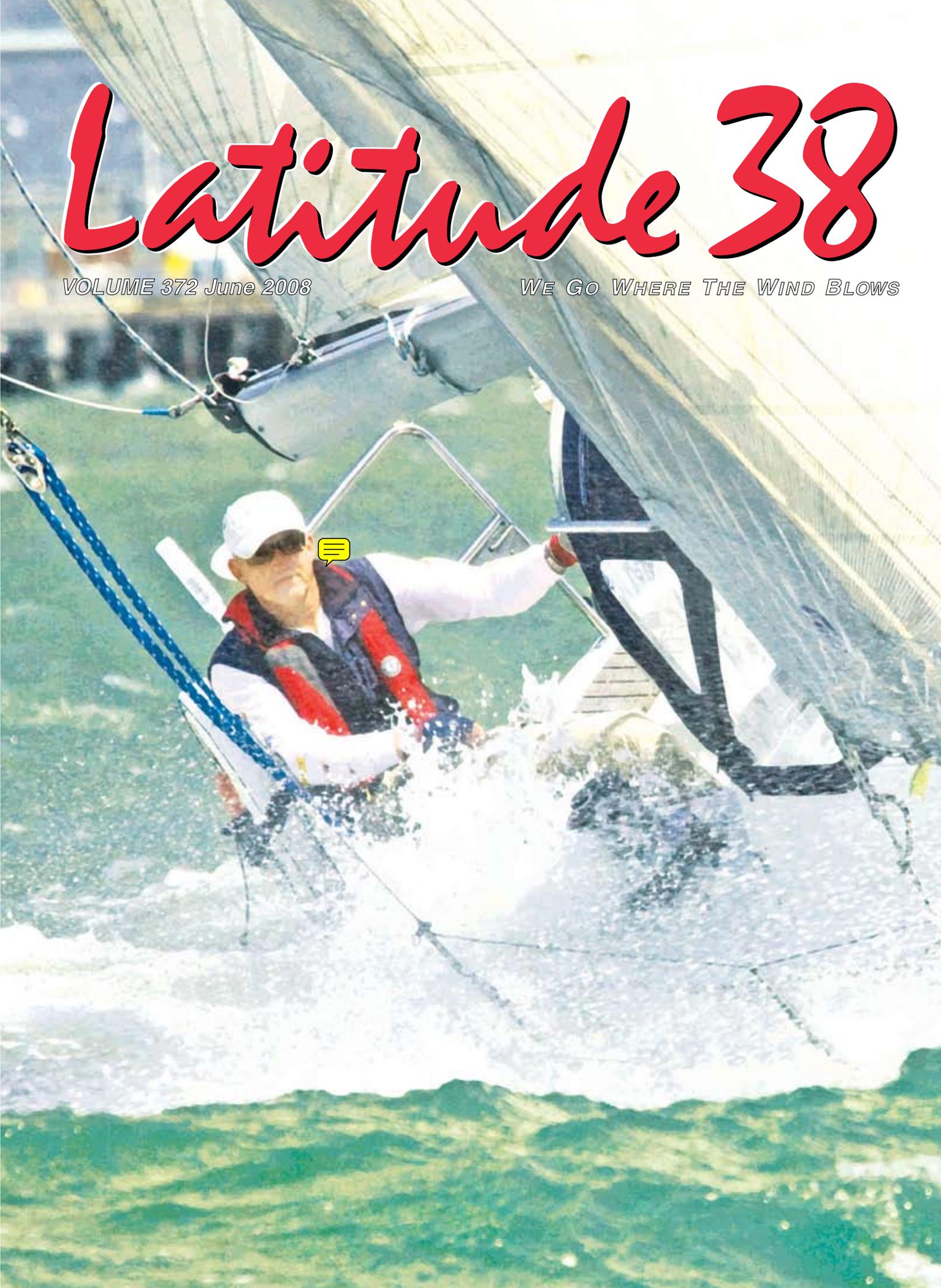


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VOLUME 372 June 2008

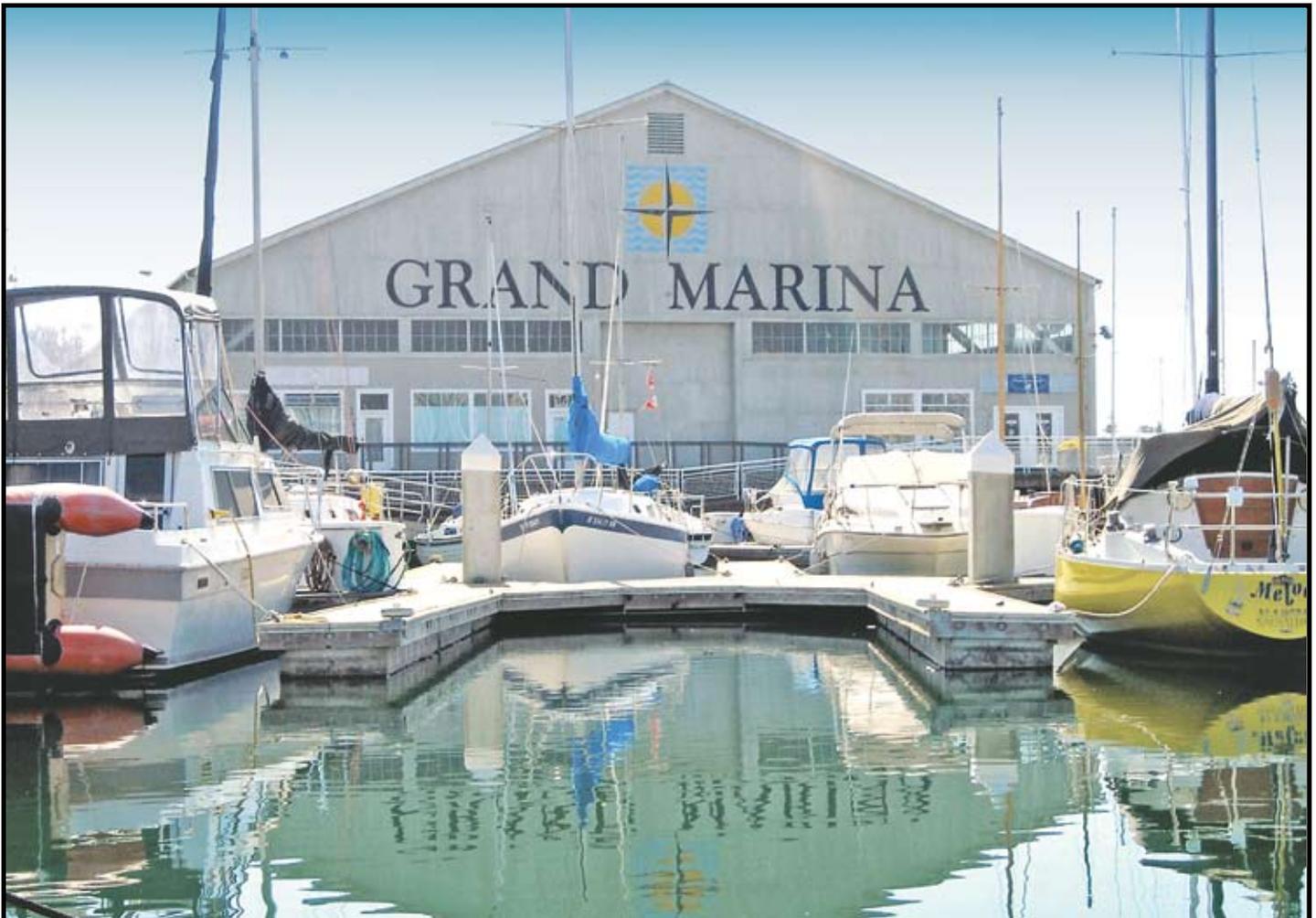
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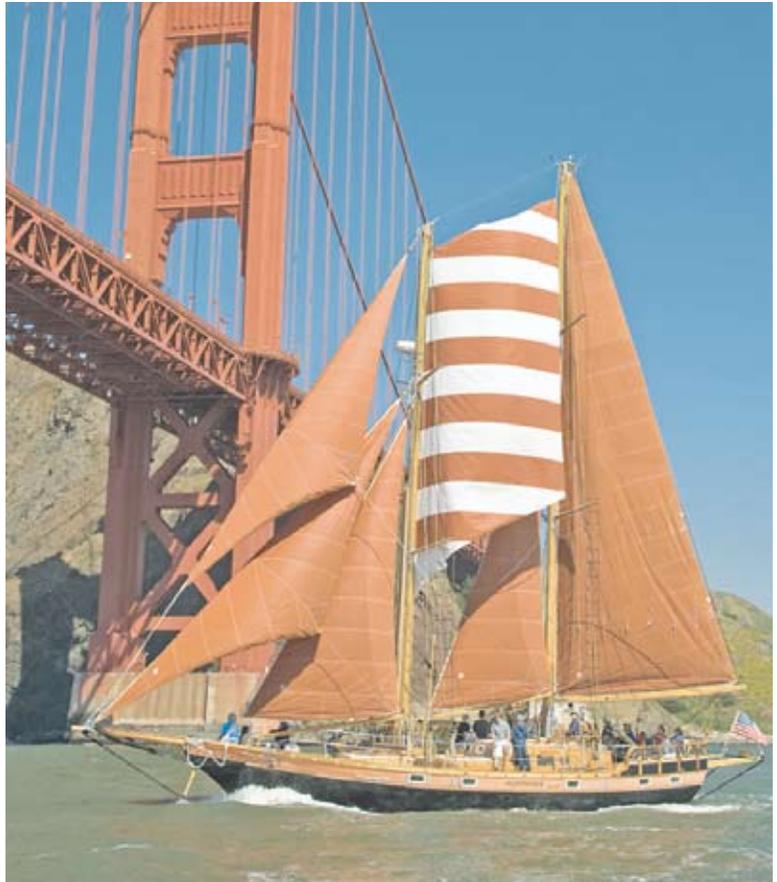
He didn't do it all by himself. Friends helped. But he 'outsourced' almost nothing.

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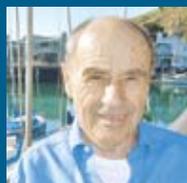
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Charles Tobias

Charles Tobias, Chairman

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Cover: You've heard of the Baja Bash?

At this year's season opener, we had The Great Vallejo Bash.

Photo: Peter Lyons/www.lyonsimaging.com

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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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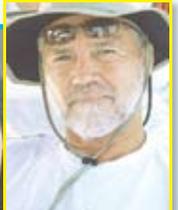
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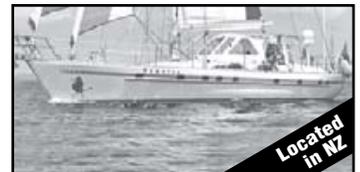
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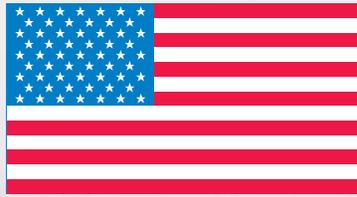


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46' BALTIC, '76
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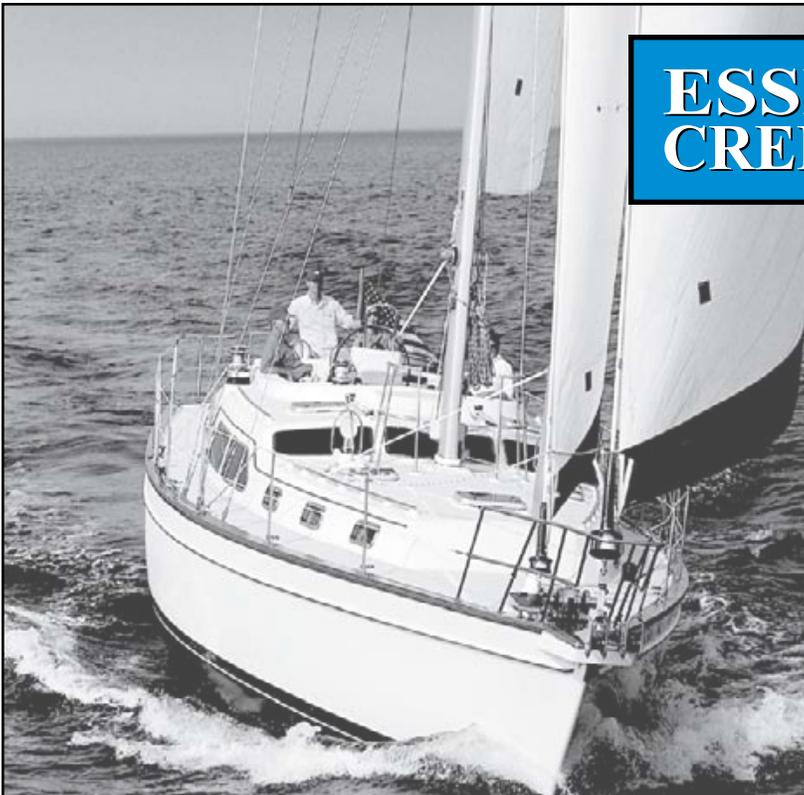


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Size	Brand/ Model	Year	Price	Size	Brand/ Model	Year	Price	Size	Brand/ Model	Year	Price
SAIL											
86	Schooner Charterer	1970	70,000	40	Passport Sloop	1982	145,000	30	Cape Dory Cutter (SOLD)	1983	28,000
55	New Zealand Steel Ketch (pending)	1980	179,000	40	Robert CC Sloop	1980	109,000	29	Bayfield Cutter	1978	25,000
54	Hunter	1983	105,000	39	Roberts 392 PH Steel Cutter	1993	165,000	28	Bahama Sharpshooter	1950	39,500
51	Hudson Ketch	1978	TBA	38	Hans Christian Cutter	1987	145,000	27	Corsair F-27 Trimaran w/trailer	1991	50,000
51	Formosa Cutter Ketch	1974	138,000	38	Roberts Ketch	1982	66,900	27	Vancouver Sloop	1977	49,000
50	Amazon Cutter	1988	300,000	38	Shannon Cutter	1980	109,900	27	Catalina w/trailer	1973	12,000
50	Gulfstar CC Ketch	1979	139,000	38	Hans Christian Traditional	1979	97,500	20	Pacific Seacraft Flicka	1978	25,000
47	Catalina 470 Sloop	2000	274,000	38	Downeaster Cutter	1978	52,000	POWER			
46	Hunter 466 Cutter	2002	199,900	38	Bluewater Ingrid Ketch	1974	50,000	61	Norlund Flybridge Cockpit	1975	199,900
46	Hunter 460 Cutter Sloop	2000	235,000	37	Hunter Legend Sloop	1992	84,900	60	Gladding & Hearn Pilot	1960	219,000
46	Morgan 462 CC Ketch	1981	109,000	37	Pearson Sloop	1989	59,900	60	Lien Hwa Custom Classic	1980	330,000
45	Hylas 455 Cutter	1995	230,500	37	Pacific Seacraft Cutter	1986	115,000	53	Hatteras Yachtfish Cockpit FB	1980	249,000
45	Island Trader CC Cutter Ketch	1979	142,000	37	Hunter Cherubini Cutter	1979	34,500	52	Kettenburg MV	1970	135,000
44	Hunter 450 Passage CC	1998	219,000	37	Rafiki Cutter	1978	59,500	48	Bluewater Coastal	1991	161,000
44	Irwin CC Sloop	1987	79,000	37	Tayana Cutter	1976	79,000	47	Santa Barbara Yachts	1964	75,900
44	Miller 44 CC Cutter (Pending)	1980	138,000	37	Tayana Ketch	1975	72,000	45	CHB Sedan Trawler	1981	169,000
44	Kelly Peterson	1979	138,000	36	Union Cutter	1983	89,900	43	Silverton Sport Bridge	2006	500,000
43	Beneteau 423 Sloop	2003	220,000	36	Islander Sloop	1980	46,500	42	Bertram Convertible	1985	180,000
43	Irwin MKIII	1989	TBA	36	Chung Hwa Magellan Ketch	1979	39,900	42	Californian Coastal Trawler	1979	119,500
43	Polaris Cutter	1979	110,000	36	Westerly Conway (pending)	1976	38,900	42	Grand Banks Trawler	1970	69,000
43	Nautor Swan Sloop	1969	89,900	36	Cape George Cutter	1974	24,500	40	Hatteras Convertible Sportfish	1968	95,000
42	Hylas CC Cutter Sloop	1987	155,000	35	Bristol Sloop (pending)	1970	35,000	39	Bayliner 3988	1998	165,000
42	Sabre Sloop	1986	167,500	34	Catalina Sloop	1986	39,500	39	Sea Ray Express	1989	80,000
41	Tartan T.O.C.K.	1976	TBA	34	Hunter Sloop	1985	44,500	32	Blackfin Combi w/charter	1989	125,000
41	Tartan Sloop	1973	85,000	34	C&C Sloop	1980	TBA	32	Uniflite Sedan Sportfisher	1977	28,900
41	Pearson Rhodes Bounty II	1966	59,000	32	Freedom Sloop	1984	59,500	28	Precision 2800 Flybridge Sportfish	1994	45,000
40	CS Sloop	2001	149,900	32	Morgan Custom Sloop	1979	TBA	28	Skipjack Sportfisher	1984	55,000
40	Valiant Sloop	1988	175,000	31	Downeaster DE 32 Cutter	1978	33,500	23	Custom Launch	1988	12,200
				31	Pacific Seacraft Mariah Cutter	1979	68,000				
				31	Brown Searunner Trimaran	1978	35,000				



