulation was in the process of being issued. This regulation restricts visiting yachts to four months, with a possible extension to 12 months. Meanwhile, if the current yacht owners affected would agree to sign a letter stating the name of their boat, the owner, and date of arrival in Tonga, he would sign on behalf of the government a statement allowing the yachts to remain in Tonga "for the natural life of the vessel!" The only proviso was that the owners would provide the government a security interest in the yacht, which would be exercised only in the event of the sale of the yacht while in Tongan waters. In that case, tax and duty would be assessed.

This is a good outcome for the boats already in Tonga, but not so good for newcomers who would like to keep their boats here through cyclone season. Furthermore, visiting yachts will now require an agent to check in and out. It was suggested, to no effect, that the Tongan Government would do well to follow the example of Mexico, which allows a yacht to remain in the country for up to 10 years upon payment of a small fee for a Temporary Import Permit.

Even more restrictive is the edict that's been handed down by the 'interim' military government of Fiji. (The democratically elected government was removed from office during a military coup in December of '06, the fourth such coup in 20 years.) The military government announced that visiting yachts may not stay more than three months in the country, although an extension

The scenery in Fiji, like this waterfall on Taveuni, is spectacular. But is it worth the hassle the government wants to give cruisers?



of three months *may* be granted upon application to the government.

The restrictions in Fiji are being appealed, but those of us here are not optimistic about the outcome since the Minister of Finance recently made a public announcement that the new restrictions were partly the result of illegal behavior by visiting yachts — including drug-dealing, prostitution, and smuggling that has cost the country "millions of dollars in lost revenue"! This gratuitous slur on the yachting community did not sit well with the yachts affected, and Linda and I are seriously reconsidering our plans to visit Fiji in the future.

Both of these countries are economically depressed, particularly Fiji, where the European Union, New Zealand and Australian governments have all imposed economic sanctions following the coup. These sanctions have greatly reduced the number of tourists visiting the islands. Since both countries are desperate for tourist dollars, it is a mystery why they would choose to restrict visiting yachts in this manner. We cruisers are also tourists and bring much needed revenue to these and other countries that we visit.

— john and linda 02/05/08

Cruise Notes:

Conapesca, the Mexican sportfishing agency, has announced new licensing policies for '08 that will be welcomed by cruisers. In the past, boats — as well as their dinghies, and technically even liferafts equipped with fish hooks — needed to have expensive licenses, as did individuals. That's no longer true. As of January, only individuals will need licenses — although everyone on a boat must have one. The licenses are now \$25 a week, \$37 a month, or \$48 a year. If you're a couple on a boat, the approximately \$100 a year is big savings

over the previous cost. You can get your license by going to www.conspescasandiego.org.

Here are some of the highlights of the Mexican fishing regulations: One rod per person. No mollusks or crustaceans can be taken. There's a limit of 10 fish per day, with no more than five of



one species. However, there is a limit of one per day of the following group: marlin, sailfish, swordfish and shark. When it comes to dorado, roosterfish, shad and tarpon, the limit is two per day. The limit for underwater fishing is five per day, but you must use a rubberband or spring harpoon, and only use it while skindiving. It's illegal to collect shell and coral. It's also illegal to fish within a quarter of a mile of swimmer.

Tripp Martin of **Puerto Amistad YC** in Caraquez, has some good news for cruisers for the country named after the equator. "For the past four months, the Puerto Amistad YC, the Puerto Lucia YC, the Salinas YC, the Guayaquil YC, the Ecuadorian Yachting Association, the Ministry of Tourism, and the Navy have all been working together to make the clearing process less onerous for cruisers. The new rules allow the four yacht clubs to serve as ship's agents for private boats, which has greatly simplified the check-in and *zarpe* process. The new rules allow yacht captains to send a simple email to the Navy upon arrival. Once acknowledged and entered into the

IN LATITUDES



CHERIE SOGSI

might have guessed, it's another one of those ridiculously ineffective Homeland Security measures. The law has been roundly criticized by the Australian and international sailing communities for not taking into account the vagaries of cruising schedules caused by weather, and the fact that not all boats have effective long distance communication capabilities. This didn't stop the Aussie courts from ultimately fining a elderly Dutch cruising couple \$2,000 dollars because they hadn't heard of the law and, after a rough 13-day passage from New Zealand, had only radioed the port of Brisbane upon their approach.

In February of last year, a Bundaberg Magistrates Court convicted American yachting James Manzari of two violations of the Customs Act, for also failing to provide proper notice of an intended arrival. Manzari and his wife Dorothy had arrived at Bundaberg after a passage from New Caledonia, claiming that the Aussie Consulate in Noumea had given them the wrong information and had not told them of the current rules. A Bundaberg Court found him guilty. Manzari appealed. Last month an Australian District Court not only upheld the conviction, but levied a fine of \$4,000 U.S., plus \$15,000 in court costs. The court reportedly thought long and hard about having Manzari drawn and quartered, but ultimately decided in favor of leniency.

As announced previously, *Latitude* is reviving **Sea of Cortez Sailing Week** some 25 years after founding it. Our goal is that it be smaller — 30 boats or less — but have more sailing than in the past. The event will begin appropriately enough on April Fool's Day in La Paz, head out to the islands, and conclude on the 6th, probably with a race back to La Paz. We're hoping the event will serve as a feeder to the Club Cruceros' **La Paz Bay**

Jim Forquer's Newport Beach-based Catana 52 'Legato' is one of the big cats intending to sail in the revived Sea of Cortez Sailing Week.

Mexico's new fishing regulations are unclear as to whether this would count as one fish or two. Just have a license and you'll be fine.

Navy's database, the boat will be received in the *capitania*. Cruisers will not have to hire an agent in these places, and there is no requirement to check in while underway — as had been erroneously reported."

Martin also reports that the government is actively working on other cruiser-related issues — namely, how long a boat can stay in the country and the availability of fuel. "It's been widely reported that the Ecuadorian government has become hostile to cruisers, and implied that they don't want us here. The reality is far different. What's going on is that the new government has tasked various officials to clean up their act, and they've responded with some knee-jerk reactions that have been poorly implemented. Slowly we're trying to get them corrected, but we're working with extremely bureaucratic organizations. Cruisers have basically been unintended collateral damage in their efforts to get rid of fuel smuggling, regain control of

their borders, and so forth. I hope that everyone who has been considering coming to Ecuador takes into account the rules changes that have been made, and comes down to take advantage of all the wonderful things Ecuador has to offer."

Some of those wonderful things are that it doesn't get hammered by lightning and drenched by humidity and rain in the summer, as Central America does, and the cost of living is extremely low. Those are but some of the reasons it had rapidly become a cruiser favorite until the bureaucracy bungled in.

Aussies are some of the friendliest people in the world — but the same can't be said for their **hard-assed courts**. In June of '06, Australia passed new laws making it compulsory for all aircraft and vessels to give between four and 10 days notice — by fax, email or telephone — of their impending arrival in Aussie waters. As you



ELECTRONIC/RICHARD

CHANGES

Fest on April 11, 12 and 13, an event that features more social activities and less sailing.

Boats and crews that have already indicated they are rarin' to do some 'Ha-Ha style' racing in the Sea are **Capricorn Cat**, Hughes 45 cat, Wayne Hendryx and Carol Baggerly, Brisbane; **Moontide**, Lagoon 470, Bill Lilly and gals, Newport Beach; **Legato**, Catana 52, Jim Forquer, Newport Beach; **Catatude**, Lagoon 42, Tom Wurfl and Helen Downs, San Diego; **Dolce Vita**, Marquesas 56, Mai Dolch, Belvedere; **Talion**, Gulfstar 50, Patsy Verhoeven, Portland; **Auspice**, Schumacher 40, Jim Coggan, San Francisco; **Kalewa**, Custom 52 catamaran, Kevin Millet, Hawaii; **Footloose**, Gulfstar 42, Ward Latimer and Diane Brown, Sea of Cortez; **Bombay**, Pearson 34, Oscar Berven, San Carlos, Mexico; **Isis**, SC 52, Brendan and Baba Busch, Kailua, Hawaii; and **Profligate**, Surfin' 63 cat, Doña de Mallorca, Punta Mita. Pete and Sue Wolcott of the nearly new Hawaii-based M&M 52 cat **Kiapa**, who couldn't make the Ha-Ha because of health issues with parents, say they hope they can make it, and Scott and Cindy Stolnitz of the Marina



LATITUDE / JR

Brendan and Baba are just two Ha-Ha veterans joining us at the Sea of Cortez Sailing week on their SC52 'Isis'.

del Rey-based **Beach House** report they may swing by too. As such, it could be one of the biggest gatherings of actively cruised cats ever — at least in Mexico. There's still some room in the event, so if you want to participate — monohull or multihull — and you enjoy sailing and

smiling, email richard@latitude38.com. After all, it could be a hoot. And since Brendan and Barbara of **Isis** intend to reprise their Ha-Ha Sonny and Cher identities, costumes will be in order.

Early in February, a report went out on SSB radio nets that **Siesta Cay**, a 50-ft Piver trimaran from Los Angeles, had been abandoned by owner Jack McKinney and her crew due to heavy weather and storm damage 80 miles west of the Gulf of Papagayo. The trimaran's crew was safely taken aboard a container ship that had been vectored to them by the Coast Guard. McKinney has offered a reward for a return of the tri, which was outfitted with many solar panels.

Later in the month we got an update from "Roy of Fun Patrol, ex-Nighthawk," who reported that he'd received an update from "a crewmember named Fred." Fred reported that a Coast Guard C-130 had spotted **Siesta Kay** drifting about 250 miles off the coast of Costa Rica. I wasn't able to reach McKinney, because he's apparently driving to Honduras to mount a salvage effort. Roy says the owner had bought Siesta Cay for about

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Dry Dock
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(channel access)

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Long. W 116° 53.20'
Ensenada 27 NM south
Tijuana 39 NM North

\$25,000, then put another \$80,000 into her. Fred, who ultimately crewed on her, had done much of the work. So when the engine died in Central American, Fred took time off from his job at a diesel shop in Wilmington, Virginia, to drive down to Costa Rica with a new Perkins sitting in the passenger seat! Fred said nobody from customs hassled him in any of the countries he passed through.