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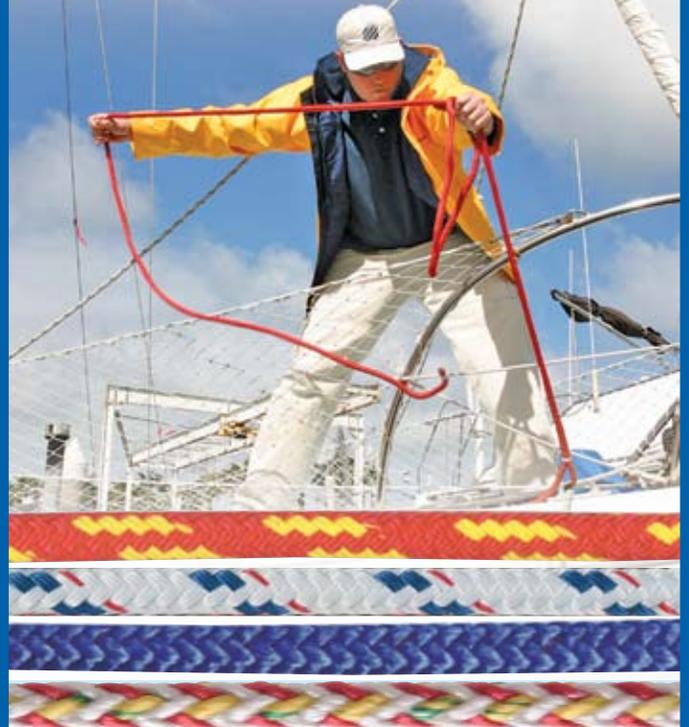


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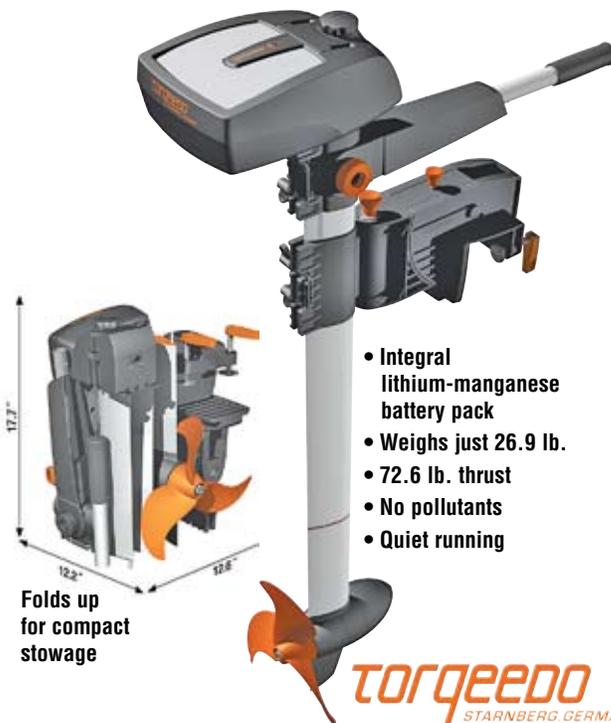
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June 5 — Modern Sailing Academy hosts Islands of San Francisco Bay photo presentation at GGYC, \$15 for non-members. Info, (415) 331-8250.

June 7 — Free fishing day in California — no license required.

June 7 — Aeolian YC Nautical Swap Meet, 8 a.m.-1 p.m. Info, (510) 523-2586.

June 7 — Corinthian YC presents their Women's Intermediate Sailing Seminar. Info, www.cyc.org.

June 7 — San Jose YC's 50th Anniversary Party at SBYC, 5 p.m. Paulette, (408) 292-0961 or preeder@peoplepc.com.

June 7 — Photo presentation of the islands of San Francisco Bay by James Martin & Mike Lee at Oakland YC, 7:30 p.m. Info, (510) 522-6868 or emendes@oaklandyachtclub.com.

June 7-8 — BAMA's Catnip Cup, a fun cruise for multihulls from the Bay to Vallejo. Info, Gary at gmiskell@comcast.net.

June 8 — World Ocean Day was created at the 1992 Earth Summit to celebrate the stuff that makes up 70% of our planet. Go to www.worldoceanday.com to get in on the fun.

June 9 — Medical & Safety seminar for Singlehanded TransPac at SBYC, 7:30 p.m. Info, www.sfbaysss.org.

June 12 — 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.

June 14 — The least known U.S. holiday: Flag Day.

June 14 — San Leandro YC Boaters Swap Meet, 9 a.m.-3 p.m. Info, (520) 975-5220 or housemgr@sanleandroyc.org.

June 15 — It's Dad's turn for a sail.

June 15 — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

June 15 — Check out the latest technology in Raymarine's Mobile Showroom at Star Marine Electronics in Oakland, 10 a.m.-4 p.m. Info, (510) 533-0121.

June 18 — Full moon on a Monday night.

July 19-20 — Crew Overboard Recovery Training at the Bay Model in Sausalito, 8 a.m.-5:30 p.m. Use your own boat in this day-long course and learn one of the most important skills every boater should know. \$50 fee is tax-deductible as a donation to SOAR. Info, (415) 497-6116, info@aidrelief.org or www.aidrelief.org.

June 20 — Go pagan for the summer solstice.

June 21-22 — Celebrate with sailors around the world during 'Summer Sailstice'. Bay sailors are invited to Treasure Island's big party on Saturday, noon-7 p.m. Live music, food, treasure hunts and a boat-building contest will keep the whole family entertained. Anchor in Clipper Cove for the weekend. Sign up for fun prizes and see who'll be sailing in your area at www.summersailstice.com.

June 22 — Oakland YC Open House, 2-4 p.m. Info, www.oaklandyachtclub.com.

June 24 — Discover the Delta at the Bay Model in Sausalito, 6-7:30 p.m. Info, (415) 332-3871.

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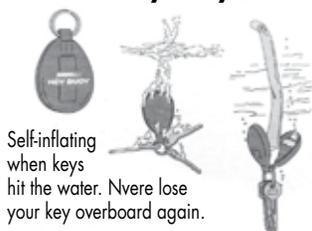
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CALENDAR

June 27-29 — South Tower Race, Stockton to YRA #16 and back. SSS, www.stocktonsc.org.

June 28 — YRA-OYRA Half Moon Bay Race. HMBYC, www.yra.org.

June 28 — Channel Islands to Marina del Rey Race, including PHRF, ORCA and Cruising classes. Channel Islands YC & Santa Monica Windjammers YC, www.smwyc.org.

June 28-29 — Sarcoma Cup. RYC, www.richmondyc.org.

July 4 — 41st Annual Marina del Rey to San Diego Race. Info, www.smwyc.org or www.southwesternyc.org.

July 4 — Brothers & Sisters Regatta, a low-key lap around the two island groups followed by a BBQ and shoreside fun for the whole family. TYC, www.tyc.org.

July 4 — Firecracker Regatta. CYC, www.cyc.org.

July 5 — New Boreas Race, Half Moon Bay to Moss Landing, Elkhorn YC and HMBYC. Info, Luc at (831) 566-2009.

July 7-13 — U.S. Junior Women's Doublehanded Championship hosted by Sausalito YC. Nearly 40 of the top doublehanded junior women teams in the nation will sail the Bay in 420s. Info, www.syconline.org.

July 10-13 — Santa Cruz 27 Nationals. RYC, www.richmondyc.org.

July 11-13 — 45th TransTahoe Regatta, generally featuring either too much wind or too little but always lots of fun. Tahoe YC, www.tahoeyc.com.

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

July, 1978 — It Was Thirty Years Ago, the profile of Skip Allan for the first *Singlehanded TransPac* — he's racing again this year in the same boat, his custom Wylie 27 *Wildflower*.

When Skip Allan says he's been sailing all his life, he means just that.



LATITUDE / JFR

This will be Al Hughes' third Singlehanded TransPac aboard his Open 60 'Dogbark'.

For 32 of his 33 years, this Capitola boat-builder has been sailing somewhere — usually in a hurry. Both by vocation and avocation, he truly can qualify as a professional sailor. From sailmaking, building, and designing to his master helmsmanship, Allan is deeply involved in the science and technology of modern sailcraft.

Skip is also among a group of iconoclastic builders and sailboat racers who've located in the Santa Cruz area and which includes Bill Lee, the Moore brothers, George Olsen and others.

Allan will drive *Wildflower* in this race. The boat is a Wylie 27-ft custom cruiser, almost a prototype of Wylie's widely heralded Hawkfarm series.

For 16 of his 32 years at sea, Skip Allan has been sailing in international competitions. He's logged more than 75,000 miles under sail in racing conditions, almost all of it trans-oceanic.

He's done seven TransPac races to Honolulu, two Bermuda races, three trips out of howling Fastnet Rock and back, 11 go-rounds in the Southern Ocean Racing Circuit, one Sidney to Hobart and one Hobart to Auckland race.



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CALENDAR

In the 1967 TransPac, Allan, 21 at the time, skippered the overall winner of the race, *Holiday Too*, a Cal 40. In 1973, Skip drove David Allen's sloop *Improbably* during her passage to New Zealand and Australia. Recently, Skip was skipper on Dave Allen's *Imp* when she turned in her fabulous performances in the SORC and the Admiral's Cup.

Wildflower will have a five-sail inventory: main by Baxter & Cicero, No. 1 genoa (4.5 oz) by DeWitt; No. 2 jib (7.5 oz); working staysail (7.25 oz) and 3/4 oz tri-radial spinnaker — all the latter sails by Scott Allan.

Skip will take a Ham Ferris water generator aboard, and the self-steering will be handled by a vertical axis vane and a TillerMaster autopilot.

Skip is a member of Stillwater YC and the Singlehanded Sailing Society.

July 12 — Hart-Nunes for Merces. SFYC, www.sfyf.org.

July 12-13 — Moseley Regatta. TYC, www.tyc.org.

July 12-13 — Silver Eagle Long Distance Race, with a shorter course for boats rating 150 or above. IYC, www.iyc.org or call Joanne at (510) 521-7442.

July 12-13 — High Sierra Centerboards on Huntington Lake. Fresno YC, www.fresnoyachtclub.org.

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

July 18 — 2nd Annual Guardsmen Regatta, part of CYC's Friday Night Race, is a fundraiser for at-risk youth organizations. Info, www.guardsmen.org or (925) 240-7759.

July 21-23 — Ultimate 20 NAs on Huntington Lake, Fresno YC. Info, (831) 336-9345 or www.u20class.org.

July 25-27 — Santana 22 Nationals hosted by Santa Cruz YC. Info, www.scyc.org or (831) 425-0690.

Aug. 29-31 — Express 27 Nationals. StFYC, www.express27.org or www.stfyf.com.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 6/13, 6/27, 7/11, 7/25, 8/8, 8/22, 9/5, 9/19, 10/3, 10/17, 10/31. Dan or Kelly, race@bbyc.org.

BAY VIEW BOAT CLUB — Monday Night Madness Spring Series: 6/9. Peter McCool, (415) 864-4334 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights through June & July-September. Bill Watson, (707) 746-0739 or bill@watsonparty.com.

BERKELEY YC — Every Friday night through 9/26. Tom Nemeth, (510) 652-6537 or tom.nemeth@there.net.

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

CORINTHIAN YC — Every Friday night through 9/5. Donal Botkin, www.cyc.org/race or (415) 435-4771.

COYOTE POINT YC — Wednesday nights through 10/8. Roger Anderson, (650) 367-7480 or regatta@cpyc.com.

ENCINAL YC — Spring Twilight Series, Friday nights: 6/6, 6/20. Tom Wondolleck, rearcommandore@encinal.org.

GOLDEN GATE YC — Friday nights: 6/13, 6/20, 7/11, 7/25, 8/8, 8/22, 9/5. Gary Salvo, (916) 363-4566 or garysalvo@ggyc.com.

HP SAILING CLUB — El Toro races on Stevens Creek Reservoir. Every Wednesday night through October 22. See www.hpsailingclub.org for details.

ISLAND YC — Spring Series, Friday nights: 6/13, 6/27. Joanne McFee, (510) 521-7442.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/29. Mike Robinson, (530) 713-9080.

LAKE WASHINGTON SC — Every Thursday night through

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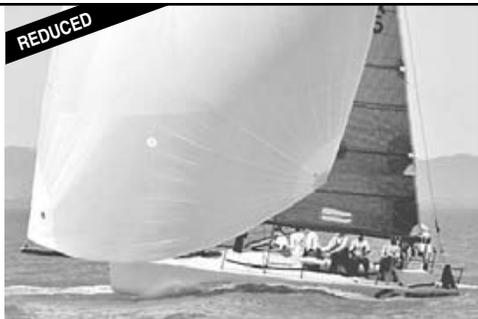
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44' J/44, '90, <i>BJ</i> **.....	Sold \$275,000
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40' J/120, '95, <i>Attitude</i> **.....	Reduced! \$189,000
40' J/120, '01, <i>OuiB5</i>	\$239,000
40' J/120, Hull #103, '99, <i>Guerrero</i>	Sold \$220,000
40' Tripp, '92, <i>Snake Oil</i> **.....	Reduced! \$85,900
39' Dehler 39, '03, <i>Wild Redhead</i> **.....	\$329,500
38' Ericson 38-200, '87, <i>Yankee Rose</i> **.....	Sold \$88,500
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37 Beneteau First 375, '85, <i>Time Warp</i> **.....	\$69,900

36' J/109, '06, <i>Surfer Girl</i> **.....	Sold \$229,000
36' J/109, '03, <i>Queen Bee</i>	\$215,500
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35' J/105, '01, Hull #403**.....	\$115,000
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35' J/105, '02, Hull #523, <i>Streaker</i>	\$139,000
35' J/105, '99, Hull #265, <i>Tiburon</i>	\$109,900
35' J/35C, '92, <i>Encore</i>	\$99,900
35' J/35, '84, <i>Courageous</i> **.....	Pending \$42,000
35' One Design, '98, <i>Double Trouble</i>	\$94,900
34' J/34, '85, <i>The Zoo</i> **.....	Reduced! \$29,900
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33' J/100, '04, Hull #9, <i>Brilliant</i>	Sold \$119,000

33' J/100, '05, Hull #17**.....	Sold \$125,000
32' Melges, '07, <i>Stewball</i>	Reduced! \$124,900
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30' J/92, '96, <i>Puka Wai</i>	Sold \$59,900
30' J/92, '94, <i>Lisa Ann</i>	Sold \$59,900
30' J/30, '80, <i>Mystique</i> **.....	Sold \$27,900
29' J/29, '81, <i>Macs</i> **.....	\$26,900
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29' Back Cove, '05, <i>Diamond Lil</i>	\$199,000
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CALENDAR

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MONTEREY PENINSULA YC — Sunset Series, Wednesday nights through 9/24. Bob Furney, (831) 372-9686.

OAKLAND YC — Sweet 16 Midweek Series, Wednesday nights through 6/25 & 7/30-9/17. Steve, (510) 373-3280 or 5103733280@grandcentral.com.

RICHMOND YC — Wednesday nights: 6/4, 6/18, 6/25, 7/2, 7/9, 7/16, 7/23, 7/30, 8/6, 8/13, 8/20, 8/27, 9/3, 9/17. Eric Arens, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — Every Wednesday night through 6/25 & 7/31-8/27. John Craig, (415) 563-6363.

SAUSALITO YC — Spring Sunset Series, Tues. nights: 6/10, 6/24. Paul Adams, (415) 269-1973 or race@syconline.org.

SEQUOIA YC — Every Wednesday night through 10/8. Rick Gilmore, (650) 593-5591.

SOUTH BEACH YC — Friday Night Series: 6/6, 6/20, 6/27, 7/18, 7/25, 8/1, 8/15, 8/22. Info, nashsherry@comcast.net.

STOCKTON SC — Every Wednesday night: 6/4-8/27. Phil Hendrix, (209) 476-1381.

TAHOE YC — Spring Series, every Wednesday night through 8/27. Spring Laser Series, every Monday night through 8/25. Dan Hauserman, (530) 583-9111 or dan@ilovetahoe.com.

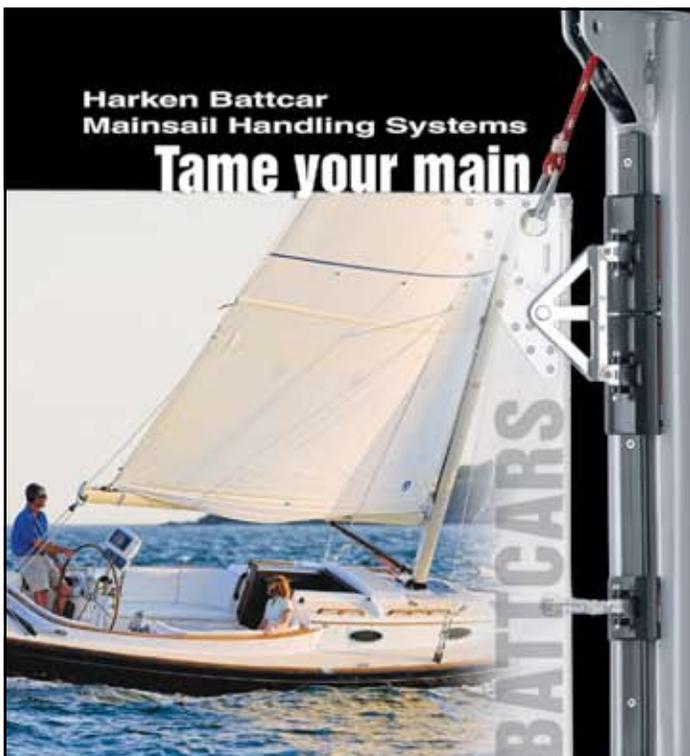
TIBURON YC — Friday nights: 6/6-8/29. Otto, (415) 388-9094 or pando@sonic.net.

VALLEJO YC — Every Wednesday night through 9/24. Timothy Dunn, fleetcaptainsail@vyc.org.

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 either are free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

June Weekend Currents

date/day	slack	max	slack	max
6/01Sun		0228/5.1E	0623	0926/3.9F
	1247	1503/2.6E	1807	2104/3.1F
	2351			
6/01Sun		0228/5.1E	0623	0926/3.9F
	1247	1503/2.6E	1807	2104/3.1F
	2351			
6/07Sat		0115/2.7F	0358	0726/5.2E
	1126	1433/3.9F	1801	2014/2.2E
6/08Sun		0215/2.3F	0459	0819/4.5E
	1219	1527/3.6F	1850	2112/2.3E
6/14Sat		0202/3.8E	0558	0909/3.0F
	1208	1447/1.6E	1741	2035/2.3F
6/15Sun		0242/4.1E	0641	0954/3.3F
	1300	1529/1.6E	1824	2113/2.2F
6/21Sat		0016/2.2F	0254	0628/4.7E
	1022	1324/3.4F	1657	1904/2.0E
6/22Sun		0058/2.1F	0332	0709/4.5E
	1056	1400/3.3F	1734	1948/2.2E
6/28Sat		0010/4.0E	0417	0710/2.6F
	1027	1238/1.9E	1540	1849/2.5F
6/29Sun		0108/4.6E	0515	0818/3.2F
	1140	1344/1.8E	1644	1946/2.6F
	2234			



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LETTERS

↑↓ WE CAME BACK 'HOME'

I'm Baa-aack!

Last July, the boom on our Fairweather 39 *April Dancer* hit my head so hard that, a week later, my wife Tessa had to take me to the hospital emergency room, where they drilled a hole the size of a silver dollar in my skull to fix the leak and drain the slush. I figured I wasn't going to make it through the operation, and that Tessa would go through hell. So just before the doctors started, I wrote to her to say that if I made it through the operation, I would make her long-held dream of going back to England come true. Well, I made it through the operation.

Following my commitment, we asked McGrath Yachts to sell *April Dancer*, said goodbye to *Latitude 38* and all our dear friends in California, and we went to England to look for somewhere to live. We figured that when the boat sold, we only had to sell our house before moving back to Blighty. But after 10 days in England, Tessa sat quietly by my side and said that after considering all the aspects of living in England, it was not the right thing to do at this time. I leaped at the telephone. It was 2 a.m. in California, but I called Ed at McGrath Yachts to take our boat off the market. She had almost been sold!

My sailing buddy, Southern Californian Pieter Kokelaar, who also has a Fairweather Mariner 39, the *Lady K*, asked if I would like to join him for a springtime sail to Santa Catalina Island. I was on a plane to LAX while the phone was still warm. We have sailed tens of thousands of miles together — Mexico several times, Hawaii, and many California cruises — so it was like old times. I couldn't believe my luck.

No matter if we do a short sail or a long cruise, there's always at least one significant incident. But we always get home safely, and frankly, sailing with this guy is all about laughter and the sheer delight of magnificent sailing, so we never care what fate has in store for us. Anyway, if the worst happens,

it's a magnificent place in which to be swallowed up.

This trip was unusual because Pieter had built an 8-ft, wooden, lapstrake dinghy. It's a work of art! Towing the dinghy, we sailed to Catalina and anchored. The next morning I got to row the new dinghy, and found that it is as easy to row as it is beautiful to look at.

I have hip problems that I can't get fixed until July. So until then, I'm not very agile unless I take strong pain killers. However, if I take the pills regularly, the pain finds a way around the medication, and they stop being effective. So most days I grunt, cuss, and limp. Then, when I want relief for a special day's event, I take the pills and it's like a vacation. My special day was going to be the next day, the day we sailed back to Marina del Rey. The weatherman promised conditions for a seven-hour fast reach in sunshine and calm seas. I just had to be fit for that.



ELECTRONIC / RICHARD

"I know that Lyn Reynolds hasn't always approved of my sailing outfits and stunts on boats," says Lisa Zittel, "but I'm glad that he's recovered from getting hit by the boom and is still a Californian."

After I had a solo practice row around the harbor, Pieter

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LETTERS

rowed us to the dinghy dock. We walked. Well, he walked and I hobbled to the little village at the Isthmus. I got some film for my 35mm camera at the little general store and, after we chatted with the locals, walked back to the dinghy dock. I changed the film in my camera.

"You rowed over, shall I row back?" I asked.

"Sure," Pieter responded. "Careful how you climb in."

I sat on the dock and partly slithered into the dinghy, trying to keep my weight in the center. But with my limited maneuverability, I couldn't move fast enough. The dinghy skated away and I tumbled into the water! My clothes and junk weighed me down, so I began to sink like a stone. I flailed my arms, trying to grab hold of anything to save myself. It was only when my head went completely under that I lucked out and grabbed the mooring line of another dinghy that was tied to the dock. I pulled hard, and as my head rose above the surface, the dinghy rammed my head into the dock. My language was not pretty. But at least I knew I had a fighting chance to live. Pieter grabbed my arm, and with a mighty heave I crawled onto the dock. Man, I felt such a bloody fool!

We recovered the dinghy, but it looked like one of the oarlocks was missing, so Pieter went into the village to see if he could replace it. Meanwhile, I went to the picnic area, took all my clothes off, soaked them in fresh water, and squeezed out as much as I could. I managed to shower my naked body in fresh water, dried off in the towel, and put my wet clothes back on. Pieter came back with a new pair of oarlocks, and we returned to the dock. When we did, we found the missing oarlock wedged under the floorboards. So he walked all the way back to the store to return the one he'd bought.

By the time Pieter got back to the dock, the sky was cloudy and rain threatened. I was really cold, so I offered to row the mile back to *Lady K* to get warm again. Fortunately, I had a change of dry clothes on board, and soon got warm. But *Lady K* looked like a Third World laundry.

The next day was bright with sun and a moderate breeze, promising a glorious sail home. It was also a high-power pill day for me, so free from pain, I felt great! With a full main, big jib, and staysail, *Lady K* skipped over the ocean like a song. The sun lit up the world like it was brand new, and I moved around the boat like a 20-year-old. I must admit there had been times in the last year when I thought I'd never have that feeling again, but the sail was as intoxicating as dancing jive with Tessa to the swing music of Benny Goodman.

We have plans for next spring. The medics are going to fix my hips with all new parts and a complete lube job, so I should be as good as new from the waist down. There will be plenty of recuperation time before Pieter and I go for one more cruise to Mexico. Oh, I can hardly wait! Typically we sail *Lady K* about 50 miles offshore of L.A., then turn south and ride the strong winds and huge seas day after day, night after night, for a thousand miles. The windvane does all the steering and, at nighttime, the boat surges at 10 knots down the big seas, steady as a church. I'm not ashamed to say that, on previous occasions, I've looked up into the sky, where stars are so bright and clear, and swear that I could almost touch them.

I'm sure I was meant to experience all of this. Otherwise, why help a creaky old guy to find a boat's mooring line just before it was too late?

Lyn Reynolds
April Dancer, Fairweather 39
San Jose

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LETTERS

↑↓ THE MYTH OF THE HAPPILY IDLING DIESEL

In *Latitude's* otherwise outstanding FAQ article on diesels back in November, the following statement caught me by surprise: "Diesels love to run, and are perfectly happy to idle for long periods — which anyone who's ever pulled into a truck stop can attest to."

Although the answer goes on to discuss important and real differences between diesel and gas engines, this comment about idling reinforces an oft-repeated myth of the 'happily idling diesel.' In fact, running a diesel with little or no load for a duration of more than a few minutes causes a number of very serious yet readily avoidable problems. In particular, idling — or any underloaded operation such as battery charging for that matter — can lead to the accumulation of carbon in all sorts of important components such as injectors, valves, the exhaust manifold, and so forth, the accumulation of corrosive sulfuric acid, and other detrimental effects.

Idling or underloaded use are separate issues from the virtues of 1) Initially and gently breaking in a new engine; 2) Properly warming a diesel before each use; 3) Allowing the engine to idle after loaded use so components — especially turbochargers, if applicable — can cool properly.

The third edition of Nigel Calder's book on *Marine Diesel Engines* (3rd edition) addresses the negative effects of idling on page 51: ". . . many cruising boats, particularly auxiliary sailboats, compound problems with inferior fuels by running their engines without properly warming up (e.g. when pulling out of a slip) and/or for long hours at light loads to charge the batteries and run the refrigeration at anchor. The engines run cool, which causes moisture to condense in the engine. These condensates combine with the sulphur to make sulfuric acid, which attacks sensitive engine surfaces. Low-load and cool running also generate far more carbon (soot) than normal, which turns diesel engine oil black after just a few hours of engine running. This soot gums up piston rings, and coats valves and valve stems, leading to a loss of compression and numerous other problems."

Furthermore, Yanmar advises not to idle their diesels for more than five minutes. The bottom line is that idling diesels is great . . . for diesel mechanics.

The origin of the 'happily idling diesel' myth is unclear, but *Latitude* is right about it being widely held — including by terrestrial diesel users such as long-haul truckers and wannabe truckers with their diesel pickups idling away at the proverbial Gas 'N Sip. Of course, that doesn't make it so. In fact, there are a growing number of communities and even 15 states that have passed anti-idling legislation to prevent unnecessary pollution.

Jamie Gilardi
Con Brio, Catalina 30
Moss Landing

James — Idling or running diesels under light loads for any more than short periods of time is indeed not good for engine life. We apologize for the misinformation. But the engine damage is yet another good reason to have solar panels for charging batteries and running the refrigeration and watermaker systems. Some folks avoid the no load problem by putting their engines in gear while in their berths — a practice not permitted in many marinas — or even on the hook. But we think solar panels are ultimately the much better way to go.

On the other hand, we can't help wondering how destructive idling diesels is. After all, the majority of bareboat charterboats in the world have their engines running under virtually no load for an hour in the morning and an hour in the evening to keep

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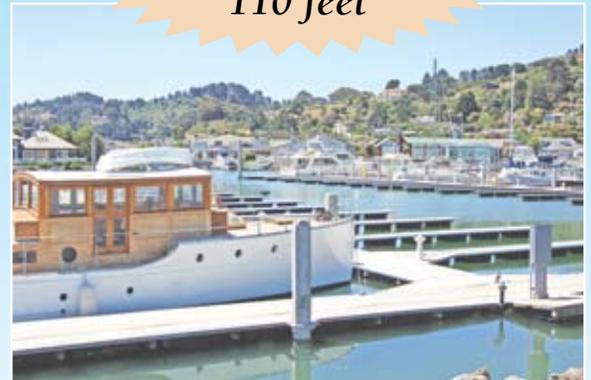
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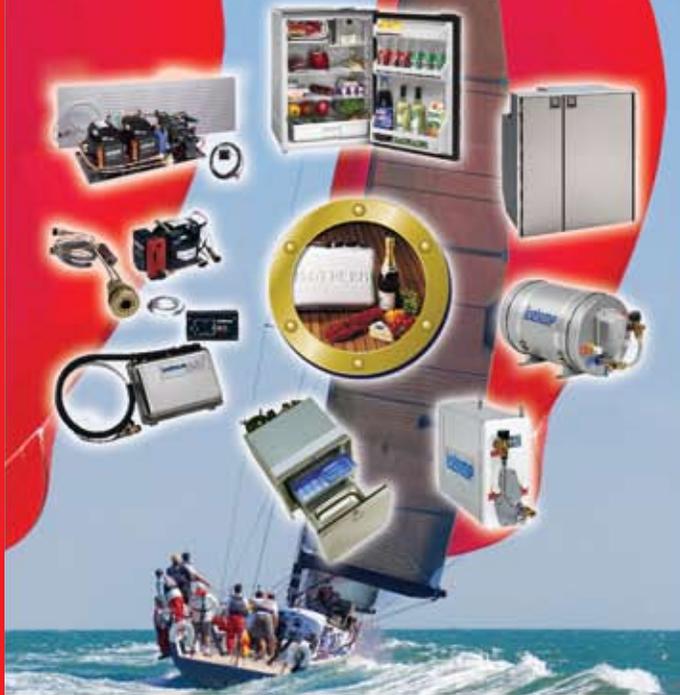
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LETTERS

the refrigerator cold. And we've yet to hear of lots of problems with ex-charterboat diesels. Perhaps it's just the difference between a diesel lasting for 10,000 hours and lasting for 12,000 hours. Maybe an expert can offer some insight.

↑↓ WAS IT A FLARE OR A FALLING STAR?

On the night of April 6, while I was singlehanded from Mexico to the Marquesas, a sailing vessel that I'll leave unnamed, also *en route* to the Marquesas, saw something resembling a flare. Due to the sea state and direction of the wind, and the fact that they didn't have a functioning engine, they didn't take any action other than reporting the sighting on the Ham and SSB nets the following day. I can best paraphrase their description as, "I saw a white streak going up and a red meteor going down — it was so bright that it lit up my sails."

When reported to both the SSB and Ham nets, none of the net controllers seemed to know what to do with the information. I found it rather discouraging. One boat volunteered that there were emergency frequencies to report such things, but nobody seemed to take much action. One of the net controllers on the Ham net did volunteer to contact the Coast Guard.

The next day I heard a French 'marine safety' aircraft calling the vessel that first made the report and a second vessel on VHF 16. When neither of them responded, I got on the radio. I spoke to the crew of the airplane, who said they were investigating the reported sighting of a flare. I gave them the most recent positions I had — from the morning's net — for the two boats they were looking for. They also asked for my position, course, and speed, which I provided. We chatted a bit more before wishing one another a good day.

It's nice to know that if I were sitting on a raft, someone would take the whole thing seriously — even if the response took two days, and the patrol aircraft that had been dispatched only had 90 minutes of fuel — which is what they told me.

I later heard the same plane making repeated calls to at least one, possibly two, "U.S. sailing ships," giving an approximate position close to where the flare had reportedly been sighted. There was no reply.

Later in the day, I was again contacted by the crew of the same jet, as they were ending their search and returning to base. They informed me that they'd found nothing, but were happy to have been of any assistance. Should their services ever be needed, they can be contacted through the Marine Resources Coordination Center via e-mail at mrcc.papeete@mail.pf.

I've been a little miffed that so many boats in the fleet do not have their VHF radios turned on. True, there was weird VHF propagation that allowed me to hear and talk clearly with boats on Banderas Bay, Mexico, when I was 550 miles away at Isla Clarion. And sure, it's a nuisance to hear the VHF kick in while you're off watch trying to catch some precious sleep. But the safety net is pretty thin out here, and it would be nice to know that more boats were at least making the effort.

Wayne Meretsky
Moonduster, S&S 47
Alameda

Wayne — The "flare/shooting star" incident reminds us of two similar ones that we've been involved with. The first was when we were sailing our Ocean 71 Big O across the Atlantic from the Canary Islands to St. Lucia about 15 years ago. We had a mixed group of experienced sailors and rookies and, at about 2 a.m., while about two-thirds of the way across the



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Atlantic, and while barrelling downwind in about 20 knots and a decent sea, we were awoken by a rookie crewmember who said, "We saw a flare!"