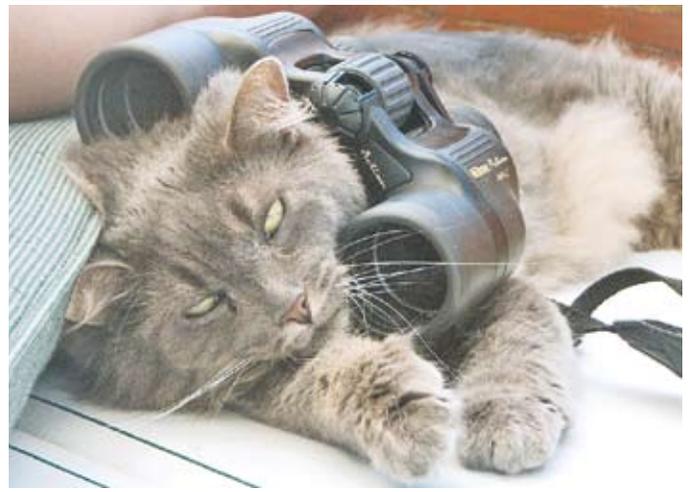
While we're not sure on the details because of the secondhand reports, we hope McKinney can recover his tri.

"The cruising guides and general scuttlebutt about cruising is, in our opinion, inaccurate and so out-of-date that it's not even relevant most of the time," report Frank and Janice Balmer of the Tacoma-based Gulfstar 50 **Freewind**. The vets of the '03 Ha-Ha are currently cruising India's Andaman Islands along with Jack and Daphne Garrett of the Clovis-based Cascade 36 **Resolute**, who also did the '03 Ha-Ha. We don't know exactly what the Balmers mean, so we're eager to get their report, which they plan to write once they reach the Red Sea. But next month we'll have their report

from the Andaman and Nicobar Islands.

Don't you just hate crew who sleep while they're on watch? Maui, Heather Corsaro's cat aboard David Addleman's Monterey-based Cal 36 **Eupychia**, falls asleep all the time while on watch during passages, but Corsaro has a difficult time meting out proper punishment. "In addition to eating calamari and bird watching at Isla Isabella, Maui's a good navigator, but best of all, she's my personal fur bikini."

"Today I was planning on moving on from Cape Town, South Africa," reports singlehander Jeanne Socrates of the Najad 36 **Nereida**, "but suddenly remembered my log impeller had been, despite a diver's efforts a week ago, stuck on the



There is something about a "fur bikini" that women — even in the tropics — seem unable to resist. But Maui is a good navigator, too.

way around here from Simon's Town. The impeller was really encrusted with wormy growth inside, so pulling and cleaning it was my morning job. Then I decided to go up the mast to attach seine twine between the mast steps and shrouds to prevent the halyards from catching. It got interesting up there since the wind blows strong off Table

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CHANGES

Mountain every afternoon, gusting to 30 knots. Since *Nereida* is berthed beam to the wind, she would often suddenly heel over while I was aloft! But with two good jobs done, I'm almost ready for my forthcoming ocean crossing. Tonight's job is to reconnect a cable into my autopilot remote control — which has been misbehaving for some time. Upon investigation, I found one wire disconnected and another very loose. Hopefully, it will be an easy after-dinner fix. I should reach Luderitz, Namibia, by next weekend. After a few days there, I'll head into the south Atlantic bound for St. Helena. Everyone I speak to tells me that the island where Napoleon was ultimately exiled is very beautiful and I shouldn't pass close by without stopping."

Although *Socrates* is originally from Britain, she has many dear friends in Northern California because she was a last-minute entry in the '06 Singlehanded TransPac. She's quite an inspiration for, after her husband passed away, she decided to continue their dream of cruising by doing a solo circumnavigation.

"It's been quite a winter of cruising in Mexico," report John and Gilly Foy of



COURTESY NEREIDA

Having gotten the worms out of her impeller and then gone up the mast, the irrepressible Jeanne is ready for the Atlantic.

the Alameda-based Catalina 42 **Destiny**. "After having a fantastic time on the '07 Ha-Ha, we visited Los Frailes, Mazatlan, Chacala, and Punta Mita before reaching Puerto Vallarta, where we stayed for six

weeks while attending to some personal matters. From Puerto Vallarta, we made a quick stop back to Punta Mita, then continued around Cabo Corrientes to the small anchorage of Ipala. Next it was Chamela, where we caught up with fellow Ha-Ha boats, Gene Gearheart's Friday Harbor-based Catalina 50 **Moody Blues** and Dave Peoples' Portland-based Catalina 42 **Jammin'**. Our three boats sailed on to beautiful Tenacatita Bay, where we did the always popular 'jungle cruise'. A couple of days later, the six of us headed across Tenacatita Bay in dinghies to the village of La Manzanilla for shopping and lunch. On the return, while launching our dinghies through the surf, Dave of *Jammin'* was nailed by the barb of a stingray. He had to endure a rough four-mile ride back to the boat while in considerable pain before any kind of treatment could be started. Since none of us were exactly sure what should be done, a call was put out to boats in the anchorage — and in no time, helpful information came pouring in.

After two days, Dave was doing much better, but he assured everyone that it

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was the most painful episode he'd endured in his life. And this was coming from someone who has had a spiral compound fracture of the leg as well as a cerebral hemorrhage, so he knows about pain. We're now enjoying the lagoon in Barra de Navidad, which reminds us of one of our favorite spots, the California Delta. We've had perfectly warm days, and the cool nights have made for great sleeping. As such, we're staying down here much longer than we thought before heading back to Puerto Vallarta and will probably miss the Banderas Bay Regatta."

As the Grand Poobah of the Ha-Ha, we try to warn everyone about the dangers of stingrays lying on flat sand beaches. If you shuffle as you walk, they'll happily move along, but if you step on them — WHAM! you get the barb in your foot or leg and the pain is excruciating. How to treat getting barbed? Here's the advice Foy received from other cruisers:

"It's critical to make sure that all the remnants of the stinger are out of the wound, then irrigate the wound thoroughly with hot water. A plastic bag full of water with a hole poked in the bottom

is a good way to irrigate. The wound then needs to be soaked in the hottest possible water the patient can stand for 30 to 90 minutes — although we did this for four hours. The heat apparently helps neutralize the pain. We're not doctors, so we're not qualified to recommend this, but Dave then took strong pain medication and immediately went on a series of Ciproflaxin 500 mg and Dicloxicillan 500 mg for five days. He was not to allow the wound to close, as a stingray wound is very deep, and if it's closed too early, a bacterial infection could develop deep. So he had to open it daily for five days to let the wound heal from the inside out. Naturally, he was not to let saltwater get to the wound until it had healed."

"The Hidden Port YC's **12th Annual Loreto Fest**, four days of fun, music and



The little rays keep an eye out to try and avoid contact, but step on them and they have a knee-jerk-like reaction with their barb.

games for cruisers at Puerto Escondido, Baja, will be held May 1-4 this year," reports Connie **Sunlover**. "There will be lots of music, more music, seminars, games, workshops, a silent auction — and yes, even more music. The money raised goes for educational programs for the kids in the area. For more information about Loreto Fest, Google the Hidden Port Yacht Club."

Latitude is told that the repairs to the

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CHANGES

Singlar moorings at Puerto Escondido are coming right along, with half of them already completed. In addition, there is wi-fi, and the showers, laundry facilities, and pool are all ready for use. Singlar is currently charging 2.67 pesos/ft/day on the weekly rate for 41 to 50-foot boats using moorings in the main harbors. That \$77 a week or \$308 a month for a 41-footer, or \$93 a week or \$373 a month for a 50-footer.

For sake of comparison, the anchoring fee in the outer harbor at **Gustavia, St. Barth**, easily the most expensive island in the Caribbean, is \$200 a month for a 45-footer, and includes showers and wi-fi. And a half mile around the corner at Columbie, sailors can use the moorings for free. We're not sure who came up with the pricing for Singlar's moorings in Puerto Escondido, but we think it's way too high for the area — which is why almost all of them have been vacant since they were installed. If all the moorings were just \$100 a month, we think Singlar's occupancy rate would soar, and they'd actually make some money. For if Puerto Escondido were to become vibrant boating community again, all their ancil-



ELECTRONIC/RICHARD

Prices in St. Barth tend to be sky-high, but compared to Singlar's mooring fees in Puerto Escondido, it's cheap — even for the big guys.

lary businesses would benefit, too.

"My voyage on the IntraCoastal Waterway has been a lot more photogenic than my ocean passages around the world," reports Jack van Ommen of the

Gig Harbor, Washington-based **Naja 29 Fleetwood**. "There has been an abundance of birds, swamps, pine forests, and so forth, and the sunrises and sunsets have been spectacular in the winter. But I had not calculated the snail's pace progress I've made since heading south from Chesapeake, Virginia, on January 14, nor was I prepared for the often freezing temperatures. In addition, the mooring costs at the marinas have come as an unwelcome surprise. Hopefully I'll be able to do more anchoring when the temperatures moderate further south. I still plan to haul in or near Fort Pierce, Florida and, if I have any time left, go into the Caribbean and then cross the Atlantic to Northern Europe this summer."

Van Ommen is just another cruiser who continues to point out that you don't need a big or expensive boat to cruise the world. He started his current trip from San Francisco and made it all the way around the world — via Vietnam — except for the last bit from the Caribbean to the West Coast. He's going to do that, but wants to do Northern Europe and the Med for a bunch of years first. 'Around the world

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before 80 years of age' is his motto.