We charged on deck, adrenaline pulsing through our body, and asked where. In a surprisingly calm manner, two rookies said, "Back in that general direction," and vaguely pointed aft. When we pressed for more specifics about the direction, distance, and characteristics of the flare, they sheepishly replied that they'd actually seen it about half an hour before. When we demanded to know why they hadn't woken us immediately, they said they weren't positive it had been a flare as opposed to a shooting star. That certainly put the whole matter in a different light.

We consulted with our co-skipper for the trip. After evaluating the fact that we'd been seeing countless shooting stars, that the rookies couldn't accurately describe the direction or distance of the 'flare', couldn't accurately describe its characteristics or even be sure it was a flare, and had worked themselves into a froth that "maybe there were helpless people in a raft," we decided to put a call out on VHF to see if we got a response from any boats needing help. There was no response.

After some further discussion, the co-skipper and we decided that it was unlikely there had been a flare, and that we should continue on. One of the female crew, who we'd graciously allowed to invite herself along on the trip, then started to work on us. "What if there's someone dying in a raft?" she kept saying. "Wouldn't you want someone to come back and help you?" Of course we would, but we felt that was beside the point. After all, you have to make your decisions based on facts rather than emotions. Partly to placate her, we got on the SSB and, somewhat miraculously, established contact with the Coast Guard in Miami. We explained the situation and asked them what we should do. They took all the details of the 'incident', but neglected to offer us any guidance. Satisfied that we were doing the right thing, we continued on our way to St. Lucia, and slept well.

About noon the next day, we heard the crew of a Coast Guard C-130 on the VHF. We contacted them, and it turned out



WEBB LOGG

A combination of the power of suggestion and shooting stars often has novice sailors seeing flares where there are none.

they were searching for the 'boat' that had fired the flare that we had reported. After hours of roaming around searching the now nearly calm waters, they headed

back to their base, confident there had not been a boat in trouble. When we thanked them for their efforts, they told us not to worry, that they loved flying and, in any event, needed to put in some training time.

No boats were reported lost during that time period, so we're certain it had been a shooting star as opposed to a flare. After all, during long passages, it's not at all uncommon for novices — and even veterans — to have their minds play tricks on them at night.

As for the power of suggestion, it can really allow imaginations to run wild. For instance, we remember the time that an



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extremely experienced offshore couple grabbed the mic for the VHF radio while off Maui and shouted for an oncoming ship not to run them down. It was only after a couple of minutes, during which time their bodies became drenched with the sweat of fear, that they realized they had mistaken Venus for one of a ship's white range lights! They were so frightened it didn't seem to matter that there wasn't a second range light.

And that's not unique. A former Air Force officer told us that in the '50s, when Hamilton Air Force Base was still active in Marin, a squadron of fighter jets was scrambled to defend the coast against what were believed to be incoming Soviet jets. Once again, somebody atop Mt. Tam had mistaken Venus for something entirely different.

Our second 'flare/shooting star' incident took place during a Ha-Ha about five years ago. Shortly after sundown, one entry reported seeing a flare — or what might have been a flare. This was another time when there were lots of shooting stars. But then two or three other boats reported the same thing — although in different directions and with different characteristics. We were naturally very concerned, and others started to get really worked up. We took the positions of the reporting boats and plotted them — and quickly discovered that they were as much as 125 miles apart! Since flares can't be seen from anywhere near that far, either several boats in distress were firing flares, which seemed highly unlikely because there were no corresponding radio requests for help, or they'd been seeing shooting stars, a much more likely possibility.

To assuage the concerns of a few, we contacted the Coast Guard's Search & Rescue center at Yerba Buena. They took our report, decided that it was likely shooting stars, and for a variety of reasons — no known position of the 'flare' being number one — left it at that. During the Ha-Ha roll call the next morning, no boats were missing, but a lot more folks reported having seen shooting stars.

Based on our 30 years of covering sailing accidents, it's relatively rare — but not unknown — for boats to suddenly go down in the open ocean. But no matter if a boat is leaking, has caught fire, or been holed by a whale, the crews usually have time to make Mayday calls on the VHF, SSB, or Ham frequencies, to switch on an EPIRB, to make calls on a satphone, or to fire a number of flares. And even if they have to take to a liferaft, they should still be able to signal for help with flares, VHF radios, satphones, or an EPIRB. As such, if we were to see what was positively a flare, or certainly if we saw two or three flares, we'd take immediate action. But if it was a secondhand report, or from a novice crewperson, we'd be much more hesitant to do so. How about you? Email richard@latitude38.com with your thoughts.

↑↓ WE WITNESSED THE MOST EGREGIOUS BEHAVIOR

On April 20, my boyfriend and I witnessed boating behavior so egregious that I am compelled to bring it to your attention. At approximately 1:15 p.m., we were walking along the south side of the Santa Cruz Wharf. It was a sunny but chilly day, so there was less than normal boat traffic in the protected waters just off the main beach. My boyfriend called to my attention an impressively large ketch that was motoring from southwest to northeast to the south of the pier. We estimated that the 50+ foot boat was travelling at about eight knots under engine alone.

Another sailboat, smaller and under sail, crossed her bow heading west. The skipper didn't appear to stand down, which was troubling, but our vantage point was such that we couldn't say if there had been a risk of collision.

But what followed next was more alarming. As the skip-

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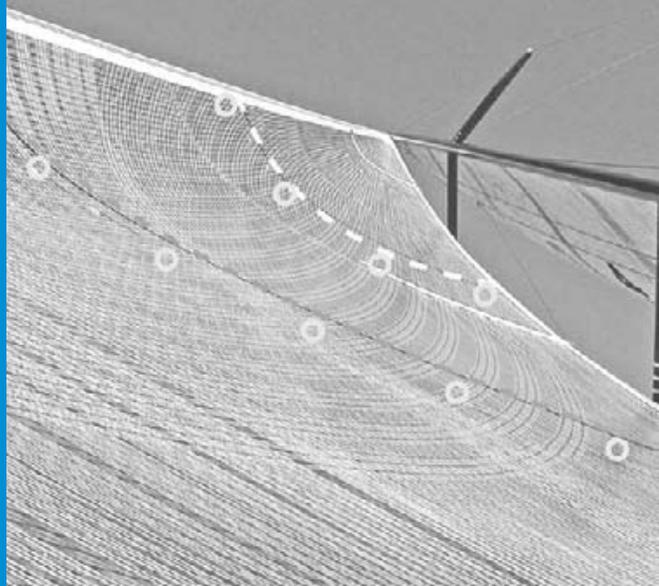


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LETTERS

per continued to drive the boat forward, her course took her extremely close — I'd guess less than 15 feet — to what looked like an eight-foot paddle-powered inflatable raft being operated by two adults and a child. Whoever was at the helm of the ketch — there appeared to be a dozen people in her cockpit — he/she had no sails to impair his/her vision, yet he/she not only didn't reduce speed, but passed so close to the raft that the operators were startled and yelled.

But the fun wasn't over yet. After buzzing the raft, the helmsman turned the boat hard to port, and appeared to take aim at very large and visible grouping of sunbathing sea lions, who were floating in a tight linear formation with their fins up out of the water. There was plenty of room for the helmsman to have taken an alternate course, and although the boat was nearing the pier, the helmsman didn't appear to cut the boat's speed. The sea lions didn't react until the very end, a mere second or two before the bow of the ketch plowed through their 'rest area'. The big beasts finally reacted, scattering as best they could under the circumstances. But I wouldn't be surprised if one or more of them didn't suffer at least a blow of some kind.

I'm writing this in the slim chance that someone else reported it, and in the hopes whoever was at the helm will have his/her opportunity to explain his/her behavior to some uniformed authorities.

Stephanie L.
Fremont

Stephanie — We didn't see the incident, so it's hard for us to comment on it. However, it's not at all uncommon for operators of vessels under power — more often the operators of powerboats — to treat their vessels as if they were highly maneuverable sports cars on a California freeway, and therefore feel free to come very close to other boats and sea life. It goes without saying that the safety of others needs to be respected at all times, and that sea lions, like all marine mammals, are well-protected under the Marine Mammal Act. So please, everyone, let's respect the comfort zones of others.

As for one of the sea lions actually being hit by the boat, we'd think the chance of that is extremely slight. They may be big and blubbery, but they are surprisingly fast and maneuverable in their element. After all, how else could they track down and catch fast-moving fish?

↑↓ WE DON'T GET IT WRONG EVERY TIME

I'm the current manager of ProMotion, West Marine's Santa Cruz 40. We've been really happy with how much you've been featuring our boat. It even makes me a little misty-eyed. But could you pretty please change your records to reflect the fact that she's a Santa Cruz 40 rather than an Olson 40? Every time that I've seen her name published in *Latitude*, the type of boat has been wrong. We're proud of our boat, and I'd love for it to be touting the Santa Cruz name with pride!

Lauren Goché
Port Supply Inside Sales, West Marine
Northern California

Lauren — Our apologies, but we don't think we make that mistake often. In fact, when we Googled 'ProMotion + Olson 40' in the Google search specific to Latitude 38, nothing came up. But when we Googled 'Promotion + Santa Cruz 40', there was a number of references.

Then we got to thinking that your letter may have had something to do with the Ha-Ha announcement in the May issue Sightings. The publisher wrote that article, left a couple of blanks

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LETTERS

to be filled in by other members of the staff, and left instructions that a specific shot of ProMotion be run. Then he took off early for a birthday celebration with his kids. We must not have given



ELECTRONIC / RICHARD

very good instructions, because certain parts of that article were mangled. Specifically, the wrong photo of ProMotion was run, and then the caption indeed identified her as being an Olson 40.

Because the best color photos are taken on sunny days, this is the shot of 'ProMotion' — a Santa Cruz 40 — that was supposed to run.

But that wasn't the worst of it. Somehow a member of the staff filled in blanks in the first line to claim that there have been 6,000 boats and 21,000 sailors who have done the Ha-Ha in its 14-year history. No way! The number of boats is just under 2,000 and the number of participants about 7,000. We apologize to everyone for the mistakes.

↑↓IT'S GETTING EXPENSIVE OUT THERE

I just finished reading the May issue *Changes*, and it struck me that more and more articles are about how expensive the marinas are in Mexico, and how expensive it's become to cruise there. I've been reading your fine rag since the '80s, and it seems that articles are suggesting that it's not only getting more expensive in Mexico, but places like Panama, too. There was mention in the May issue of yet another free anchorage being lost down there.

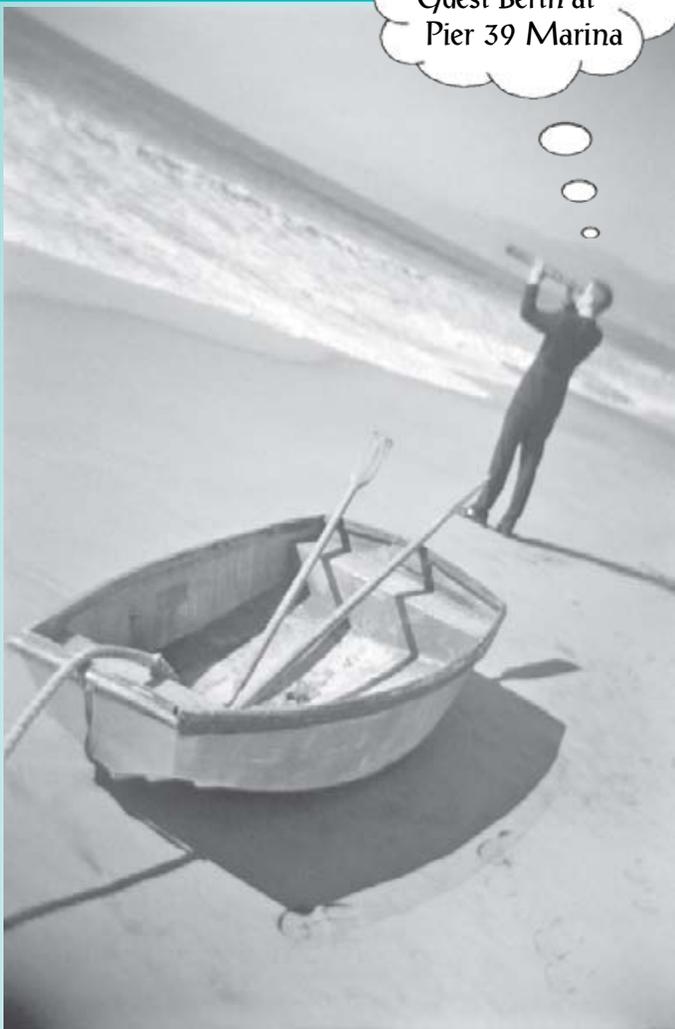
It's no surprise that cruising costs more now than before, and that anchoring out is preferable to marinas. But sheesh, is it still possible to go cruising on a limited budget? I guess I'm getting more paranoid as retirement looms and I'm getting the dreaded 'fixed income' mind set.

Lani Schroeder
Balance, Endeavour 43
Seattle

Lani — If your boat is in reasonably good condition and you can take care of the basic maintenance, we know of no place where you can enjoy life more fully on less money than cruising in Mexico — as well as Central America and Ecuador. There are countless wonderful people to meet, and an astounding variety of things to see and do, and it doesn't have to be expensive at all. As we've said over and over again, the budget killers are marinas, eating and drinking in tourist places, and having to hire other people to do your boat work. Absent those three things, you can darn near live like a king cruising in Mexico on Social Security.

Avoiding slip fees in Mexico is, unlike in the States, very easy. There are countless places to anchor, many of them not far from marinas. Nor do you have to spend a lot of money to enjoy dining out in Mexico. As we mentioned last month, our crew dined out for three nights in a row at Rancho Viejo in La Paz, where as many as seven of us stuffed ourselves for \$17 — beer and margaritas not included. And the beer wasn't expensive. In this month's *Changes*, you'll read about Lupita's in what's becoming high-end Punta Mita, where a couple can have a great meal for under \$10. Alcohol isn't included, of course. These

Sure wish I had a
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Pier 39 Marina



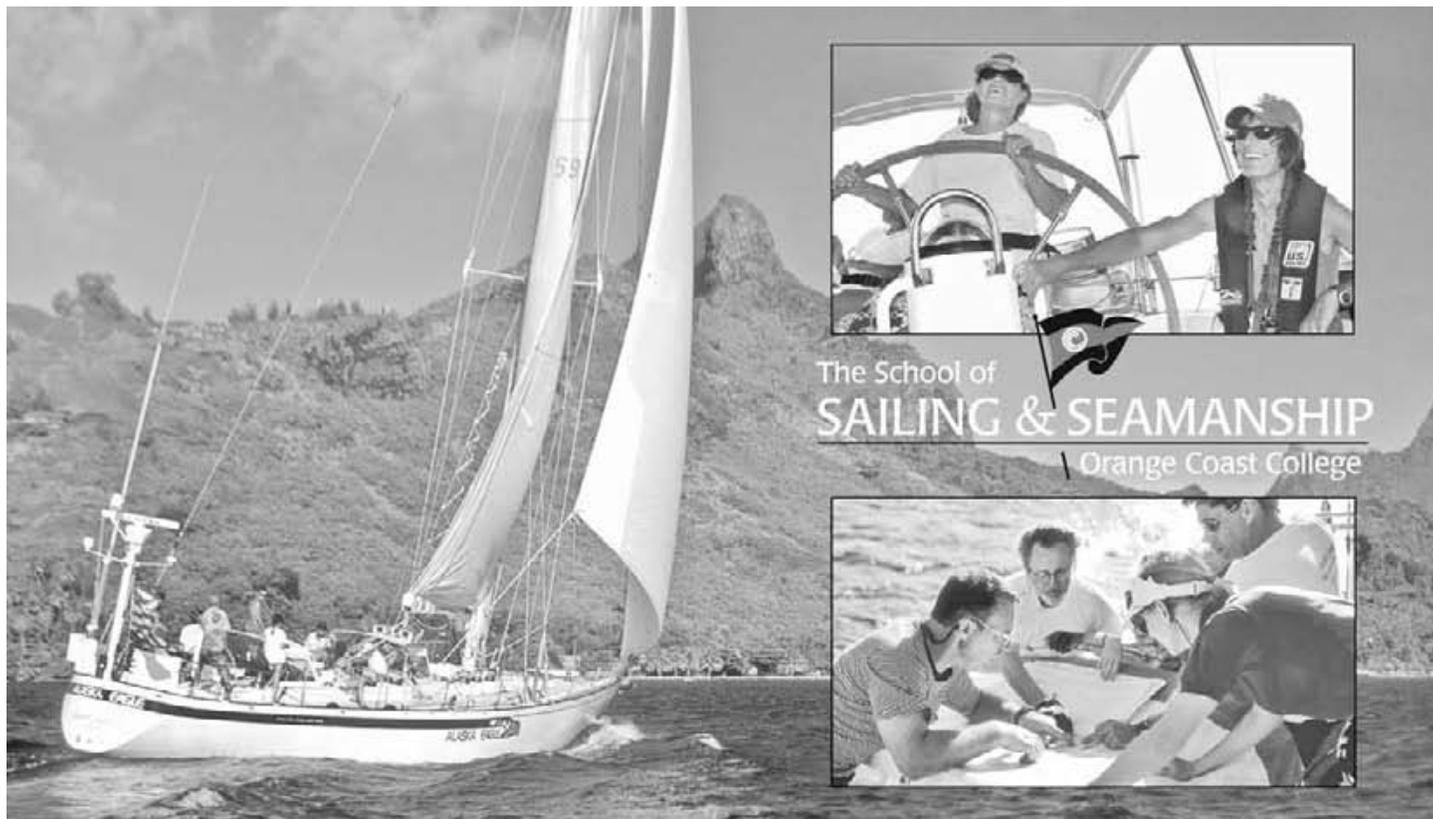
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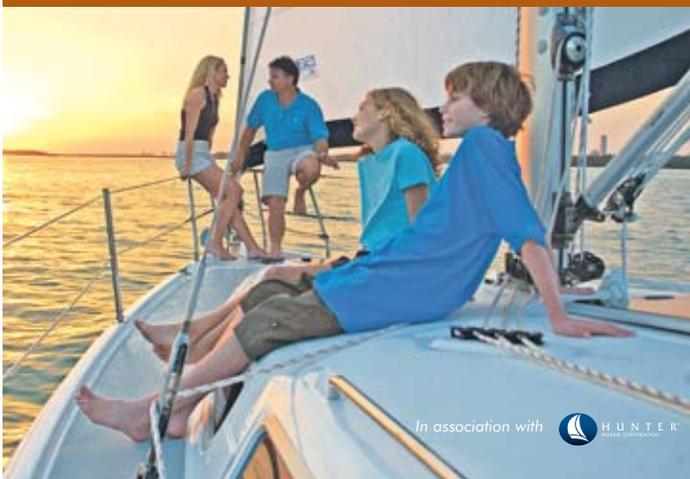
*The last leg on *Alaska Eagle*'s 2009 voyage allows for a nice mix of passages and exploring secluded anchorages.*

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LETTERS

two examples may be less expensive than most, but they are typical of what's available if you ask around and eat where the locals eat. When it comes to groceries, we spent \$136 provisioning for four for our six days at Isla Partida during Sea of Cortez Sailing Week. That didn't include booze, but we had half the food left over at the end of the week. Compare that with the \$15 we pay for a salad and a small soup lunch at Whole Paycheck Foods in Mill Valley.