When you talk to long-term cruisers, they seem to say the same thing — the only place where basic health care is ridiculously expensive is the United States. Doña de Mallorca got a chance to test part of that theory when she dropped a hatch on her starboard side big toe. After a couple of days, it started to swell, so she went to the little Bruyn Hopital — that's how they spell hospital in French — in Gustavia, St. Barth. She waited just one minute to be seen by a doctor, who spent a half hour in diagnosis and treatment, which included drainage and X-ray. The bill? It came to 69 euros, which is about \$105. Twenty-five euros was for the treatment. Another 25 euros was for the X-ray, which de Mallorca, an R.N., didn't believe was necessary. The remaining 19 euros was because it was Mardi Gras — a holiday. How much would it have cost in the U.S.? We're not sure, but we suspect quite a bit more, and that the wait would have been much longer. As for the billing process, de Mallorca was told, "Oh, it won't be much, just swing by in a couple of days

and we'll have it ready for you."

According to the locals, hospital care is cheap for everyone in France, including foreigners. What's expensive is the medicine for ongoing conditions, which people have to pay for on their own.

"I've joined Janet and John Colby, my aunt and uncle, on their Portland-based Hylas 42 **Iris** for a couple weeks of sailing as they make their way around the world," reports Northern Californian John Thompson, who gets in a lot of sailing by crewing with other folks. "The weather has been terrific, and the sailing great. We had between 10 and 35 knots of wind most of the time while sailing down the outside of the Nicoya Peninsula. The past few days we have been exploring the large but mostly un-



When in France, it pays not to seek treatment for toes — or other body parts — during holidays such as Mardi Gras.

developed Bahias Ballena at the south end of the peninsula. People seem to think this may be the next big thing, as the real estate developers are swarming, and many people we have talked to are buying property. There is even a marina planned, supposedly with the idea of selling the slips. Cruiser gossip has it that the slips will cost upwards of \$500,000 each. Last night we had cocktail hour on

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our boat with the only two other cruiser boats here: Dan Baker's San Diego-based Tayana 39 **Che Bella**, and the McConnells — Mike, Nancy and kids Fletcher and Dana of the San Diego-based Freeport 41 **Deserata**. We all remarked at how few cruisers there seem to be this far down this season. Perhaps more cruisers will be coming later, but for now, we're enjoying the quiet anchorages — as well as other cruiser company when we can get it. Tomorrow we will leave the bay and head into the Gulf of Nicoya, stopping at the various island chains, including Islas Tortugas, which *Lonely Planet* says is "widely regarded as the most beautiful island in Costa Rica." We shall see."

It strikes us as one of the *strangest thefts* from a boat ever. With our Leopard 45 **ti Profligate** securely on the hook in a very crowded Corossil anchorage just outside of Gustavia, St. Barth, we went into town to bang away at the computer. But when we wanted to raise the main the next morning, we noticed something odd — the main halyard shackle to the headboard was missing. It would be reasonable to assume that we'd been sloppy and it had just fallen off — were



LATITUDE / LADONNA

Tell us, Sherlock, who would risk sneaking onto a boat, go to pains to remove a halyard shackle, but ignore all the other valuables?

it not for the fact that somebody had taken our halyard and, with considerable effort, wrapped it around the lazy jacks three times, then stuffed it in a pile in the Stak-Pak. Although we'd left the

boat open, none of the valuable cameras, computers or cash, all in plain sight, had been taken. It's true, there had been a couple working on their main during that afternoon, but it was on a rather expensive privately owned Jeanneau 54 deck salon sloop. De Mallorca is convinced that they are the culprits. We don't see somebody like that — particularly on a private yacht that's probably loaded with extra shackles — being so bold or stupid in such a crowded anchorage. Yet we have no other plausible explanation.

How you ever had anything as strange ripped off? We were also victims of what could almost qualify as another theft: diesel and fuel selling for \$7 U.S. a gallon! It turns out that this is no St. Barth special, as it's actually less expensive than fuel in France, Italy, England, Belgium and German. Prices like that will give you religion about four-stroke outboards over two-stroke outboards and sailboats over powerboats.

It was a somewhat grim first leg of the World ARC Rally for the Oyster 82 **Tillymint**. On the night of January 26, while about 80 miles from Aruba, the

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watch heard faint cries for help from the open fishing boat **Vegas**. The *Tillymint* crew would later learn that the four St. Lucian fisherman aboard had been drifting east for 20 days because their engine wouldn't work. Because various other boats hadn't heard their cries for help, the desperate fisherman set a signal fire to make sure *Tillymint* saw them. Tragically, it got out of hand, and all four had to jump overboard before the big sloop could turn around in the strong tradewind conditions. While *Tillymint* managed to save Sherwin John, none of the other three could be found in the darkness, despite a search that eventually included five other World ARC boats, a Netherlands Coast Guard vessel, and a Coast Guard SAR aircraft.

Life in Mexico. "After spending five days and New Year's Eve at Carrizal along with the crews of **Tenacity**, **Blue Plains Drifter**, **VinMar**, and **Slacker**, **Miela** and the rest of the fleet went around the corner to Santiago Bay," reports Bill 'Captain Memo' of the Chico-based *Moody 44 Miela*. "We took a short bus ride into the town of Santiago for hamburgers

at Juanito's. The gang settled in at a *tienda* where the beer is 6 pesos — 60 cents — and the plastic chairs and shade are free. Years ago a cruiser replaced the street sign with one that reads 'Hollywood' in one direction, and 'Vine' going the other way."

Those in the accompanying photo are, clockwise from the empty chair and big hat, Bill and Karen of *Miela*, Julie and Mike of *Slacker*, Lisa of *Flying Free*, Jim of *Blue Plains Drifter*, Vickie of *Tenacity*, Tiffany of *Blue Plains Drifter*, Terry of *Tenacity*, Steve of *Flying Free*, and Scott and Janet of *VinMar*.

For the last several months, we've been writing that Jerry Eaton of the Belvedere-based Hallberg-Rassy 43 **Blue Heron** was the only West Coast sailor to have done the last Atlantic Rally for



With cervezas just 60 cents each at Juanito's, no wonder the cruisers gathered at the intersection of Hollywood and Vine.

Cruisers. It turns out that's not correct, as Steve Bonner of San Jose also did it — in 15 days — with the F/P Eleuthera 60 catamaran **Caribbean Soul** that he bought from the factory in France 21 months ago. "We had a great crossing, but three boats sank, 11 broke their booms, one man died, and another suffered a very serious burn." A natural born traveller and a *bon vivant* in his 40s who made his money in financial



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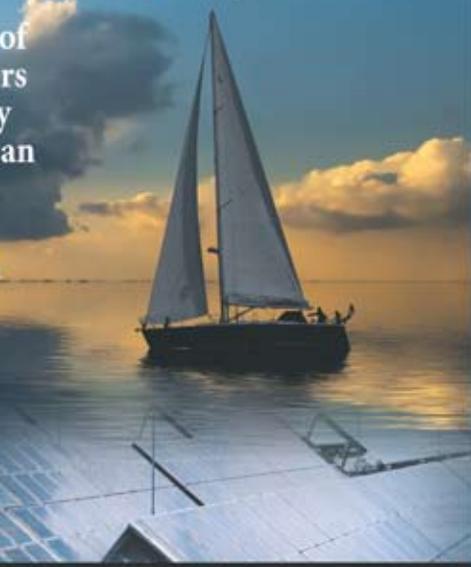
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CHANGES

planning and by building up the Wine & Roses Limo Service from one vehicle to 40, Bonner has a six-year plan to sail around the world. We met him in the Caribbean, where he'll only be spending another three months before moving on. While there, he's been chartering his cat — which is massive, luxurious, and equipped with all the goodies — for \$24,000/week. Despite the price, he's been doing one more charter a month than he'd like, although he knows that pace is going to rapidly drop off when he gets to places like Peru and Cape Horn, which will only be interesting to more adventurous charterers.

After taking delivery of the cat — several months late, which he wasn't happy about — on the Atlantic Coast of France, Bonner and crew visited Spain, Portugal, France, Italy, then spent seven months in Greece and, quite unusually, three months in Egypt. Most cruisers only visit Egypt if they have to when coming up the Red Sea. Not Bonner, who went there for the diving. "I loved it!" he says. "Except for the taxi drivers, the Egyptians were about the most friendly and helpful people I've met anywhere." It was while

in the land of the Pharaohs that Kobe, Bonner's four-year-old combo black lab and Australian shepard, seemed to develop a special relationship. "The dolphins spent hours playing with him, far longer than they did with humans."

Talk about short notice — Wayne Meretsky of the Alameda-based S&S 47 **Moonduster** didn't even decide to go singlehanded cruising to the South Pacific until November. But when you've already done a long singlehanded trip to the south and back home via Alaska on a wooden boat, the second time should be easier. But it hasn't been, at least not while leaving the Golden State. For instance, Meretsky caught a crab pot in his prop not far from Morro Bay, and thus had to do a little swimming once he got into port. "I donned my wetsuit, booties, fins, mask, snorkel and, with dive knife in hand, slipped into the water. The blast of cold defies description. My chest tightened and I simply couldn't breathe. It took perhaps 30 (interminable-seeming) seconds before I could relax and appreci-

ate the effect of the wetsuit as the water began to warm. I tried to displace my fears that I'd never be able to stay in the murky water long enough to make real progress on the hacking and whacking I anticipated." Actually the job turned out to be simple. Then, after 30 hours with no sleep, his *Moonduster*, which draws more than eight feet, ran aground at the Orange County Sheriff's dock in Newport Beach. Hours later, when officers tried to help him secure to a double mooring in tight quarters, *Moonduster* went aground again. When the officers released the straining line, his boat slingshotted into the boat on the adjacent mooring. And to think his insurance had lapsed only a couple of hundred miles before because he was singlehanded! Then, after arriving at the Police Dock just after the office closed, he got roused for tying up at the Customs Dock. Now that he's almost to Cabo San Lucas, things have been going much better.

It's now the height of the cruising season, and you know who we'd like to hear from? You! Send us your reports — very brief is just fine — and your high resolution photos to richard@latitude38.com.



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24 FEET & UNDER

LIEN SALE: Saturday March 15, 2008, 12:00 to 2:00 p.m. Coyote Point Marina, 1900 Coyote Point Dr, San Mateo, CA, 94401. 12 boats will be auctioned including Cal 20, Catalina 22, Ericson 22, Columbia 22, Bayliner 22, Islander Bahama 24. All boats sold as is. Call Coyote Point Harbor Office at (650) 573-2594 for complete list of auction boats and additional info. \$5 Coyote Point Recreational Area Park entry fee required.

CATALINA 14.2, 2005 with galvanized EZ-Loader trailer. Centerboard model, roller furling jib, main and boat cover. Used two seasons. Great condition, but I now have a bigger boat. \$7,000 new. Yours for \$4,000. (510) 657-6729.



WESTERLY CIRRUUS 22, 1970. Pocket cruiser. English-built Westerly 22 deep-keel version. New standing and running rigging, interior refurbished, new nonskid, etc. Inboard Volvo diesel recently serviced. Mainsail and three jibs, all in fair condition. Clean bottom, nice, sound, ready to sail. \$5,500. Call Rob (503) 490-3305 email: svsilentsun@yahoo.com.

PIVER A-FRAME 20-FT CAT. 5-hp engine. Will do 17 mph, storage and safety. Main and jib good shape. Needs TLC. \$4,200/obo. Email: carl_f_anderson@yahoo.com.



BENETEAU FIRST 235, 1988. Great open cabin. Wing keel, good condition racing sails including spinnaker, fair cruising sails. Needs bottom paint, has original standing rigging. In Long Beach, CA. \$7,500/obo. belshore@charter.net.

O'DAY RHODES 19, 1968. Keel model. Main, jib, spinnaker, all rigging. Fun and stable, great to learn/teach. Boat is in Monterey. \$1,500/obo. (831) 372-3559.

PRINDLE 18-2, 1992. This is a stiff, light beach cat on a Trailax aluminum trailer with two sets of sails, 2 gear boxes, nice beach wheels. Race winner. Great condition. In Chico. (530) 894-3296.

WILDERNESS 21, 1979. Great little sailboat with lots of gear. Trailer, 2001 9-hp Johnson, Autohelm, electrical system with solar panel, Harken rigging, deep rudder, lots of sails. For pics, go to: www.chuckburnsnyachts.com click on design portfolio. Asking \$3,200. Steve. (510) 521-7730.

SANTANA 22. Race ready, new club jib and working jib. Good main. Nissan 5.5-hp longshaft 2-cycle, 1999. Self-tailing Harken winches, 2 spinnakers and a drifter. Dual compasses, new battery, lights and wiring. \$2,000. (209) 478-7508 or cdrblond@aol.com.

J/24, 1978. RACE WINNER at Benicia Yacht Club. Comes with three sets of sails, one set new in 2007, 2-hp SailMaster motor, trailer and a transferable upwind slip, Benicia Marina. As is, \$4,500. Call Grant (510) 245-3231 or harlessgrant@sbcglobal.net.

25 TO 28 FEET

CATALINA 27, 1978. Custom teak interior, dinette model, 2-burner alcohol stove, 110v refrigerator, phone/cable and 110vac inlets. Atomic 4 engine, runs great, includes freshwater flush. Battery charge system, VHF radio, 2 anchors, rain roof, sail cover, more. \$9,500. (415) 331-2044 or buysailboat@aol.com.

OLSON 25, HULL #8, 1984. New trailer and rigging, Honda 4-stroke 5-hp outboard engine. Best offer. Fax (831) 429-5632.

LIEN SALE: Saturday March 15, 2008, 12:00 to 2:00 p.m. Coyote Point Marina, 1900 Coyote Point Dr., San Mateo, CA 94401. 12 boats will be auctioned including Siedelman 25, and Columbia 28. Call Harbor Office (650) 573-2594 for the complete list of auction boats and additional information. \$5 Coyote Point Recreational Area Park entry fee required.

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CAL 2-27, 1976. Fixed keel, interior very good condition, trimmed in teak. Complete sail set, with spinnaker, Yamaha 9.9 outboard, low hours. Two deep-cycle batteries, radio, stereo, boat cover. \$12,495. Call Jeff (801) 328-4173.

SANTA CRUZ 27 for sale or trade for ? Fantastic Bay boat. Complete sail inventory including main, 3 jibs, spinnaker, blooper. Recent in-water survey. No outboard. Asking \$7,500. Photos/info/survey: <www.spinnaker-sailing.com/SC27forsale.htm> (415) 543-7333.



HUNTER 27 SLOOP, 1980. Very clean, well maintained. New sail covers and life lines. In the water at Alameda. (510) 881-8176.

CONTESSA 26 1984. Famous classic circumnavigator. Westerbeke diesel, roller furling. Raymarine Tridata, ICOM VHF, autopilot, prop shaft, transmission, fuel tank, exhaust, battery, compass, halyards, head, holding tank, cushions and more new in 2007. Recent survey. \$18,000 (619) 222-8874.

SAN JUAN 28, 1978. \$11,500. In excellent condition with transferable upwind Berkeley slip. Over \$10k invested in professionally installed improvements since 2003: Standing and running rig, new main, jib, genoa, all new interior upholstery, bottom paint, fuel tank, stove, head, tiller pilot, windward sheeting traveler and much more. Photos at: <<http://www.flickr.com/photos/22980245@N04/show/>> Call Steve (916) 801-1397 or email: stein.steve@yahoo.com.



SAMURAI 28, 1959. Double-planked mahogany bright-hulled sloop, wineglass stern, tiller, full keel, clubfoot and working jib. 30-hp Perkins. Sound hull, fair to good topsides, varnished trim inside, full headroom. Always gets a salute. Half Moon Bay. \$8,900. Bill (650) 712-1224.

O'DAY 25, 1978 with trailer, shoal keel with centerboard, ss bowsprit with Bruce anchor and stern anchor. Dodger, bimini, all sails, lifeline, stereo, VHF radio, wood stove. 30-hp Suzuki ob or 6-hp Tohatsu. Make offer. (916) 944-2911.

CATALINA 25, 1987. Wing keel, trailer, 1997 9.9 Nissan electric-start 2-cycle outboard. CDI, three sails, 2007 survey. \$8,700. Call (530) 823-2364 or email: rcm@inreach.com.

PEARSON TRITON 28.5, 1962. A gem. 1st place Classic winner So-Bay OP-Day, 2006. 18-hp Yanmar, freshwater cooled. 7 sails including spinnaker. Barient, autopilot, standing headroom. Haulout 4/05. Located Redwood City, CA. (650) 327-0190. Will email photos: cdroth2@sbcglobal.net. Asking \$11,500. Certified check only.

SANTANA 525, 1977. Professionally maintained. Wet survey 12/05. New bottom paint 08/06. Spinnaker rigged, 3 spinnakers, 3 jibs. Full maintenance records available. 2-axle trailer. 5-hp Nissan outboard. \$5,000/obo. Contact Bill Knight, Club Nautique, Alameda, (510) 865-4700 or bknight@clubnautique.net.

CONTESSA 26. Famous fiberglass world cruiser. Please do your research. New: cruising main, all rigging, bottom. Tiller pilot, Origo stove, VHF. Functionally excellent. Cosmetically pretty good. 4-stroke Honda inboard saildrive with 30 hours, alternator. 14k invested. Asking \$7,200. Call (510) 837-4258.



CATALINA 27, 1976. \$2,500/obo. Must sell, great sailboat for the Bay, needs some work and a little love. Needs new outboard motor, mainsail and plumbing. Sausalito slip available thru Richardson Bay Marina. Monica (415) 269-9370.

MacGREGOR 26D, 1988. Asking \$7,000. 10-hp Yamaha 4-stroke outboard. North sails, 2 mains, 3 jibs, 2 spinnakers. Built-in fuel tank, pressurized water, dual batteries, stainless steel galley, wind, speed, compass, depth, all lines led aft, cockpit cushions. (949) 751-9723 or email: Banshee52@cox.net.

SANTANA 525, 1978. New paint, Teflon bottom, Halsey mainsail/85, interior, mainsheet rig/traveler/boomkicker, 6-hp 4-stroke Nissan, all 1-year-old. Great single-axle trailer with new wheels, tires. Dry-sail slot at Svendsen's Alameda. Set up for singlehanding. \$6,500. Call (928) 208-3822 or dabaker49@frontiernet.net.

DUFOR 27, 1974. This solid coastal/Bay cruiser is roomy, comfortable, very clean and well appointed: Standing headroom, galley with 2-burner alcohol stove, enclosed head, freshwater-cooled Volvo diesel, VHF, full sail inventory. \$8,000. Call Dick (408) 358 0384.

ERICSON 27, 1978. Wheel, roller furling with new 130. New instruments and lifelines. VHF, CD with cabin and cockpit speakers, BBQ, plenty of sails, spin gear and more. \$8,700. (408) 386-5422 or warren@navitinnovations.com for must-see photos.

CATALINA 25, 1986. Tall rig, swing keel. Honda, trailer, balanced rudder. Pineapple 130 and spinnaker, drifter, North storm jib, loose-footed main. Bottom redone with Interlux 2000, VC17. Custom new electrical. All lines aft. AGM batteries, custom stanchions, pop-top. \$11,000. (209) 852-9168 or markandsheri@fire2wire.com.

29 TO 31 FEET

S2 9.2C, 1979. Center cockpit sloop with inside pass-thru to rear cabin. Set up for sailing and part-time liveaboard. New Jabsco electric toilet with new holding and dedicated freshwater supply. Low hour Yanmar. \$19,500. (415) 497-5892.