ELECTRONIC / RICHARD

It's hard to piss money away at beautiful places like Caleta Partida because there aren't any stores.

ing for four for our six days at Isla Partida during Sea of Cortez Sailing Week. That didn't include booze, but we had half the food left over at the end of the week. Compare that

with the \$15 we pay for a salad and a small soup lunch at Whole Paycheck Foods in Mill Valley.

And remember, if you're cruising in Mexico, you don't need a car, car insurance, or gas for the car. Public transportation is good — and lots of fun, too.

If you're not mechanically inclined now, it behooves you to pick up some basic electrical and diesel skills prior to sailing south. It will not only make life easier on you, it could save you lots of money — for example, when you install the solar panels as recommended by William and Soon in a letter that follows the next one.

↑↓ CRUISING WAS CHEAPER THAN IT IS BACK HOME

When our family returned to our Nevada City home in the Sierra foothills after three great years of cruising adventures, everyone — well, almost everyone — was looking forward to life back home for awhile. The kids understandably wanted to hang out with their friends and family, whom they'd only been seeing during our summer breaks from cruising. The kids were also ready for regular schooling, and my son's main goal in life was to get his driver's license.

My wife and I had dreamed of taking our kids cruising, and we had achieved our goal. In the process, we had some of the



COURTESY DAYDREAMS

Joseph Day holds up the Catch of the Day, which was promptly thrown back because the Day family only kept what they ate, and they don't eat 'pulpo'.

greatest experiences, so we'll have family memories that we'll cherish for the rest of our lives. But life is full of compromises, so we accepted the fact that it was time for us to return home.

But now that we're back home, certainly realities have been setting in — such as the cost of living in the United States. Sure, it's been great being back, telling everyone of our adventures, and answering everyone's questions. The questions are usually the same, and come in the following order: Did you ever get caught in a storm?

Weren't you worried about pirates? Did you carry guns? Were you ever scared — or at least a little nervous? The answer to all these questions was no.

The question folks who were considering cruising asked the most was, how much does it really cost? The most accu-



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LETTERS

rate answer is, whatever you can afford. We met people out cruising on every level and budget. The 'less is more' thing is true, yet everyone has their own comfort level, too.

But after being home the last several months, we've come to realize how much more expensive things are here in the States, and that it was less expensive to cruise. We kept our home and cars and stuff while we were cruising, most of which we paid off because we knew we were coming back. We still had a modest income, and despite all the expenses of cruising, we were able to save about 20% of it. The scary part is now that we're back, it seems awfully hard to save anything. We're living the same lifestyle as we always have, but now there is a lot less left over at the end of the month. Is it cheaper to cruise or live in the States? For us, the answer is that it was cheaper to be cruising. In fact, we can't wait to go cruising again — and save some money! The '09 Ha-Ha is starting to look very attractive.

Joe, Melinda, Joseph & Jacque Day
Daydreams, Pearson 385+
Nevada City

Readers — We couldn't agree with the Days more, that you can spend as much as you want while cruising. However, it's also possible to cruise — even in otherwise extremely expensive places — on a very small budget. Cruisers do it all the time.

⇅ **LIVING OFF THE GIFTS OF MOTHER NATURE**

A year ago we wrote in about cruising on alternative energy. We've been at it again this year, and want to encourage cruisers to wean themselves off fossil fuel. Yes, you can actually live well and cheaper without it. This is not a 'tree hugger' myth, as it actually works fantastically well.

We've been cruising about six months a year in the Eastern Caribbean for four years now, living mainly on our wind and solar energy generators. As stated in our previous letter, we have three 75-watt solar panels mounted on the bimini of our Morgan 38, plus a KISS wind generator.

Here in Grenada in the West Indies, we've had fresh and consistent wind for several weeks. As such, we've had energy to spare. In fact, on many occasions we've had to turn our wind generator off to avoid overcharging the batteries!

We have no gas or diesel generator, and would never consider having one due to the noise and having to get fuel. Our wind and solar generators power our refrigerator, Spectra watermaker, lights, radios, television, waterpumps, and other electrical appliances. We store our amps in four Trojan T-105 deep cycle wet cell batteries.

Add our good mainsail and jib, and we pretty much live on the gifts of Mother Nature.

William & Soon Gloege
Gaia, Morgan 38

Santa Maria, CA / Currently anchored in Hartman Bay,
Grenada, West Indies

William and Soon — Over the course of last summer, we took a 6,500-mile motorcycle ride — 55 mpg on our Kawasaki KLR 650 — around the West, and were dumbfounded by the number of spectacular mansions that we saw being built in the 'white ghettos' of New Mexico, Colorado, Wyoming, Montana, and Idaho. These are the expansive and expensive second and third homes of folks who are famous for occupying them only a couple of weeks a year. Compared to a simple but efficient cruising yacht such as Gaia, we can't help viewing them as ridiculously inefficient — if not indecent — uses of limited resources. What's more, we bet you have more fun with your boat



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LETTERS

than most of them do with their seldom-occupied palaces. After all, the path to happiness is paved with interesting experiences, not things.

Anyway, we're delighted to note that you folks are part of a growing number of cruisers who use very little, if any, fossil fuels other than for propulsion.



WEBB LOGG

If you live in a big house, you need a roof covered in solar panels to meet your energy needs. If you live on a small boat, three or four will do.

With limited needs and excellent sources of alternative energy to meet most of them, the future doesn't look gloomy at all. And let's not forget that there are some big time racers thinking along the same lines. When Francis Joyon took off

to astound the world with his recent 57-day solo circumnavigation aboard his 97-ft trimaran IDEC, he insisted that he not use any fossil fuels in the process. Brilliant!

If any of you other folks out there cruising are living almost entirely off Mother Nature, we'd love to hear from you also.

↑↓ I HATE TO BE A WINE-ER AGAIN THIS YEAR, BUT . . .

Last year I wrote about a mess left on our boat, and the generally disheveled state of affairs at the Vallejo Marina, after the departure of the Vallejo Race fleet. Things weren't as bad after the race this year, but it was still disturbing. As I was recoiling our power cord — which had been partially unwound by someone and was almost in the water — a red blotch caught my eye. Looking to the side, I could see it was red wine spilled on the deck of our boat! A plastic wine cup, as well as dried wine, were right there against the starboard toerail that we'd just varnished. My assumption is that someone, not having found a trash receptacle in the immediate area, set the cup down and it blew over in the wind. It would have taken about two minutes to rinse it off before it stained.

It wasn't a huge job for us to clean up the mess, as it only took about 30 minutes of scrubbing. And it appears there



N.A.B.N.W.B.F.

The red wine cup felleth, unfortunately, over.

isn't a lasting stain. Nonetheless, it's very irritating for me to find that someone has made a mess of something that my wife and I care very much about. Our boat is by no means new, but we do take pride in her, so we not

only try to maintain her, but improve her — and keep her clean. For example, the gelcoat on our boat is original, but it's still shiny.

When it comes time for the Vallejo Race next year, I think I'll move my boat so racers won't use her as a garbage can anymore. I don't think that I should have to make changes for the one or two people who are probably the culprits, but we

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LETTERS

care about our boat, as she's our second largest investment, and we're willing to do what's necessary to protect her. We're not wealthy, and therefore do most of the boat work ourselves. We have hundreds of hours invested in making our boat nice, so I get a little testy and irritated when other people mess her up.

So please, people, try to be a little bit more aware of your actions, more respectful of other peoples' property — and clean up your messes!

Name And Boat Name Withheld By Request
Vallejo

N.A.B.N.W.B.R. — As much as we empathize with you, and agree that people should clean up their messes, we think you're taking this a little too personally. We're sure nobody intentionally left the wine glass to fall over. Some guy racer probably met some female racer, became intoxicated by her beauty, and forgot the plastic wine cup he set on your deck. And then it blew over.

If it happened to our boat, we'd have the same reaction as if a bird pooped on our deck. We'd grouse about it, clean it up, but forget about it after a few minutes. To get so irritated about something like that can't be good for your health, so we agree, the smartest thing you can do next year is take a little cruise that weekend. Maybe anchor at one of the quiet spots on the Napa River. And maybe the folks at the Vallejo YC can do one more sweep next year to police the areas racers have been.

↑↓ WE WERE BARE-BONESING IT, TOO

Do you have a way to contact Glenn Tieman, the subject of *Latitude's* May interview?

We met Glenn in La Cruz in '85 when our family was cruising the west coast of Mexico. In fact, we helped Glenn haul and clean his 26-ft catamaran *Peregrine*. At the time, we — my husband and two children, then aged seven and three — were aboard our Nor' Sea 27 *Bear*, doing a pretty good job of bare-bonesing it ourselves. But we really enjoyed hanging out with Glenn, and our son even wrote a page about him in his log.



ELECTRONIC / RICHARD

Glenn Tieman, one of the more interesting West Coast sailors.

It's been over 20 years, but it's funny how often we still think of Glenn — even though we never even knew his last name. My husband had previously built a Wharram 35 catamaran — which he sold to his partner because, OK, I'm not a fan of multihulls — so he and Glenn had lots in common to talk about. Anyway, we'd love to reconnect with Glenn, send him the log entry, and let him know how much he impressed us those many years ago.

Gay Coleman, Phil Lantz, Justin & Emma
Gig Harbor, Washington

Gay — As a matter of policy, we don't give out contact information, nor do we have the time to forward emails. But sensing Glenn might really want to hear from you, we've made a rare exception and passed your email along. We can understand your wanting to contact him, as he's a very unusual and interesting person.

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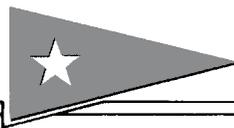
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LETTERS

↑↓LET'S GO FLY A KITE

If you go to www.youtube.com/watch?v=qKGupz_9mGc, you'll see a guy videocamming himself — from a kite — while he's sailing his Dana 24. I'd like to see an article on how he does it, as I think I might like to try it sometime.

Mike Hummell
Cal Sailing Club, Berkeley

Mike — You can see such an article by going to the March issue of *Latitude 38* and turning to page 117. And you don't even need a kite to do it.

↑↓WE GOT MARRIED IN A 'FEVER' . . . OF STINGRAYS?

I just read the April *Letters* where you asked for help identifying the collective noun for sting rays. According to Wikipedia, it's a 'fever' of stingrays.

Eric Friedman
Planet Earth

Eric — Thanks for the answer. But that still leaves one question unanswered — who gets to make up the crazy names for the collections of various animals and fish?

We're also going to take this opportunity to remind everyone that the best cure for getting barbed by a stingray is not urine, but water on the wound as hot as the victim can stand it. It's also important that the patient visits a doctor to make sure all the barb has been removed so the wound won't get infected. We all know, of course, that an ounce of cure is worth a pound of prevention, so when moving on flat sand beaches, shuffle your feet rather than take astronaut-like steps.

↑↓HOW TO USE THE CAN AFTER YOU EAT THE CHIPS

I'm neither an American nor an active sailor. In fact, I live in Ulm, Germany, about 600 miles from the nearest ocean. Nonetheless, I like *Latitude*. I smiled when I read Janet Hein's idea in the May *Cruise Notes* of selling steel drums as wi-fi reflective antennas. Unfortunately, she probably won't be able to make much money trying to sell them. There are already similar alternatives, such as can be found by Googling 'Pringles antenna' or 'Cantenna'.

The concept of simple wi-fi antennas has been discussed a lot, and while a Pringles can is effectively too small for wi-fi frequencies, basically any can be converted into a reasonable directional wi-fi antenna. Unfortunately, these antennas are illegal, at least here in Germany. The antennas themselves are not illegal, but the legal transmission power is limited, and the gain from these antennas is high enough that it's easy to exceed the legal limits on (omnidirectional) transmission power with such a (directional) antenna if you connect it to a standard wi-fi port on a PC or router, and therefore its use is a bit limited.

Markus Imhof
Ulm, Germany

Markus — Thanks for the kind words and info. We've seen people with the Pringles antenna, but never got any feedback on how they — or any other alternative antennas — might work. Feedback please.

↑↓CRUISERS CAN INDEED STOP AT KWAJALEIN

I suppose one way to respond to Stephen Lee's April letter on Kwajalein would be to thank him. Many of the residents of the island, and I, got quite a few laughs out of his outrageous portrait of Kwaj. For that, we are forever in his debt.

Nonetheless, I also feel compelled to point out the many

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LETTERS

errors and misstatements he made. I'm not sure what 'day' he was on the island — my guess is that it was sometime between Khrushchev's famous shoe-pounding incident at the United Nations, and the death of Chernenko, which resulted in the demise of the Cold War. Times have changed since then, and so has Kwajalein — although from what I've seen and learned during my short tenure here, things were never as draconian as Lee suggested.

It's true that many years ago there was a Russian ship that monitored activities on Kwajalein. She was affectionately known to residents of the island as *Brand X*. But to claim that a private yacht wouldn't be allowed into our harbor for a medical emergency is absurd. In fact, cruising yachts have not only been allowed to enter Kwajalein, but crew needing medical attention were met at the pier by an ambulance and taken to the local hospital for treatment.

The truth is that cruisers are allowed to sail into Kwajalein and come ashore — providing they have a sponsor on the island who is willing to vouch for them. I know of at least four cruising yachts that stopped at Kwaj to see friends — and then the crew ended up getting jobs here! And they're still here. In fact, what better way to build up the cruising kitty than by spending a few years on a beautiful atoll in the Central Pacific.

To make this point even clearer to those in the Bay Area, one of your own, Holger Kreuzhage on the well-known Sausalito-based 74-ft schooner *Lord Jim*, requested permission to come in as she cruised by. Permission was granted. Her crew spent some time on the island reprovisioning and doing some mechanical work. The local newspaper even did a story on them.

And last month we were visited by a beautiful French — French! — boat on charter, and their crew was allowed to come ashore. Believe me, impounding cruising boats is about as far down the Kwajalein Police Department's 'to do' list as our island is from lovely San Francisco.

I guess I also must question both Mr. Lee's and *Latitude's* dismay over my being hired as the harbormaster. I suppose I can see how, on the surface, hiring a guy from the mountains of New Mexico to be harbormaster at an atoll in the middle of the Pacific might seem a little odd, but I've spent my whole life on or around boats. Besides, is being a harbormaster not a skill that can be learned? And while I intend no offense to the harbormasters of the world, it's not exactly rocket science.



ROB CLAYTON

Kwajalein isn't quite as off-limits as some think.