LIEN SALE: Saturday March 15, 2008, 12:00 to 2:00 p.m. Coyote Point Marina, 1900 Coyote Point Dr. San Mateo, CA, 94401. 12 boats will be auctioned including a 1978 Catalina 30. Call Harbor Office (650) 573-2594 for the complete list of auction boats and additional info. \$5 Coyote Point Recreational Area Park entry fee required.

NEWPORT 30, 1985. New mainsail, wheel steering, Universal diesel, Harken furling, new upholstery. Solid bay boat. Needs some TLC. \$14,000. Stephen (775) 782-2584.



ALLIED SEAWIND 30, 1970. Located Everett, WA. Well maintained, many upgrades, new fridge, new stove/oven, new cabin sole, new head, 6 sails, furler, radar. \$30,000. See on <www.yachtworld.com> Call Rich (360) 658-8401.

ERICSON 29, 1970. Well maintained Atomic 4, runs great. TV, DVD, microwave. Ready to sail. \$8,000/obo. (650) 218-3187.

1979 PACIFIC SEACRAFT MARIAH. Factory-finished liveaboard model with full-size Pullman berth, major refit in 2000, extremely well found, lovingly maintained. Lying Mazatlan. \$65,000/obo. For specs and photos email: jhallorion@netzero.net.



ERICSON 29, 1978. Alameda, CA. \$19,000. 24-hp Yanmar diesel, ~400 hours. 2006 Doyle sails. Stove, fridge, autopilot, 2 anchors, recent bottom job. Fully battened mainsail, 110% furling genoa, adjustable boom bang. Very well maintained. Marine survey upon request. (408) 250-7472.

OLSON 30, DOUBLE-SPREADER rig. Lewmar forward hatch, newer Harken traveler, jib lead blocks, and main sheet blocks. Full set of sails plus 2 spinnakers and newer 3, 4, and main. New #1 used once. Will sell main and spinnaker separately. Trailer and 6-hp ob. Possible Santa Cruz sublet available. \$14,250. (831) 426-4755.

C&C 29, 1977. Solid, well-kept racer/cruiser with many upgrades. New anchor, chain, and rode, Quantum main and 100%, rigid vang, Harken traveler, sailcover, electrical throughout, 120v refrigerator. Newer standing rigging, lifelines, maststep, steering, head. Rebuilt Atomic 4. \$16,000/obo. (510) 837-4805.



ISLANDER BAHAMA 30, 1982. 2nd owner. MD7B Volvo diesel, less than 1,200 hours. Wheel. ST60 W/S/D, Furuno radar, Garmin GPS chartplotter, standard VHF with ram, autopilot. New muffler, PSS dripless seal. Propane stove/oven. P/W. Rigid vang, R/F jib. Great coastal, Bay or Delta boat. Dodger with delta canvas. \$22,500. Call (707) 695-6608 or email: freyja1982@sbcglobal.net for more info.

NEWPORT 30, 1967. Boat is well-maintained and in good shape. Rigged for racing and cruising. New main, 155 jib and spinnaker two years ago. Many other sails come with it. \$7,500. Located Channel Islands Harbor, Oxnard. Call Roger Edgerton (805) 639-0168 or r.edgerton@sbcglobal.net.

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CATALINA 30, 1984. Meticulously maintained and in turnkey condition, located in Richmond. New engine in 2004, furling jib, new sails in 2005 (main and jib). New transmission, head, and bottom job in 2007. Many extras, must see. In sail-away condition for only \$25,250/obo. Call (510) 232-7999, ask for Butch.



RAWSON 30 OCEAN CRUISER. William Garden design. Raytheon GPS, radar, autopilot. VHF, CB. Perkins diesel, 2 sets sails, 5 anchors, fiberglass dinghy, Zodiak. Alcohol stove, oven, Force 10 propane cabin heater. Mooring. *Blackfin*. Marshall, Tomales Bay. Asking \$15,000. (415) 663-9612.

CAL 30, 1963. CRUISE READY. Fully loaded for cruising or liveaboard. Comes with 1-yr slip Santa Cruz Harbor. \$22,000/obo. Brand new: 185w solar panels, refrigeration, Lewmar windlass, Furuno radar, GPS chartplotter, Horizon depth/knot electronics. Custom hard dodger. RayMarine autopilot, Schaefer roller furling/130 headsail, 130 jib, mainsail, spinnaker and sock. Volvo Penta MD2B, electric tabernacle. New standing and running rigging. 3 times to Mexico and back. LectraSan flush head, 2-burner stove, gas and charcoal BBQ, 1,000w inverter charger, EPIRB, safety gear. Tons of extra gear. Call John (831) 818-4161 or (831) 479-7678 or email for pics: jdeworken@hotmail.com.

COLUMBIA 8.7, 1978. \$8,000/OBO. Hull and interior in great shape, rigging is serviceable but needs updating. Main with 110%, 13-hp Yanmar excellent. Roomiest 30' boat and can serve as a liveaboard. Pics: <www.geocities.com/paddleknut/Columbia_sailboat.html> Moored in San Rafael. Call Matt (415) 419-4941.



CATALINA 30, 1995/96. Rosalina. Walk-through transom, Universal diesel, low hours. New dodger, meticulously maintained, recent survey, excellent coastal cruiser, roller furling, lazyjacks. Fast, comfy. We moved up but need a new home for *Rosalina*. \$54,500. Call Joe (415) 987-2737 or bunkercpa@aol.com.

OLSON 30, 1983. FAMILY HOUR. Turnkey boat. Stiff hull and all class-approved stiffeners. Clean. Double spreader rig. 22 bags of sails. Keel and rudder faired. Numerous upgrades. Trailer. One of the best Olsons on Bay. \$19,500/obo. (925) 934-6926.

SANTANA 30, 1977. Very clean, six bags of sails, one spinnaker/pole, autopilot, windlass. Two VHF's, one handheld. 13-hp Volvo diesel, new bottom job 8/06. Alcohol stove, BBQ. \$13,300. Phil (916) 837-2386.

IRWIN 30 CITATION SLOOP, 1977. Moving, must sell. Yanmar engine, new sails, roller furling, many more recent upgrades. Possible Sausalito berth. New bottom paint 10/2/07. \$9,500/obo as is. For more information call (415) 302-1960 or email: jim.gagnon@comcast.net.



CASCADE 31 LOA, 1967. Bulletproof fiberglass hull, 1-cylinder Yanmar, excellent running condition. New interior with teak trim. Sound vessel. Documented. First \$6,000. (925) 435-6735.

CATALINA 30, 1984. Dinette model with tall rig, bowsprit, diesel, wheel steering, dodger, Autohelm, Harken furler, fresh Doyle sails, spare main, jib, genoa, s/t winches, older Furuno radar, bimini, cockpit cushions, refrigeration, h/c pressure water, CNG stove/oven. Alameda. Pictures at: <http://charlesareynolds.smugmug.com/gallery/4354261_6sm5E> \$27,900. Call (510) 697-1162 or bartleby@tasherana.com.

32 TO 35 FEET

32-FT DREADNOUGHT TAHITI KETCH. Beautiful, well maintained, simple, safe cruising boat. Circumnavigator, Mexico vet. 7 hours on professionally rebuilt Volvo MD3B engine. Clean hull, no blisters, new barrier coat. Usual compliment of sails in good condition. Fatty Knees dinghy. Many pictures and full documentation. Lying San Carlos, Mexico. \$32,500. Details via email: bajadonna@aol.com.

ERICSON 35 Mk II, 1980. I'm a two-boat owner and this one needs to go. She's got just about everything on her. Engine has 780 original hours. New upholstery. Sails are in great shape, new roller furling, wheel steering, etc. Sails great and is set up for the Bay and offshore work. \$28,900. (916) 997-4541.

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CATALINA 32, 2004 • Purchased New Dec. 2005

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CATALINA 320, 2006. Almost new. 53 hours on Yanmar engine, ultra-leather interior, dodger, cockpit cushions/table. 8" LCD RAY C80 chartplotter, RAY 60 wind/knot/depth/repeater. 2-kw radar, ICOM VHF, autopilot ST4000. 6' fin keel, Martec prop, many extras. \$129,000. (408) 353-3393.

ARIES 32. Fiberglass sloop, go anywhere, full-keel double-ender. Excellent main, jib, genoa, diesel, GPS, VHF. Teak interior with 6'3" headroom. Gilmer designed with same hull as Southern Cross and Roughwater. Clean survey. Rugged, solid boat. \$19,500. (415) 827-1603.



HUNTER 340, 2001. New chartplotter/radar/GPS. Optima batteries. New dodger. 20" flat TV/DVD. Autohelm, roller jib, full-batten main, lazyjack. 27-hp Yanmar, wind/speed/depth instruments, windlass. New bottom paint. \$79,000. Call (707) 647-2693 or jhsuds@juno.com.

WESTSAIL 32. Nicest one out there. \$80,000. Located in Tonga. Call (760) 439-7063 or micheldennis@yahoo.com.

CATALINA 34, 1986. Great condition. Radar, GPS, VHS, depth/knot/wind, autopilot, inverter. Diesel, new propane stove, new bottom paint, new ss rigging last season. Sails good shape, including spinnaker, roller furling. San Carlos, Mex. \$45,900. (520) 232-2391 or email: chuck.kaufman@gmail.com.



TARTAN 10R, FIRE DRILL. Professional Racing bottom. Hull polish. New MaxProp 2/08. New UK Kevlar/carbon racing main 2007. New UK Kevlar/carbon racing jib 2007. New UK Air X 700 spinnaker 2007. All from UK sails at Rooster Sails. Also Dacron class main and jib in good condition, little used. Light-air downwind spinnaker, good. Older #1 genoa, 150%, poor. Yanmar 2GM 13-hp, low hours. Full running backstay rigging, off for winter. Much hardware and spare parts. Good racing condition. Berkeley Marina, dock O-317. Asking \$17,500/obo. Serge (510) 772-8520 (cell) or (925) 377-8284 (hm) or cyntel2@yahoo.ca.

CENTURION 32, 1972. Hauled, surveyed, anti-fouled Nov. 2007. Repowered with Yanmar, low hours. New Doyle Stack Pack. Genoa, halyards, Furlex, cruising equipped. \$33,500. Email: Jillyboat@yahoo.com.



WE HAVE A VERY CLEAN EXAMPLE of the Cheoy Lee Lion for sale. We are seeking her new sailing companion due to a larger boat purchase. Asking \$35,000/obo. Please email or call for a complete equipment list: (707) 688-2314 or webmaster@deltamarina.com.

NEWPORT 33 SLOOP, 1984. Wheel steering, Universal 21-hp diesel, new prop, Harken furler headstay, lazyjacks, full spinnaker gear, 2 mainsails, 4 jibs. Hot/cold pressure water, 3-burner CNG stove with oven, teak interior, new upholstery. \$25,000. Call (510) 843-0793 or email: crjchem@pacbell.net.



32-FT LOD ATKIN ERIC. Marconi-rigged cruising ketch in very good condition. Yanmar diesel, Sigmar heater, Furuno radar, GPS, EPIRB, 4 anchors, full set sails, new propane stove/oven, new VHF. Many extras. Asking \$20,000/obo. (415) 331-1786 or maritimus49@yahoo.com.

CATALINA 34, 2005. Wing keel, hard dodger, Raymarine ST 60 wind/speed/depth, autopilot, GPS, stereo. Like new, professionally maintained. In Alameda. See: <www.Catalina34.com> \$119,000. (530) 514-1547.

MARINER 32 KETCH, 1979. Unicorn. LOA 32-ft (9.8 m), beam 10-ft (3 m), draft max 4-ft (1.2 m). Fuel 35-gal (132.5 ltr), water 35-gal (132.5 ltr). Full keel, fiberglass hull, aft cockpit. Anchor windlass, Harken roller furling Mk III. All sails good condition, new sails and hatch covers. 3 Barlow #20 winches. Rack and pinion steering, wheel and emergency tiller. Signet knotmeter and depthsounder, compass, new VHF. 2-burner alcohol stove, ice box, pressure hot/cold water. Perkins 4-108M diesel, 37 hp. \$295,000. Can be seen on Dock 5, Brisbane Marina. Call Bob (650) 355-5166 or (650) 996-4631 (cell). No brokers please.

STEEL 34, 1986. Denis Ganley design, factory built in New Zealand. Round chine. Looks of glass, strength of steel. USCG documented. Forward and aft private cabins. Monitor windvane. Yanmar freshwater-cooled diesel. Beautiful wood interior. Mexico veteran. Roller furling, VHF, GPS, propane. See at: <http://sailboatmirage.blogspot.com> or Alameda Marina, #408. \$50,000. (707) 980-3192.

J/105, 2001. Join strongest one-design fleet in SF. Well equipped, full sail inventory, well maintained. Lying San Francisco. \$110,000/obo. (415) 812-3277.

36 TO 39 FEET

UNION 36 CUTTER. Located in Mexico. Bluewater cruising equipped and has cruised Mexico for 5 years. She is ready to go south or beyond. Contact owners directly: Jimjaneffleming@yahoo.com or (916) 679-7213.



FAST PASSAGE 39. Legendary cruising yacht. Two-time Hawaii, three-time Mexico vet. New engine, prop, dinghy, dodger, gennaker. Much much more. \$140,000. For details, email: DRJY2K@aol.com.

CAL 39 Mk III, 1983. Only the second owner is parting with this excellent sailing vessel. The three-cabin design includes many extras including new roller furling, new bimini, new fuel tank and hot water heater, and rebuilt Perkins 4-108 with 80 hours. Owner moving out of state and must sell. Located in Alameda. \$69,500. Call (408) 202-1151 or email: Doug.swanson@earthlink.net.



HUNTER 36, 2007. Delivered 08/07. Can't make the payments. All 36 features, many extras: Electric windlass, second anchor, dodger, hardware for cruising spinnaker, inverter, quiet-flush head, Raymarine C80 GPS and radar, complete galley, AM/FM/CD with cockpit speakers, fitted cushions, 50-hour dealer service on 29-hp Yanmar diesel. Original price \$217,000. Will sell her for \$175,000. (650) 493-5059 or raneyt@pacbell.net.

CAL 39, 1979. Excellent condition and loaded with new upgrades and extras, list available. Monitor windvane, dodger, bimini. Beautiful clean interior. Great engine and sails. Ready to cruise or sail the Bay. Sausalito slip possible. Price reduced by \$7k to \$69,900. Call (415) 846-6919 or sailonbaby@gmail.com.



HANS CHRISTIAN 38 Mk II. Bay, coastal, offshore cruiser. Equipped. Roller furling forestay/jib, extra sails. Chrysler Nissan diesel engine. GPS, radar, VHF, Autohelm, depthsounder, knotmeter, helm. Liferaft, PFDs, safety equipped. Beautiful teak and holly interior. Perfect galley, shower-head. Comfortably sleeps 6-7. Full headroom for 6'5" tall. Spare parts, tools, and dinghy outboard. USCG C.O.D. Hauled, surveyed and bottom paint Aug. 2007. Sturdy, well built. Upwind berth Vallejo. Weekend fun or lifestyle change. \$93,000. (510) 206-2218 or Margaret.Reasoner@crowley.com.

ISLANDER 36, HULL #495. Cygnet. Original owner. Pristine. Never raced. Meticulously maintained, turnkey condition. Roller furling, many extras too numerous to list. A family jewel, prefer an equally meticulous and caring buyer. \$58,000. (415) 601-9457.



38-FT SLOOP, 1970. Canadian-built Hughes. Asking \$27,000. Sails well, has new diesel inboard engine. Located in Monterey, CA. (831) 915-4984.

YORKTOWN 39, 1980. Center cockpit. Factory commissioned, full-size bed in aft cabin, V-berth, 2 TVs, 1 DVD, 1 VHS, CNG gas stove/oven, propane barbeque, microwave, refrigerator, freezer, icemaker, VHF radio, radar, GPS, depthfinder, new mainsail, 50-hp diesel, dinghy, electric windlass, electric head, separate shower. Great liveaboard or set up for cruising. \$45,000. Vic (209) 743-6275.

HANS CHRISTIAN 36, 1975. Good Bones, needs top cabin repairs, new sails and some more TLC to restore her to offshore cruising mode. Monitor windvane. USCG documented. \$39,000. (415) 337-5303.

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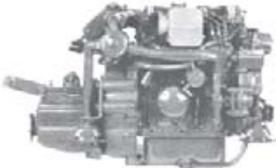
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PETERSON 44 CENTER COCKPIT cutter, 1977. Two staterooms, two heads. New Yanmar, LP, fuel tanks. Robertson autopilot, radar, dinghy, ob. \$119,000. San Carlos, Mexico. Call or email for complete list and photos. (520) 742-2727 or svubetcha@aol.com.



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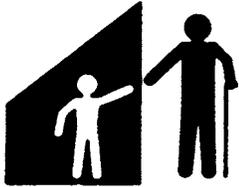
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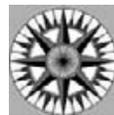


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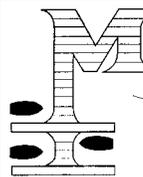
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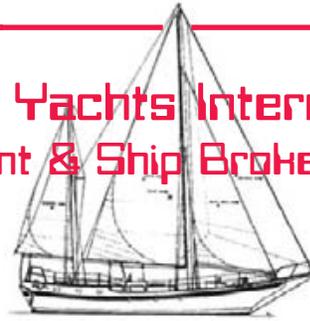
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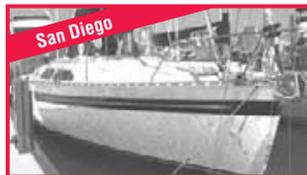
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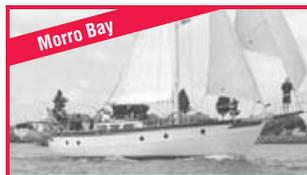
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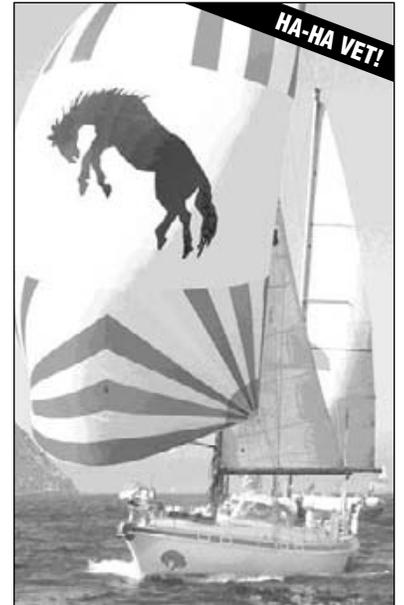
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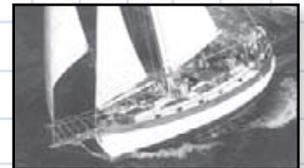
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REDUCED



See at:
www.marottayachts.com

47' JEANNEAU SUN ODYSSEY, 1992 Sexy Euro-style performance cruiser with deep draft Kevlar-reinforced hull and nicely laid out, spacious 3-stateroom interior. Well equipped with offshore dodger, full suite of electronics, new Doyle sails, heavy duty ground tackle and 10' Caribe RIB on nicely executed stainless steel davit system. **\$199,000**

NEW LISTING



See at:
www.marottayachts.com

46' BENEteau OCEANIS 461, 2000

Bristol two stateroom/two head 461 never cruised or chartered. Custom Awlgripp'd dark blue hull plus upgraded 76hp Yanmar diesel, furling jib & main, heavy duty custom hardtop dodger and full Raytheon electronics, much more. Transferable Sausalito Yacht Harbor slip. **\$199,000**