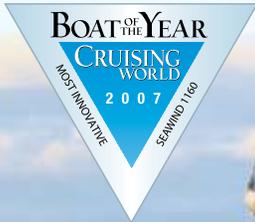
Although, right now I'm coordinating the loading of a large cargo ship for a supply run to Meck, as well as lifting a crane off the *Worthy*, the queen of our fleet. (Check out *Worthy* in Wiki-

pedia — she's a beauty!) So at times it does get hectic.

My stay here on Kwajalein has been wonderful so far. The Marshallese people are friendly and have a most interesting culture. And the sailing is great! In fact, I've been working on a piece about life on Kwaj — including the sailing and sailors — for *Latitude*.

Guy Sandusky
 Harbormaster
 Kwajalein Atoll, Marshall Islands

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LETTERS

↑↓ADVICE FOR GERIATRIC SAILORS

I saw the letter from Mark Johnston, in which he expressed his concerns about getting on and off high freeboard boats. We're in the same situation, as our *Insatiable II* has moderately high freeboard, and after cruising for more than 20 years now, neither Ann nor I is as spry as we once were. My solution is to rig a temporary step for the rare occasions when we come alongside a low floating pontoon.

This simple device is like a kid's swing seat — a bit of scrap wood roughly 6 by 14 inches, with a bridle from each end that terminates with a stainless hook that attaches to our perforated aluminum toe rail. Its height is such as to divide the distance from deck to dock roughly in half, and provides Ann (usually) with a convenient perch from which to leap. She often makes it, too! We also use it for alongside dinghy access when required, although we usually come onto our boat via her sugar scoop transom. All in all, the device is pretty useful, and if you have the usual bin full of junk aboard, costs about nothing.

As for us, we're now in Broken Bay, which is just north of Sydney, on our way north after another so-called summer in Tasmania. Despite the cool weather, Tassie remains one of our favorite cruising grounds. This was our eighth season in Tasmania, but hopefully not our last. We're not too sure about cruising plans for the upcoming winter season, but it will be somewhere in the islands. I guess we'll just see which way the wind is blowing when we leave. We've been down here so long that we now consider this part of the world to be 'our patch'.

Jim and Ann Cate
Insatiable II, Standfast 36
Morning Cove, Broken Bay, NSW Australia
ex-Northern California

↑↓MY CLASSY CLASSIFIED WORKED THE BEST

Having had a *Classy Classified* for my boat in *Latitude*, I've made a couple of observations that I'd like to share.

1) Dealing with Mary, who is in charge of the *Classy Classifieds*, has been a very positive experience. I delayed the start of the running of the ad twice because my boat wasn't yet ready to show, and both times Mary was totally easygoing about postponing the ad.

2) The price of the *Classy Classifieds* is absolutely reasonable. A year ago I advertised the same boat in a Southern California marine newspaper and in a glossy Southern California boating magazine, and in both cases the ads cost more money for fewer words.

3) I've gotten much better response from my *Classy Classified* in *Latitude* than in the other two publications. All I got from the other two were, with one very minor exception, phone calls asking for me to donate my boat.

4) The online component of your *Latitude's* classified advertising resulted in my getting emails and calls from England, Australia, and Canada, as well as the United States. This feature seems very effective and wide-reaching.

Thanks for providing this service, and thanks for the positive spirit with which you and your staff provide it.

David G.
Wind Spirit, DownEast 32
La Paz

David — We certainly appreciate the nice comments. Latitude was founded on the principle that if we provide what we believe is the best and most extensive editorial content, the readership will follow, and then so will the response to the

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classified and display advertising. The verdict is still not in on the business model, but after 31 years it looks promising.

↑↓WE HAD A BLISSFUL BAJA BASH

You made a request in *Lectronic* for reports on the Baja Bash this year. After three years of cruising, which started with the '05 Ha-Ha, and with us making it as far as the Galapagos Islands, we were dreading the uphill Baja Bash from Cabo to Ensenada. But thanks to the wealth of weather information on the web, and especially daily weather forecasts from Don Anderson of *Summer Passage* on the SSB, we were able to pick a great window for our Bash. We left San Jose del Cabo on April 25 and, after four days of 20 knots or less of wind — and often less than 10 knots of wind — we pulled into Ensenada.

We had been prepared to stop at any sign of lousy conditions, but were able to drive right by Bahia Santa Maria and Turtle Bay, at which point we took the rhumb line to Ensenada. We feel extremely fortunate to have been able to take advantage of the light conditions.

Our suggestions for future Bashers are all common sense: 1) Be ready to go when the conditions are right; 2) Plan your stops for when and if conditions worsen; and 3) Prepare your boat for whatever the Pacific may throw at you. I'm also a firm believer of staying close in, as I think the conditions are normally milder there.

John & Gaye Rodriguey
Maestra, Sunnfjord Trawler
Coupeville, Washington

↑↓SORT OF LIKE AN ABBREVIATED CLIPPER ROUTE

I had an interesting Bash with Jon Shampain aboard the SC50 *Horizon* after the Cabo Race in March. We had a normal trip up to Turtle Bay, with no more than 22 knots of true wind. But the engine smoked for the last 70 miles to Turtle Bay. To make a long story short, we bent a rod and had to sail up to San Diego. We did it by making one long starboard tack out to Guadeloupe Island, and one long port tack back to the Coronado Islands just south of San Diego. The weather and sea conditions were benign for that part of the trip, and our elapsed time for the 350-mile rhumbline distance — we must have sailed at least 25% more — was 3.5 days.

David Faulkner
Planet Earth

↑↓MORE TALES OF THE BASH

I delivered Tom and Richelle Brown's Liberty 458 *Dragonfly* from Paradise Village to San Diego in April. As you may recall, *Dragonfly* had been in Mexico since the Browns did the Ha-Ha in '03. I was a bit concerned about the condition of the boat, and especially the fuel, since she had not been run for over two years.

Two crew and I left Paradise Village on April 19, after a couple of days of getting the boat ready, fueling, and provisioning. We brought plenty of extra Racor fuel filters, but as it turned out, we only needed to change them three times.

We made Cabo in 50 hours, having motorsailed into headwinds that averaged 20 knots. There is nothing like going to the weather in a 30,000-lb boat with a 90-hp Perkins diesel driving a large, fixed, three-blade prop. We spent 24 hours on the hook in Cabo getting fuel, dropping off one of the crew, and resting.

With just two of us heading north from Cabo on April 22, we decided on three-hour watches. We had no problem at Cabo Falso, but then the wind came up to 20 knots on the nose.

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It stayed that way for two days, at which point it started to blow even harder. We motorsailed with a double-reefed main, and followed the rhumbline course to Turtle Bay, which took us offshore of Abreojos. For the next 8 to 10 hours, we had wind in the high 30s and low 40s — on the nose, of course. The high winds caused the seas to rise, so our average speed over ground dropped to 3.5 knots. Most of the seas broke over the deck during that time, but a few broke on the dodger.

At one point I began to wonder if we had enough fuel to make Turtle Bay. We did have 30 gallons in jerry cans on deck but it would have been difficult to get the fuel from the cans into the tanks in those kind of seas. Fortunately, we made it to Turtle Bay with 25 gallons in the main tanks and didn't need the fuel in the jugs. Before we even had the anchor down in Turtle Bay, Jonathan came by in his *panga* and offered fuel at \$2.50/gallon, delivered to the boat via a large plastic tank, generator and pump with a nozzle. We took on 140 gallons. He even gave us a ride to the dock to check the meter before we paid him. But we already knew he was being honest, as we knew how much fuel we'd arrived with and the capacity of the tanks.

We spent the day resting and drying out, then departed Turtle Bay at midnight. Per the recommendations of Jim Elfers in his *Guide to the Baja Bash*, we went outside Cedros in calm seas. After passing Punta Norte at dawn, the breeze finally came up to about 20 knots, once again on the nose. It finally laid down a bit off of Ensenada, giving us time to clean up the boat in anticipation of a late night arrival in San Diego. We arrived at midnight, and seemed to get rushed through Customs, thanks to so many Ensenada boats returning at the same time.

Our average SOG was just over six knots for the trip, mostly motorsailing with the mainsail but sometimes with the staysail as well. We used about 350 gallons of diesel. At an average price of \$2.50 a gallon — yes, diesel is much less expensive in Mexico — for a fuel cost of just under \$900. We had a full or nearly full moon for much of the trip, which was a real bonus.

We'll see everyone in Mexico next year!

Pete Sauer
 Sail Montana/Big Sky Yachts
 Montana

Peter — We're glad you had a reasonably good trip. While some boats got beat up, Doña de Mallorca reports that she had the best of her eight Bashes to date with Profligate. With returning crew George Cathey, Chuck Hooper, and Ray Catlette along, de Mallorca left La Paz on April 24 and arrived in San Diego just 102 hours later, having averaged nine knots. What was the maximum wind strength for the entire trip? "Oh, I don't know," said de Mallorca, "maybe seven knots." It was that mellow.



ELECTRONIC / RICHARD

Doña de Mallorca lounging in a dinghy near La Paz prior to doing the Bash, perhaps sensing she was going to have her easiest Bash ever.

The interesting thing about their Bash was that all the weather sources forecast 10-ft seas at 10-second intervals

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LETTERS

— real crappy conditions — for when they got to 100 miles south of Ensenada. Many smaller boats understandably holed up in Turtle Bay, but de Mallorca called us on the Iridium and said that she and her crew were going to go for it. "Most years you have '10 by 10' conditions for weeks at a time in the spring just north of Turtle Bay," she said, "so it wouldn't be anything we haven't seen before." Despite the fact that all the forecasts called for crap weather, they never got hit by anything at all. As we've said before, that's why they call them weather forecasts instead of guarantees.

↑↓ WHALES HARASSED OUR BOAT

Back in the day, when I owned a Cal 25, we were cruising along off Malibu one afternoon when we saw a gray whale. He was swimming right toward us, seemingly almost on the surface. I certainly didn't want a collision, so one of the crew, a neophyte sailor, volunteered to go up on the bow and sight down into the water in case the whale got too close. Well, the whale went deep. With my friend leaning over and peering into the water — which was flat at the time — the whale suddenly surfaced and blew on the other side of the bow. My friend almost fell in the water! I think the whale was just having some fun with us.

Mike Kennedy
Conquest, Cal 40

↑↓ SOME WHALES CAN'T ECHOLocate

I've got some information to supplement the April issue Accidental Whaler piece that appeared in *Sightings*.

The reason why vessels sometimes collide with large whales, but not dolphins, might be because 'toothed' whales, such as dolphin and orcas, have the ability to echolocate. They do this by directing a series of clicking sounds in a narrow beam in a chosen direction and receiving an echo that is transmitted through their lower jaw to their brain to create a 'picture' of their surroundings. This sonar-like ability allows them to find prey, avoid predators, and navigate around moving or stationary objects. The baleen or 'non-toothed' whales, such as the grays, blues and humpbacks, who feed by filtering sea water through brush-like baleen in their mouths, have very sensitive hearing, but do not have the ability to echolocate. As such, they are much more likely to collide with a moving vessel.

Since returning from Mexico, I've been volunteering at the Ocean Institute in Dana Point, and have learned a lot about the sea that I wish I'd known when I was cruising. A reference that I wished I'd had aboard is *Oceanography, an Invitation to Marine Science* by Tom Garrison, which is published by Wadsworth/Thompson Learning. I recently bought a used copy of the 4th Edition from Amazon.

In addition, anyone interested in knowing more about whales should checkout the ACS (American Cetacean Society) website at www.acsonline.org. There is a set of data sheets that describe the characteristics of each whale species as well as their geographic range. These data sheets can be individually downloaded and kept aboard in a notebook for easy reference.

Jack Goffman
Royal Sceptre, Sceptre 41
Dana Point

Jack — The only puzzling thing is why non-toothed whales, which have such good hearing, are sometimes still hit by noisy power vessels. Perhaps the whales assume they have nothing to fear.



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↑↓ THE FATHER OF 'MIND EXPANSION' DIES AT 102

You may have read that Albert Hofmann, the father of the mind-altering drug LSD, whose medical discovery inspired — and arguably corrupted — millions in the '60s hippie generation, has died. He was 102. The Swiss chemist discovered lysergic acid diethylamide-25 in 1938 while studying the medicinal uses of a fungus found on wheat.

For a time, LSD 25 was sold under the name Delysid, and doctors were encouraged to try it themselves. It is one of the strongest drugs in medicine. One gram is enough to drug an estimated 10,000 to 20,000 people for 12 hours.

LSD was elevated to international fame in the late '50s and the '60s thanks to Harvard professor Timothy Leary, who embraced the drug under the slogan 'turn on, tune in, drop out'. "LSD can help open your eyes," he once said. "But there are other ways — meditation, dance, music, fasting."

Hofmann retired in 1971 at age 65, and devoted his time to travel, writing and lectures.

What has this got to do with sailing? Sailing is a wonderful non-drug way to get high and to live a long life. To quote Hofmann, "You could say it is a consciousness-raising experience without LSD." Turn on, tune in, go sailing, and live long!

Mike Chambreau
Impetuous, Cal 34
Los Altos

Mike — We're aware of Hofmann's death, thanks to an excellent obituary in the L.A. Times.

Having been a student at UCSB and UC Berkeley in the late '60s, taking a dozen or so acid trips might as well have been



LATITUDE / LADONNA

The only thing we 'drop' now is a baby aspirin every morning.

part of the curriculum. There may indeed be other ways to "help open your eyes," but based on our experience, LSD opens them about 20,000 times wider than meditation, dance, music or fasting. That said, we can't say that acid helped us 'see' any better. Being older and

wiser, and having watched acid reduce some friends to vegetables many years ago, we certainly wouldn't encourage anyone to 'blow their mind' these days.

If someone wants to hallucinate naturally, and without all the hard edges and potentially permanent destructive possibilities of LSD, we recommend doing the Singlehanded TransPac or some similar shorthanded event. Participation in events such as those will take you to where minds don't usually go. Some of you will remember that during Joshua Slocum's famous circumnavigation on Spray, he was assisted by one of the crewmembers from Chris Columbus's Santa Maria. Such hallucinations are common as salt in the ocean.

There's another LSD connection with sailing. Back in the '60s, Tom Perkins, who was to go on to found the famous Kleiner/Perkins venture capital juggernaut, and ultimately commission the 289-ft Maltese Falcon, perfected a low-cost laser in a workspace on University Avenue in Berkeley. He shared that space with Augustus Owsley Stanley III, a sound engineer with the Grateful Dead who became the first and most famous

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LETTERS

underground chemist to produce large quantities of pure LSD. Owsley's acid is said to have been critical to the emergence of the psychedelic and the hippie movements. What a trip — as we used to say way back when.

↑↓**LATITUDE IS INCONSISTENT**

Yes, I know, "A foolish consistency is the hobgoblin of little minds," or so said Ralph Waldo Emerson — who never explained the difference between foolish and wise consistency. I still find it annoying that you consistently refer to Cabo San Lucas as 'Cabo', to Zihuatanejo as 'Zihua' and never, ever — not even once — do you refer to San Francisco as 'Frisco'. With that in mind, I now propose that the sailing trip back north from Mexico be called the 'Frisco Ho-Ho'.

William F. Steagall, Sr.
Inspiration, Garden Steel Ketch
Channel Islands Harbor, Oxnard

William — Actually, we do try to be consistent, but it's a little more nuanced than you might be aware of. For example, have you noticed that after a letter, we only include the name of the writer's state when it's outside of California? We'll write 'Seattle, Washington', or 'Honolulu, Hawaii', but always just 'Los Angeles' as opposed to 'Los Angeles, California'. Similarly, we only use nicknames for cities that are outside of the United States. Thus 'Zihua' for Zihuantanejo, but not 'Frisco' for San Francisco. It's funny, isn't it, that such minor and inconsistent style matters should mean so much to the publisher? But they do.

↑↓**DON'T IGNORE BOAT MAINTENANCE**

I have a couple of kudos.

First, the Lube It or Lose It item in the April issue *Sightings*. Thank you for passing along what we marine surveyors constantly tell boat owners: "Lubricate the winches and other deck hardware!"

The other is for the *25 Things Every Sailor Should Know* article. Particularly items 3, 4, and 15:

"3.) Maintenance — Boats need regular maintenance." Again, I stress that boats need maintenance. I recently surveyed a 20-year-old one-owner boat that, the owner admitted, had never had a winch serviced. When I turned the wheel on the same boat, there was a loud squeak from under the binnacle compass. The chain and sprocket had also never been lubricated!

"4.) Know your boat." I recommend that buyers open all lockers and storage compartments, take every thing out, check their condition, then clean the locker of dirt and sawdust, mold and mildew, then make a written inventory before replacing anything. The chart your article suggested was an excellent idea!

"15.) Safety Equipment." I ask boatowners where the emergency equipment is located, and they reply, "Let's see, where did I put those fire extinguishers when I bought the boat? Oh, they are under the vee berth." When the vee berth is opened, the fire extinguishers are there, in their original boxes, along with the factory wrapped life jackets, 20-year-old flares, and all the rest.

The rest of the safety suggestions are more important than anything else. Get to know how to use the VHF radio by reading the owner's manual and listening to other boats. And listen to Channel 16 while underway. When you have guests aboard, brief them so they can handle the emergency gear and can call Coast Guard if you fall overboard or have a heart attack.

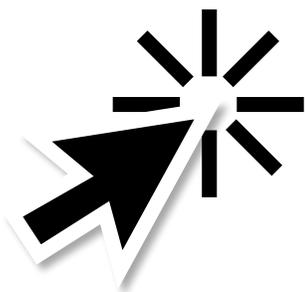
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If the readers have questions about any of the above, contact the SAMS® surveyor that surveyed the boat when they bought it. (Oh, if you did not have a SAMS® professional look at your boat, call one, as I'm sure they will be glad to help.)

Jack Mackinnon, AMS®-SMS
San Lorenzo

↑↓ I PUT MY MONEY WHERE MY CONCERNS ARE

I think you may have misunderstood the issue of my letter in May's *Latitude* about how dangerous it can be to climb the breakwater at the Nayarit Riviera Marina in La Cruz. I don't



ELECTRONIC / RICHARD

believe the marina owners went out of their way to construct a breakwater that would cause an injury — I was trying to point out the potential for serious injury.

The picture you provided of the nearby stairway shows the perspective from the top of the steps, and does not include a clear picture of the lower step, which is over 90% eroded. Potential for injury? I'd say it's pretty good.

I think your solution, a *panga* taxi service, such as exists during the season at Barra de Navidad, is an excellent one. But that has yet to develop. In the meantime, I have a solution — if the marina doesn't object. I will pay

If there's erosion at the base of the walkway up the bluff, it would be easy and inexpensive to fix once the rainy season was over.

for the cement needed to construct modest steps over the breakwater, or repair the eroded lower step of the walkway, to reduce the chance of cruisers getting injured. It shouldn't take more than 20 bags of cement to secure the wobbly rocks, and possibly place a couple of bars with chain or rope as a handhold. Perhaps Philo Hayward of Philo's Music Studio and Bar could arrange it, and I could reimburse him.

At least I am willing to put my money where my concerns are, and if that is also ridiculed, so be it.

Jerry Metheany
Rosita, Hunter 46
Elk Grove / Mexico

Jerry — We're a little confused with what you mean by the "stairway." Are you referring to the most frequently used path up over the breakwater, or the base of the walkway from the beach up to the top of the bluff? If it's the former, we agree that it's not safe for older folks, folks carrying big loads, or at night. If you're referring to the paved pathway going from the beach up to the bluff, it didn't appear to be hazardous at all when we were there a few months ago.

When it comes to the money needed to make potential modifications that would greatly reduce the chance of injury, we don't think that would be a problem. Latitude, along with Philo, could arrange a little fundraiser that would solve that problem immediately. In the case of putting steps on the breakwater, it probably would have been easier to do it 'the Mexican way', which means that it's easier to ask forgiveness after you've done it than permission to do it. After all, owners of brand new

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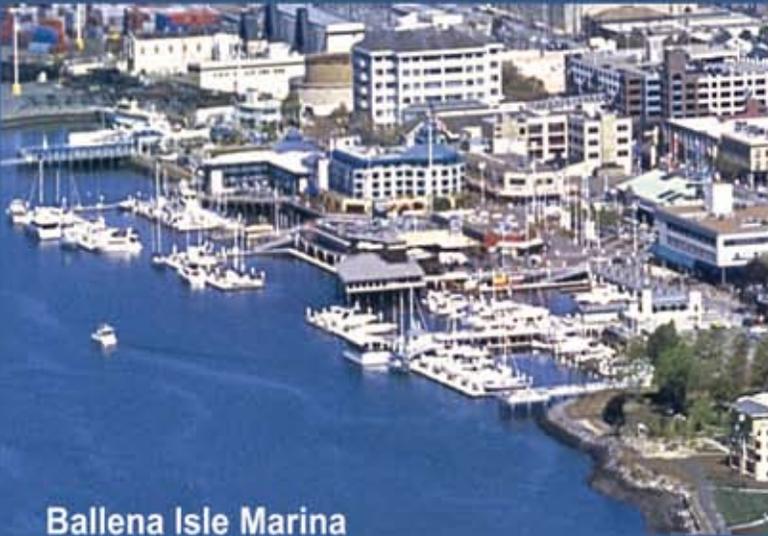
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LETTERS

marinas are understandably none too keen about outsiders wanting to make modifications to their project — even if the outsiders are willing to pay for them. So somebody can ask the marina if they would agree to cruisers putting in steps, but we wouldn't be surprised if the answer was no. In the case of fixing the base of the pathway up to the bluff, nobody is going to object to that. In fact, once the rainy season is over, and before the winter cruising season has resumed, we'll make it our personal business to make sure that pathway is safe. Maybe we'll even put in a few solar lights to make it easier to see at night.

The best solution, however, would be if the marina decided to change its policy and make it possible for cruisers to once again bring their dinghies to a dinghy dock at a reasonable price. And there are signs that something like that may happen. After all, the marina's summer slip fees have been lowered significantly, and we've even received unconfirmed reports that boats have been allowed to tie up for several hours for free. We're not sure what things will be like in the winter high season, but we like to think that the marina has learned that making the marina more accessible to everyone will ultimately put a lot more money in their pockets. After all, there's no reason the Nayarit Riviera Marina shouldn't be packed, and the store, restaurant, and bar hopping.

↑↓ GARBAGE IN MEXICO

Our North American sensitivities have been appalled by the extent of garbage in the water and on the beaches of Mexico. We've been cruising the outside of the Baja peninsula, down to Banderas Bay, up to Mazatlan, and through the Sea of Cortez for the past nine months, and have been continually astonished by the volume of garbage everywhere. We've spent time trying to clean up remote beaches by filling garbage bags with plastic bags and bottles, only to have the debris replaced with the next high tide. We've witnessed families enjoying a fiesta on the beach, only to find they leave their beer bottles, food wrappers, and diapers behind — usually within walking distance of a garbage can. Idyllic looking small coves that we've shared with the occasional fishing boat have been littered with the refuse tossed overboard by the fishermen. We just don't get their attitude towards garbage. Is this an 'out of sight, out of mind' thing, or an 'it's not my beach, so I don't give a shit' deal?

If FONATUR, the Mexican tourist ministry, was serious about promoting the Sea of Cortez as a pristine marine environment for tourists to explore, shouldn't there be some attempt at education, programs to clean up areas, or other means of dealing with the situation? I understand that some communities — such as La Paz and Puerto Escondido — have made their own attempts to clean up beaches, and keep them clean through proactive garbage pickup programs. Programs like this may not be possible everywhere in Mexico, but it could be a first step in changing attitudes toward a cleaner environment.

I have travelled extensively overland through developing nations in eastern Europe, Asia and West Africa, so I have experienced how garbage is handled in these various places. Perhaps the worst shithole I've ever seen was at the Cambodian border town of Poipet, where amputees and AIDS victims slept amongst piles of plastic and household refuse. But the extent of the garbage I've witnessed in some locations along the coast of Mexico — such as Bahia Catalina near Guaymas — rivals that of Poipet. Some countries, such as Thailand, have successfully made the transition from the banana leaf wrapper to modern plastics, yet have learned to



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LETTERS

properly dispose of the garbage.

The *gringo* hangouts in Mexico aren't immune to the accumulation of garbage either, although the more popular anchorages that we've been to — Matanchen Bay, Caleta Partida and Concepcion Bay — are decidedly cleaner. At Bahia San Carlos, oil-covered Coke bottles floated through the anchorage. At Los Gatos, we saw cruisers discarding their cans into the bay just a few hundred yards from the anchorage, and ashore found that other cruisers had buried their garbage. Burying or throwing garbage overboard is at odds with the concept of cruising in unspoiled and clean surroundings. Although we haven't experienced it, we've heard that the water in anchorages such as Barra de Navidad and Zihua become so tepid, and the fecal coliform count gets so high, that cruisers are reluctant to go swimming to cool off. Is this the dream cruise people envisioned?

I'm not exactly a greenie-weenie, but we've always tried to have a minimal impact wherever we go, and I thought cruising fit that concept. We try to reduce the amount of garbage produced on board, but since nearly everything except fruit and vegetables is prepackaged, we end up with one bag full of garbage nearly every week. When we take this ashore, we anticipate that the 10 pesos we give to the local entrepreneur ensures our garbage will be properly disposed of. Given the attitudes we've seen, this may not always have been the case. If we had more storage space, I'd pack the garbage with us until we reached a major center with adequate garbage disposal facilities. Instead, I just have to hold my fears and try not to feel guilty about contributing to the situation.

As relative newbies to the cruising scene, I've got some questions that I hope you or your experienced audience may provide answers to. Can we expect to see this extent of garbage throughout the coast of Mexico? If so, how do cruisers deal with it? Do they accept it as part of the experience, attempt to clean it up, or just leave? Does this same degree of disrespect for the environment exist all the way into Latin America?

I don't think that negative responses to these questions would stop us from continuing on with our cruise, but it may help us avoid some areas and mentally prepare us for other unavoidable situations. When we are on passage and the warm wind is pulling us along, images of garbage-strewn beaches are the last thing on our minds. Maybe there is a message there.

Geoff Goodall
Curare, Bowman 36
Vancouver, Canada

Geoff — Litter awareness seems to largely be a function of affluence. Once most people have shelter, food, transportation, and entertainment, they tend to want those same things, but in a clean and well-kept environment. That's why Belvedere, for example, looks like Belvedere, and Hunters Point looks like Hunters Point. We've been cruising in Mexico for over 30 years and, in that time, it's become much more prosperous. And, believe it or not, it's also become cleaner — particularly if you factor in the much greater potential for garbage they have now compared to before.

This is not to say Mexico, which is still poor, doesn't have a long way to go. The problem is that old habits and cultural attitudes are slow to change and die hard. Nowhere is that more evident than here in the States, where we Americans are finding it very difficult to change the way we've been wasting energy and other resources. The Japanese and Europeans, who pay twice as much for fuel as we do but drive cars that are twice as fuel efficient, are mystified that we complain about



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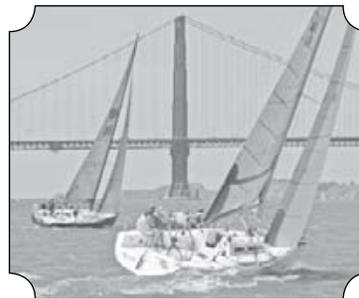
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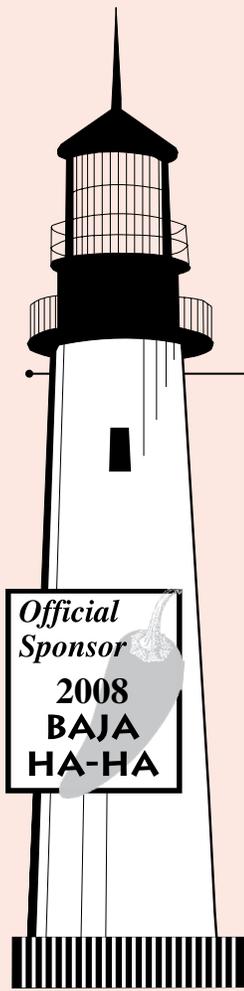
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LETTERS

high fuel prices. They view us as punching ourselves in the face and then complaining that our noses are getting bloody. "Bloody idiots!" is the way one Brit friend put it.

With respect to Mexicans throwing beer cans overboard



ELECTRONIC / RICHARD

Generally speaking, even the Mexican fishermen are running more tidy operations.

the problem. Everywhere you go there are 'No Tirer Basura' signs along the roads. At most populated beaches, many brightly-painted garbage cans have been put out, and teams of cleanup crews in bright vests police many areas. Unfortunately, you still see fishermen and families throw crap on the ground not 20 feet from garbage cans, so it's going to take time. Although it's taking a long time, we've seen change for the better.

As for cruisers, we're collectively a much cleaner group than we used to be. Our rule on Profligate is that if you take inorganic stuff to sea, you bring it all back to shore. And we think most other cruisers are on the same page. That certainly wasn't the case 20, 15 or even 10 years ago. There still might be a few exceptions, but these days cruisers have no compunction about speaking out against those cruisers who might litter the water or shore. The bigger problem, which you brought up, is knowing what happens to the inorganic garbage that you bring back to land. In larger cities, it's not a problem, as there is more regular garbage collection and, hopefully, an intelligent way of disposing it. But in sparsely populated areas, there's not much you can do but get whoever takes your garbage to promise they won't just dump it in the nearest ravine.

The fecal coliform problem is somewhat different in that you can swim in 99.99% of the waters in Mexico and not have to worry about it. We've never hesitated to swim anywhere in Mexico because of pollution, although we might be careful around urban areas immediately after it rains because of a lack of sewage treatment. Of course, that's not much different in the States either. As you might remember, last winter we had about a billion gallons of partially treated sewage spilled into the Bay. And if we're not mistaken, the City of Los Angeles still pays millions of dollars a year in fines for polluting Santa Monica Bay because it's less expensive than fixing their sewer system.

So what's the litter forecast as you head south? We've never found it to be that bad, but we expect at least some of it wherever there's poverty. Except, of course, where people are so poor they can't afford stuff that comes in wrappers. On the individual level, the best you can do is what you've been doing — lead by example and leave areas cleaner than you found them. And try to get the local kids to buy into the program.

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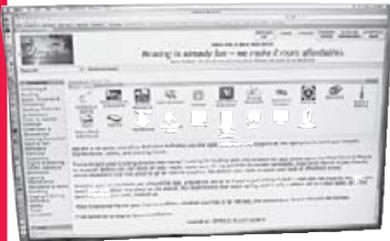
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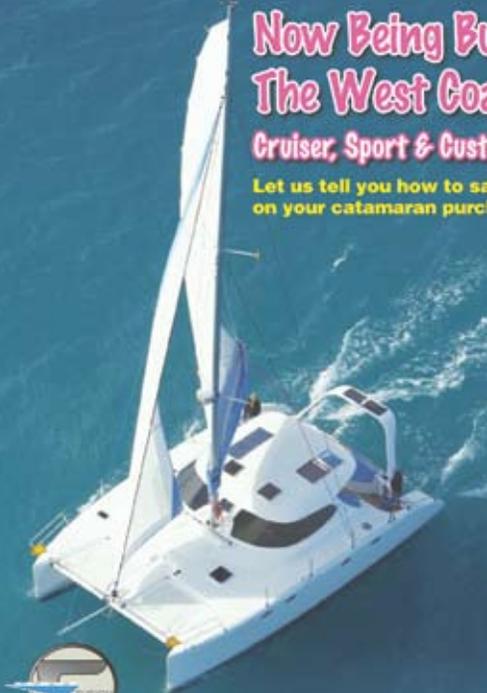
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LETTERS

and I were filled with confidence, so we decided to take on the Farallon Islands for the first time by doing the 58-mile Doublehanded Farallones Race.

It was predicted to be a difficult race this year, with winds forecast at 20 to 30 knots, with 12-ft swells and 5-ft wind waves on top of that. After the loss of the Cheoy Lee Offshore 31 *Daisy*, and the deaths of her two crew in the Doublehanded Lightship Race a short time before, Bill and I were going to play it safe. Our strategy was to 'get the T-shirt, get the boat home, then wear the damned T-shirt'.

Prior to the skippers' meeting, Victor Gray, an old friend, told us that 20 sailors have died in the Doublehanded Farallones. Gray and his friend Bob Lugliani have sailed almost every Doublehanded Farallones, first on his Catalina 38 *Fat Bob*, and now on his Express 37 *Phat Jack*.

The weather seemed fairly calm in the Bay on the morning of the race, so we figured that perhaps the forecasts for strong winds had been over the top. We got a perfect start, and thanks to pointing higher than the other boats in our division, looked as though we had a healthy lead by the time we got to Land's End.

But once at the Lightship, a little less than halfway to the Farallones, the wind picked up dramatically to about 25 knots true, and the swells to 10 feet and breaking at the tops. The wind waves were slightly smaller, but broke at about a 60° angle to the swells, so we were getting hit broadside by them. Given the conditions, we partially furled the headsail and reefed the main, and everything seemed manageable.

By the time we got to the Farallones, the conditions had gotten much worse. In fact, we actually saw a Moore 24 leave the planet. Yes, there was daylight beneath her keel.

It was about this time that I had an eerily spiritual presence manifest itself as a real voice in my head. It was Victor Gray's voice. He had once laughed about the Doublehanded Farallones Race, saying that, when sailing to the islands, they appeared to be near, but after an hour of looking at them, you are still seeing them, and rather than looking magnificent, they are like an irritating joke.