REDUCED



See at:
www.marottayachts.com

40' NEWPORT CENTER COCKPIT, 1987

All new sails, new ProFurl roller furler, new winches & mainsheet, all new electronics, rebuilt engine, new fuel tank, new canvas & isinglass, much more. Shows very nicely. Lying in transferable Sausalito slip. **\$109,000**

NEW LISTING



See at:
www.marottayachts.com

31' PACIFIC SEACRAFT CUTTER, 1989

Never cruised cutter shows very, VERY nicely—she's always been a local boat and has very low hours on Yanmar diesel. Plus full electronics, robust dodger, wheel steering, roller furler jib and staysail, interior shows bristol, etc., etc., etc. Transferable Sausalito Yacht Harbor slip. **\$99,000**

NEW LISTING



See at:
www.marottayachts.com

41' ISLANDER FREEPORT, 1978 The Freeport 41 is one of the most popular all-around cruising designs to be found anywhere near \$100,000, and this particular example is THE nicest one we've ever seen—*Family Gecko* has been COMPLETELY redone and shows practically like new today. See website for details and photos. Transferable Sausalito YH boardwalk slip. **\$96,000**



See at:
www.marottayachts.com

39' COLUMBIA CENTER COCKPIT, 1979

Yacht had more than \$30,000 spent since 2002 and now shows better than new: rebuilt engine, new mainsails, renewed rigging, replumbed, rewired, replaced original plastic portholes with ABI stainless steel, new custom hard dodger, etc. **\$89,000**

REDUCED



See at:
www.marottayachts.com

40' HUNTER LEGEND, 1987

6'5" headroom throughout, QUEEN berth aft, plus a roomy cockpit and well-designed plan topsides—it's a hard-to-beat package (especially at a price well below \$100,000!). Clean, low engine time and transferable Sausalito slip. **\$64,900**

See at:
www.marottayachts.com



36' ISLANDER FREEPORT, 1978

Rare B plan interior w/Pullman dbl berth! Note raised cabin top, deep comfortable cockpit with step-thru transom, keel stepped mast, skeg hung rudder & wide decks with anchor well—all were very innovative back in the late 1970s. Very nice shape & only one on West Coast. **\$61,900**



See at:
www.marottayachts.com

34' CATALINA, 1989

Offered by original owner. This boat is clean (interior), shows much newer than actual age, and sports a deep keel (preferable for the Bay), as well as keel-stepped mast, roller furling headsail and dodger. Low hours on Universal diesel. **\$59,500**

See at:
www.marottayachts.com



35' PEARSON, 1981

Bill Shaw-designed classic in fine shape, just detailed and lying in a transferable Sausalito slip. New listing, full story online at www.marottayachts.com. **\$34,800**

See at:
www.marottayachts.com



THREE CLASSIC PLASTICS, 1979, 1979 & 1972

36' Swallowcraft, 30' Hunter and 30' Yankee. All show nicely, are diesel powered and have very motivated owners. Priced at **\$54,900**, **\$14,900** and **\$13,500** respectively.

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PASSPORT 40, 1986
New main, new hull, Awlgrip, Pullman.
Super clean. \$59,900



BENETEAU 411, 1999
Tri-cabin.
\$130,000



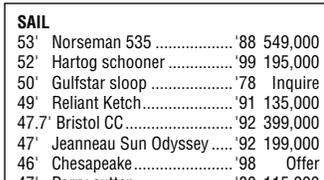
35' J/105s
2001 - \$143,500
1999 - \$105,000



PACIFIC SEACRAFT 31 & 27
27', 1980. New Yanmar, radar. \$54,000
31', 1979. Radar, AP, low hours. \$69,000

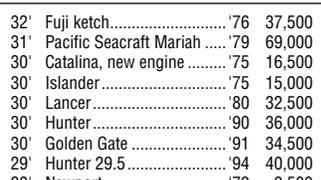


PEARSON 37, 1982
Clean, newer rigging and sails.
\$49,000



SAIL

53' Norseman 535	'88	549,000
52' Hartog schooner	'99	195,000
50' Gulfstar sloop	'78	Inquire
49' Reliant Ketch	'91	135,000
47.7' Bristol CC	'92	399,000
47' Jeanneau Sun Odyssey	'92	199,000
46' Chesapeake	'98	Offer
47' Perry cutter	'80	115,000
44' Hylas	'86	185,000
44' Norseman CC	'84	225,000
43' Hans Christian	'82	129,000
42' Baltic DP	'84	189,000
41' Beneteau 411	'99	130,000
41' CT	'76	79,000
40' Cheoy Lee MS	'75	73,900
40' O'Day	'86	75,000
40' Hunter 40.5	'95	116,000
40' Challenger	'73	69,500
39' Cal, nice	'79	69,900
38' Ingrid	'76 & '84 from	61,900
38' Hans Christian	'80	99,000
37' Pearson	'82	49,000
37' Alberg, equipped	'72	70,000
37' Rafiki, new engine '07	'77	67,000
37' Irwin	'79	40,000
36' Islander	'77 & '74 from	42,000
36' Islander Freeport	'78	61,900
36' Catalina	'84 & '93 from	52,500
36' Sweden	'84	75,000
35' Fantasia	'79	50,000
35' Hanse	'08	Inquire
35' Hunter 35.5	'93	69,000
35' Baba	'79	77,500
35' Ericson, nice	'79	33,000
35' Ericson Mk III	'84	59,900
35' Fantasia Mk II	'79	50,000
34' Hanse 341	'03	139,500
34' C&C, nice	'80	37,500
34' Sabre	'83	49,000
34' J/105	'99 & '01 from	105,000
34' O'Day, new Yanmar	'84	37,000
33' Hunter	'04	93,000
33' Hunter 33.5	'92	57,500
33' Newport	'84	34,500
32' Westsail	'77	52,500



35' J/105s
2001 - \$143,500
1999 - \$105,000

POWER

67' Stephens Alum	'80	895,000
65' Pacemaker, cert	'71	299,000
65' Elco Classic MY	'26	450,000
58' Steel Fish Boat	'66	29,500
57' Chris Craft	'65	135,000
53' Hatteras MY, new engines	'76	259,000
50' Stephens	'65	135,000
50' Whitcraft	'74	118,000
45' Chris Craft	'73	149,000
44' Defever	'82	235,000
44' Gulfstar MV	'79	147,000
41' Hatteras	'61	Inquire
41' Hatteras, nice	'65	149,000
40' Sea Ray Sundancer, diesel	'97	179,000
38' Holiday Mansion	'89	38,500
38' Fu Hwa	'84	Pending
38' Bayliner, nice	'90	97,000
38' Holiday Mansion	'89	38,500
35' Cooper Prowler	'86	78,000
34' Mainship	'81	48,000
34' Sea Ray Sundancer, dsl	'01	179,000
34' Kevlacat	'97	160,000
34' Silverton Express	'91	Repo
32' Unifite, t/d	'77	37,500
32' Silverton FB, 370 hrs	'98	55,500
30' Sea Ray 305 DB	'88	59,900
30' Sea Ray	'88	39,000
27' Pacemaker	'78	15,000
26' Osprey long cabin	'03	85,000
26' Osprey	'02	98,000
24' Chaparral, trailer	'94	19,000
24' Orca, inboard	'99	59,950
24' Osprey	'96	69,500
22' Grady White 222 w/trlr	'02	59,000

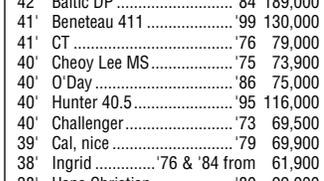


47' JEANNEAU SUN ODYSSEY, 1992 3 state-rooms, master is Pullman, upgraded beautiful interior, RF main, 75hp Yanmar. Worth seeing! \$199,000



HUNTERS

40' HUNTER 40.5, 1995, \$116,000
35' HUNTER 35.5, 1993, \$69,000
33' HUNTER, 2004, \$93,000
33' HUNTER 33.5, 1992, \$57,500
29.5' HUNTER, 1994, \$40,000 (pictured)



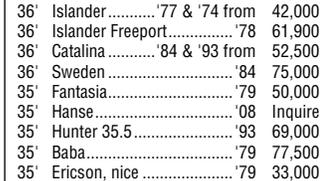
40' HUNTER 40.5, 1995, \$116,000
35' HUNTER 35.5, 1993, \$69,000
33' HUNTER, 2004, \$93,000
33' HUNTER 33.5, 1992, \$57,500
29.5' HUNTER, 1994, \$40,000 (pictured)



40' CHALLENGER
Super clean! Complete refit, new paint from mast to keel. \$69,500



36' SWEDEN, 1984
Swedish-made, performance plus, beautiful teak joinery below. 2 staterooms. \$75,000



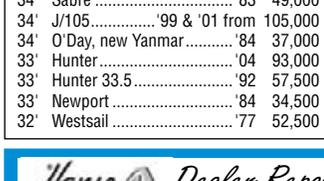
36' SWEDEN, 1984
Swedish-made, performance plus, beautiful teak joinery below. 2 staterooms. \$75,000



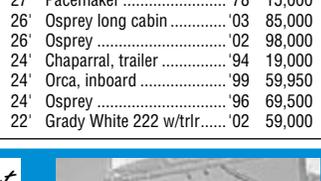
47' PERRY CUTTER CC, 1980
Anything She Wants. South Beach SF.
New tanks, 6 cyl. Ford Lehman. \$115,000



NORSEMAN 447 CENTER COCKPIT, 1984
Newer engine, low hours genset, newer rig and sail.
\$225,000
Also: **NORSEMAN 535, \$549,000**



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\$129,000
Also: **HANS CHRISTIAN 38, 1980, \$99,000**

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100' MEGA SLOOP Custom Offshore Performance Cruiser. Luxurious, spacious, comfortable, sleeps 25 in 17 bunks. Loaded w/amenities & equipment. Fast, Cummins dsl. Excellent condition. Great private yacht with super charter potential. World class cruising and MORE! **\$1,500,000 Ask**

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75' NORTH SEA TRWLR. Awesome Blue Water World Cruiser. Massively built in SCOTLAND to go to sea & stay. CAPE HORN Vet. Impeccable total refit & conversion. Fully found/loaded. Strong, economical & long lasting Gardner dsl. **\$825,000**



37' HUNTER Sloop. Diesel, good sails, new main, spin, ++. Bluewater cruiser, comfortable, well equipped and in nice condition & MORE! **Asing \$31,950**



58' ALDEN BOOTHBAY MOTORSAILER center cockpit ketch. Dsl, genset, air/heat, new upholstery, much recent refitting & refinishing. Loaded w/cruising gear, AP, radar ++. Great comfortable bluewater cruiser w/excellent layout & more!! **\$268,950 Ask**

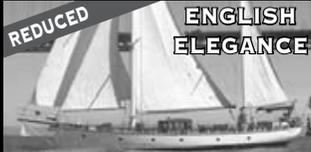


32' FUJI KETCH. Diesel, furling, shower, full galley, full cruising keel with cutaway forefoot. Very nicely maintained ++. We have two starting at **\$31,950 Ask.**



REDUCED GRAND BANKS

32' GRAND BANKS CLASSIC TRAWLER. 1970 Economical diesel, dual helms, flybridge, TEAK decks, full electronics, swim platform, mast and boom. She's a great cruiser and a very well loved design. **\$31,950/offer**



REDUCED ENGLISH ELEGANCE

66' THORNYCROFT CUTTER-RIGGED KETCH Classic 1923 design, well maintained. She's like a beautiful & comfortable private British club down below. Must be seen. Teak decks, diesel, genset, radar and more. Extremely charming and a great performer. **Asking \$174,950**



57' CHINESE JUNK. Teak const. Huge & very comfortable well lit & well appointed inter. Outstanding liveboard cruiser w/lug rig & highly desirable Gardner dsl. Charm, character. Gen set, washer/dryer. Pos. liveboard slip & more! **\$149,000/Offer**



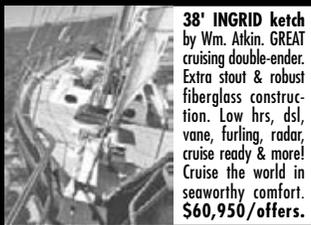
REDUCED

30' RINKER 300 Fiesta Vee Express, '94 w/near zero hrs on full inside/out remanufacture/refit incl. her twin engines. Aft cabin, quality, comfort, condition & performance. **Ask \$32,988**



REDUCED

40' CHEOY LEE GULF 40 PH Sloop. 56hp Yanmar diesel, varnished teak hull, copper rivet fastened. Good sail inventory including 2 spinnakers, AP, radar, chart/GPS, more! Great yacht in great shape. **Asking \$55,000**



38' INGRID ketch by Wm. Aikin. GREAT cruising double-ender. Extra stout & robust fiberglass construction. Low hrs, dsl, vane, furling, radar, cruise ready & more! Cruise the world in seaworthy comfort. **\$60,950/offers.**



45' COLUMBIA Center cockpit Slp. Dsl, F/G, roomy, comfortable cruiser with good light and visibility below. Two heads, shower & MORE! These are great cruise/live vessels. We have two, starting at **\$39,750.**



30' BRISTOL 29.9. Famous Halsey HERRESHOFF cruiser/racer. Dsl, extra robust FG construction, roller furling, roomy & comfortable, dodger, pedestal wheel steering & more! This is a great boat. **Ask \$34,950**



42' SPARKMAN & STEPHENS Slp. F/G, dsl engine, spinn., dodger, major refit incl, rig. Beautiful cruiser from world-class architect; she's a very desirable yacht with a great layout, excellent performance & outstanding comfort and cond. Hard to go wrong. **Asking \$49,000**

SAIL

- 51' FORMOSA Ketch. Aft cockpit. Good project. Fiberglass, diesel & lots of extras..... \$4,950/Offer
- 50' CAULKINS Slp. A project, but all there. Dsl, strip plank, ocean racer. Try 15,000
- 45' COLUMBIA CENTER COCKPIT Sloop, diesel, fiberglass, roomy, comfortable cruiser with good light and visibility down below, 2 heads, shower & more. These are well-respected for cruising & for living aboard. We have two, starting at... 39,750 Ask
- 42' SPARKMAN & STEPHENS steel custom cutter by Olin Stephens. Major upgrades. Center cockpit, aft cabin, diesel & more..... Asking 74,950
- 41' HINCKLEY Ctr. Trad. beauty and a world-class builder.... REDUCED! Ask 48,950
- 39' FREYA Double-ender, steel, dsl, dink+o/b, new point, solar, furling, RADAR, AP, cruise equipped + more!... Ask 57,950
- 37' GULFSTAR cent. cockpit, aft cabin, dodger, dsl & more..... 43,950
- 37' VILLENAVE Cruising Ctr Blue Water Euro Performance. Loaded..... Ask 43,950
- 36' ISLANDER Sloop. Major upgrades, dsl, dodger, furling & more.... Ask 44,950
- 36' STEEL HARTOG ketch, double-ended cruiser. Great potential and a great value priced at..... Offers/16,950
- 36' NIELSEN classic 1918 Danish aux. sloop. Nice condition..... Asking 15,000
- 35' CHEOY LEE by Robb. Dsl, teak... 17,950
- 30' NEWPORT Slp, 1/B, A/P, F/G... 11,950
- 30' CATALINA Sloop. Furling, dodger, diesel, wheel steering, Avon, EXTRA CLEAN & More!..... Ask 24,950
- 29' PEARSON TRITON. New diesel. Total refit nearly done..... Asking 15,950
- 28' MORGAN Out-Island Slp, 1/B, shower & more! A Great Boat at a Great Price!..... Ask 8,500
- 26' INT'L FOLKBOAT, F/G, O/B... Ask 6,500
- 26' CONTESSA Slp. F/G, inboard Salsdrive, outstanding condition. Famous pocket cruiser..... Ask 7,200
- 25' CHEOY LEE FRISCO FLYER, teak... 8,000
- 23' HERRESHOFF Classic PRUDENCE Slp w/'03 Honda..... 7,500

POWER

- 130' CAMICRAFT Passenger Ship. Certified for 33 passengers overnight. Booked for the season. Virtual turnkey: \$\$ and opportunity..... 2,200,000
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- 63' FERRY conversion, 671 diesel, 19.5' beam, excellent condition. Ask 28,000
- 60' MATTHEWS MY, '65, twin diesels, big, comfortable liveboard cruiser w/'South SF berth.... Asking 215,000
- 45' STEPHENS 1929 classic. Beautiful Galsby-Era Motoryacht waiting to transport you back to the days of yachting in the grand style..... Try 75,000

- 43' MATTHEWS, '65, diesel. A gem! Loaded and beautiful..... Ask 69,450
- 42' GRAND BANKS twl. Aft cabin, FG, Onan, twin dsls, RADAR. Excellent... 121,000
- 41' CHRIS-CRAFT CONSTELLATION. Aft cabin. Great liveboard, full Delta canvas, good condition..... REDUCED! 22,950/Offer
- 40' OWENS, '65 Tahitian. Great for cruise/live, comfort, room & NICE! Newly refinished..... 19,988 Asking
- 37' HATERAS Convertible. One of their BEST EVER! Maj. refit just complete. Twin 8V53 Dsls, 7.5 kw Onan, F/B. Loaded & outstanding. 179,000/Offer
- 37' DE FEVER TRAWLER by North Sea. Dsl, F/G, F/B, 2 heads, showers, RADAR, gen., thruster, GPS/map & MORE! Very nice..... 88,950 Asking
- 36' UNIFLITE. F/B, aft cabin, twins, radar, GPS and more!..... Asking 59,950
- 36' CHRIS CRAFT Express Cruiser, twins, runs well. SUPER BARGAIN!..... 4,950/obo
- 34' MAINSHIP TRWL by Silverton. 160 hp dsl, F/B, gen & more! 49,500/Offer
- 32' ROBERTS commercial fish w/'HERRING PERMIT & more!..... Asking 58,950
- 32' CARVER. Glass, twins, Sausalito live-aboard berth. Nice!..... Asking 30,950

- 32' BOWPICKER, aluminum. Commercial (herring) license..... 49,000
- 31' MONTEREY BAY EXPRESS PH utility, F/G, 1991, twin 130 Yanmars, trailer, USCG-documented, commercial quality gem..... Reduced! Asking 34,950
- 30' WILLARD Trawler, dsl ++... Ask 34,950
- 29' WELLCRAFT 2900 EXPRESS. Twin screw (not outdrives). Super clean & nice! Bright red.... REDUCED! Asking 19,950
- 28' RODMAN WA, F/B, 2004. Twin dsls, high quality & loaded. Looks new!..... Reduced! 149,000
- 27' FARALLON Pilothouse, F/G, twin 5LVBs, fast & seaworthy. Just detailed & very nice 1986..... Ask 51,950
- 26' PACEMAKER, cab. cruise w/V8, nice!..... Ask 8,500
- 26' BARTENDER by Caulkins. Capable double-ender, V-8..... Ask 11,950
- 24' SEA RAY V8. Full Delta canvas, trf, o/d, nice!..... Ask 12,000

OTHER

- 56' LCM-6 with dive support, steel, W/H, twin 671s, full electronics..... REDUCED! Try 16,950

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32' GRAND BANKS CLASSIC TRAWLER. 1970 Economical diesel, dual helms, flybridge, TEAK decks, full electronics, swim platform, mast and boom. She's a great cruiser and a very well loved design. **\$31,950/offer**

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