Be that as it may, this is when Mama Nature decided to slam the lid on our fingers. The headsail furler broke, causing the full 135% jib to unfurl completely. Bill recommended that we retire immediately, but there seemed to be three problems with that. First, we were near the Farallones already, so we'd be turning around very soon anyway. Second, the waves were now way beyond the paltry 10 feet that had been forecast. In fact, *Huge* became airborne on the backside of some of them. One or two of the monsters were so big that we were still going uphill without the pulpit peeking over the breaking top. It seemed that we needed the power of the unfurled sail in such conditions. And lastly, as Bill pointed out, we were ahead of the other boats in our division.

So we decided to stick it out with a summer cruising sail fully exposed. Naturally, conditions continued to get worse until we began reaching around the west side of the island. At that point, we noticed that the outhaul boom slug had failed, and the main was secured to the boom by only the reef line and the outhaul. So Bill lashed the clew to the boom with some spare line. It wasn't as easy as it sounds.

As we jibed around the island, the gooseneck bracket broke, allowing the boom to float free of the mast. Once again, Bill bravely climbed out of the cockpit to lash things down and stabilize the rig.

As if that weren't enough, we suddenly became aware of a starboard boat approaching on a collision course. So there we were, almost 30 miles out in the ocean, with another boat

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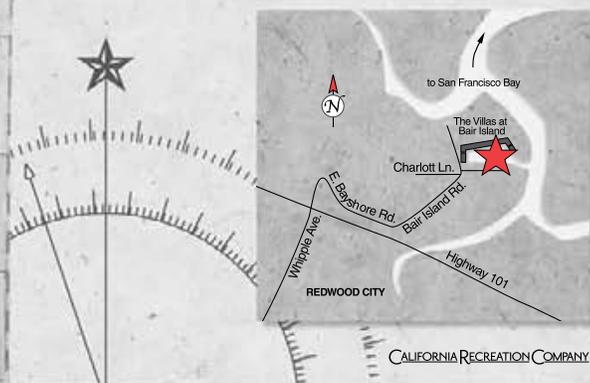
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LETTERS

headed right at us. Our only choice was to duck her by steering a course parallel with the waves. We didn't want to do this, as it seemed inevitable that we'd be rolled, but knowing that we had no rights, we did our duty. Then, just as our boats got very close together, a wave and a gust combined to round *Huge* up in a big broach, which brought us to within inches of a collision. The helmsman on the other boat might have been too busy with other things because he didn't appear to notice.



BILL WOODRUFF

Coming back from the Farallones turned out, as it usually does, to be easier than going out.

place. In addition to the misery of trying to hold onto the boat and solve some mechanical problems, he began to exhibit signs of hypothermia. Early in the race we'd both been doused by a wave and never had time to dry off. So now Bill's arms were numb, his body was shaking convulsively, and he didn't seem to be completely lucid.

I instructed him to go below, put on some extra clothes that I had, and get warm. Once he dried off and changed clothes, he tried to come back on deck again. But he was still cold. I asked him if he'd eaten any of the hot stew we'd brought along, but he said he hadn't — out of solidarity with me. Now that's a hero. But I told him he wasn't allowed to come back on deck until he'd eaten some stew. His health was one reason. The fact that a chef had stayed up until midnight making the stew was another.

While he was below, I was busy trying to surf our boat — which is about as graceful as a school bus — in those challenging conditions. Since I was a novice at this, it was pretty difficult and I wasn't very good at it. But surprisingly, it became second nature before long! It's remarkable how quickly you can become familiar with the rhythm of the waves, even in confused seas. Of course, my view was to the front, so the walls of water rearing up right behind the boat went unseen by me. When Bill had eaten and warmed up a bit, he looked aft out the companionway. Based on his expression, the waves must have looked a lot more threatening behind us.

As it turned out, the run back into San Francisco Bay was uneventful. The surfing actually proved to be excellent, as we had many 10-knot runs and one burst to 11 knots. As we entered the Bay, there were very light winds and calm seas. We wondered if anyone would believe us if we told them what we'd been through. As we neared the finish, we heard the skipper of *Fox Fire* thank the race committee for "the usual character-building experience." He couldn't have said it better — except for the "usual" part.

That evening, while we were trying to summon the energy to clean up the boat, we got a call from Victor, asking if we'd retired. He was astonished to learn that we'd stuck it out. And while we had the fourth-slowest elapsed time in the fleet, we corrected out in front of Phillippe Kahn's Open 50 *Pegasus*.

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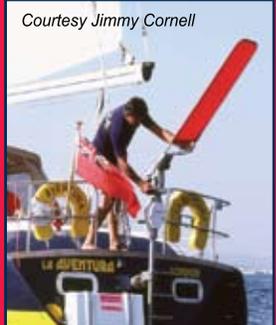
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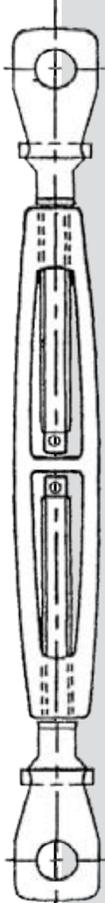
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LETTERS

Once Victor got over his shock, he immediately tried to get a commitment from us that we'd do the race again next year.

I suspect that the Doublehanded Farallones is sort of like childbirth, in that the really bad parts are forgotten and only the good memories remain. So no, we didn't commit to anything that night. But it's been a couple of days now, and I'm already losing the uneasy feeling that comes with having put my life in the hands of another, and accepting that his life is in my hands also.

I remember that, when the furler failed, I was acutely aware that both Bill and I have small children, and any additional mistake that either of us might have made would have affected many. So there was a momentary mixture of determined desire to return safely and the thrill of living on the edge. I think that was a pleasurable feeling, but I'm still not entirely sure. Perhaps I will have to try the Doublehanded Farallones again next year to know for sure.

Russell Houlston
Huge, Catalina 30
Walnut Creek

Russell — Congratulations on finishing the race — and providing what we think is an illuminating account of a typical first-timer's trip around the Farallones, with the normal highs and lows that are to be expected. Just for fun, we decided to ask Paul Martson, who crewed with Dean Daniels aboard the latter's Hobie 33 Sleeping Dragon, taking corrected-time honors in Division II, to describe the race conditions. The veteran of about a dozen trips around the Farallones, who is preparing to race the boat in the Pacific Cup with Daniels and third crewmember Debi Cohn on the Hobie, described them thusly: "It was lumpy, it blew about 25 knots true, and we got a little wet. It was in the mid to upper range of conditions I'd experienced in sailing around the Farallones in previous races."

There are two observations we'd like to make. First, you shouldn't have been surprised that it was calm when you got back inside the Gate. There's an ancient Northern California racer's axiom that states, "When it blows outside, it will be calm inside; and when it's calm outside, it will be howling inside." It may not be true all the time, but very often it is.

Second, either Victor Gray misspoke or you misheard him, because it's not true that 20 sailors have died doing the Doublehanded Farallones. We've been covering that event since the beginning and, according to our records, the total is six. The worst year was '82, when 127 boats went out only to be hit by unexpected winds of up to 60 knots. What's worse is that the wind blew from the southeast, making it very difficult for boats to lay the Gate, and making the Marin coast a lee shore. Indeed, nine boats were either lost on the Marin shore or, in the case of two catamarans, were driven up on the beach intentionally. By the following morning, the seas were up to 20 feet and more. Janice Rice, owner of the Ranger 22 Sweet Omega from Portland, and her highly experienced ocean racing crew Larry Ohs, also of Portland, were simply never heard from again. The same was true with Greg Maimone of Castro Valley-based Moore 24 Bad Sneakers, and his crew, John Benson of Alameda. Both were experienced offshore sailors. Despite the wicked conditions, forty boats finished the race, including five Moore 24s, two Santa Cruz 27s, a Catalina 25, and a San Juan 24. Some benefited from rain squalls to 60 knots, which briefly 'flattened' the seas in the Potato Patch.

Northern Californian Dennis Madigan was killed in the '84 Doublehanded Farallones, when Greg Sawyer's Stiletto 27 catamaran California Crew'd, a pretty dicey ride for the Gulf of the Farallones, hit a submerged object on the way back from the

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LETTERS

island and broke up. Madigan expired clinging to the wreckage, while Sawyer was eventually rescued. In the tragic '82 race, Sawyer and Madigan, surfing at 25 knots, hadn't been able to lay the entrance to the Gate, so they simply drove the little cat right up the beach at Double Point. A year later, with the same boat, they were first to finish the Doublehanded Farallones.

The most recent victim was Harvey Schlasky, who did the '99 race with Mark Van Selst on Schlasky's J/29 White Lightning. The boat broached badly about five miles from the Gate, throwing both men overboard. The boat recovered by herself, and took off again — dragging both sailors, who were tethered to the boat, and whose lifevests had inflated, alongside. Van Selst eventually managed to pull himself back aboard but, before he could stop the boat, Schlasky had lost consciousness. Although the Coast Guard arrived a short time later, Schlasky had expired. Schlasky's death was particularly troubling because he had all the safety gear — and it's almost as if it sort of conspired to kill him. Participation in the Doublehanded Farallones dropped significantly in the following years.

Sailing — and particularly racing — in the Gulf of the Farallones is serious business. For whatever reason, nine boats didn't start this year's Doublehanded Farallones, and 16 boats retired. As far as we're concerned, there's no shame in someone's deciding the conditions are more challenging than they are comfortable with. Please, everyone be safe out there.

↑↓OUR BEES WERE MUY TRANQUILLO

I had an encounter with a swarm of bees on Banderas Bay on about March 20 while sailing from La Cruz to Paradise Village Marina. My experience with the bees was less dramatic than the one *Profligate* had with them near La Paz, and I doubt that mine were 'killer' bees. Or maybe they had just been in Mexico quite a while and became *muy tranquilo*, like the rest of us.

My bees came aboard a few at a time, and seemed as though they were looking for a place to rest. I kept flicking them off the boat. Eventually, there were more than I could flick off. Since I was alone, I started waving beach towels, then powered up and left them behind. Now that I think about it, maybe it was the exhaust fumes from my diesel that discouraged them.

I was obviously surprised to find bees on the water that far offshore. I ended up with a sting on my ankle and another on my thigh. I like the idea of using a fire extinguisher to chase them off. Thanks for the tip.

By the way, I came down in '05 with the Ha-Ha. I want to thank everyone responsible for putting it together every year, as it was great. Since then, we've been back and forth between work in Ojai and cruising in Mexico. Life is good!

Jim Florence
Ciao Bella, Cavalier 39
Ojai / Banderas Bay

Jim — Thank you for the kind words about the Ha-Ha. We think we get as much pleasure from the event as anyone.

If you got stung by two bees but were still able to power away without suffering many more stings, they probably were honey bees. When Africanized bees sting a human, they send out a GPS-like locator to the other bees, who immediately rush to the attack. And then they attack relentlessly. Based on reports we've received from other cruisers, it's not uncommon for large swarms of bees to be found even miles offshore.

↑↓THEY WANTED NOTHING TO DO WITH ALCOHOL

When our Lord Nelson 35 *Grey Max* was hauled out at a shipyard in Guaymas in '94, we had an experience with a bee



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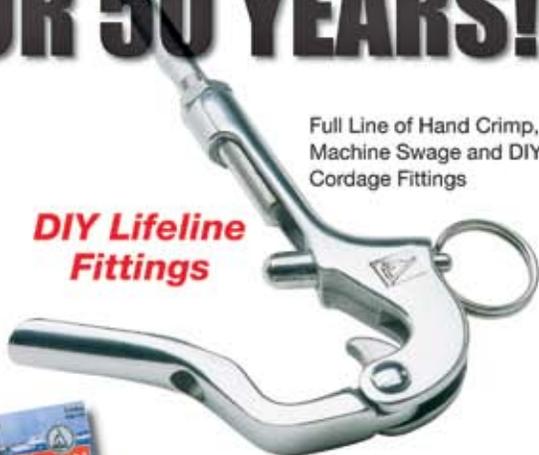
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LETTERS

swarm similar to *Profligate's*. I don't know if they were killer bees or not, but they wanted to take up residence under our dodger.

I was working on our Max Prop at the time, while my wife was in the cockpit working with some 3M 5200. She dove down the companionway to escape the bees and grabbed a spray bottle of rubbing alcohol. Without even thinking, she sprayed at the bees with the alcohol, as it was the only 'weapon' at hand. But it worked! Apparently the bees wanted no part of chemical warfare. They scrambled and didn't come back.

We later discovered that spraying rubbing alcohol was a good way to get rid of flies that went to sleep on the overhead at night. It was also a good way of dropping mosquitoes without hurting food, fabric, or varnished surfaces. We shared this tip with cruising friends for the rest of the time we cruised, which was until '97. There were several times when other cruisers told us about this trick, but we didn't tell them it was we who had discovered it.

Steve & Janet Bondelid
 Former owners *Grey Max*, Lord Nelson 35

Steve and Janet — If we're not mistaken, you're also the first couple who had all the many systems on your boat running off solar power alone.

↑↓ THE BEES CAME DOWN OUR MAST INTO THE CABIN

We did last year's Ha-Ha, and have just returned home from Mexico. We had a wonderful cruise, and the Ha-Ha was a great way to start it.

But I'm really writing to let the Grand Poobah know that we were also visited by 'killer bees' while in Mexico. I'm not sure if they were really Africanized bees or not, but they swarmed our mast while we were at Paradise Village at Nuevo Vallarta. Since our mast is keel-stepped, they came down the mast and into the cabin. I'm a little allergic to bee venom, so after trying many different methods of getting rid of them, fellow Ha-Ha'er Robert Forbes of the Newport Beach-based Hunter 456 *Entropy* went up the mast in his bee suit — those folks have everything on their boat! — and sprayed the openings with a can of Mexican Raid. We then left the marina and headed for La Cruz. Once we were out of the harbor, the bees left the boat. But what a great way to make you leave your slip!

Jim Jennett
 Avalon, Mason 43
 Lake Tahoe

Jim — Thanks for the kind words about the Ha-Ha. Based on the amount of feedback we've received on our report on the bee attack on Profligate near La Paz, the bees visiting boats problem in Mexico is a little more pervasive than anyone realized. One explanation is that bees are always looking for small openings to big cavities — such as are found on masts and booms — to create new hives.

What to do if you're allergic to bee venom and you want to cruise worry free in Mexico? You might want to buy your own bee suit. Full suits are available on the internet for under \$150.

↑↓ DON'T BE A PUNK BY TRASHING TUKI

I'm responding to Jonathan 'Punk Dolphin' Livingston's letter last month in which he made an unfavorable comparison between the speed of the ProSail 40 catamaran *Tuki*, which set a Jazz Cup elapsed-time record a few years ago, and 505 dinghies.

I know 505s well, since it was the first dinghy from which



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LETTERS

I set a kite — at Mile Buoy in Santa Cruz in the late '60s, to be exact. And I subsequently raced on them a lot. The 505 race to Palo Alto was always a barn burner and, being a reach 99% of the time, it's an ideal showcase for the boat's speed potential.

But Livingston needs an education with regard to the Pro-Sail 40s and *Tuki's* performance in that Jazz Cup. First off,



DICK ENERSON

"If conditions had been ideal, 'Tuki' could have finished the Jazz Cup in an hour."

the Jazz Cup has a beat that's over three times the distance to the weather mark of the 505 race to Palo Alto. Second, there was fairly light wind all the way to the San Rafael Bridge. Third, we were slowed a little when one of the crew, who I'll only refer to as 'Skip', slipped overboard while we were hoisting the kite by the Cal Maritime Academy. It took some time to drop the chute and sail back upwind to get him. Fourth, there was very light wind in the area of the Carquinez Bridge for over 20 minutes. And lastly, there was a beat back to the finish line at Benicia. Had *Tuki* had ideal conditions, she could have covered the 26-mile course in an hour.

After *Tuki* finished the course, we sailed back to Brickyard Cove. Despite the fact that there was still light air getting back to the Carquinez Bridge, just two hours later we were tied up at the cat's base at Brickyard Cove in Richmond. That's not bad for a 15-year-old boat with a mast that's six feet shorter than the original.

The other thing of note is that we're laughing all day long when we race *Tuki* because it's so much fun! It's too bad that some 'lead heads' have no idea how cool it is.

Tuki may not be an Extreme 40 like *iShares*, but she'd give one a run for her money in windy Bay conditions. During Speed Week in '06, *Tuki's* unofficial fastest speed was over 31 knots — and we weren't even pressed.

On the subject of racing records, I doubt that anyone will be able to beat the record of *Tom Cat*, another ProSail 40 catamaran, in the Doublehanded Farallones Race. Jack Halterman and Zan Drejus combined to sail the 50-mile course in two hours and change!

I hope that clears things up. So please, Jonathan, don't be a punk!

Michael Dias
Tuki, Pro Sail 40, Crew
San Francisco Bay

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

Size matters.

The Factoria Naval Marin shipyard in Spain is currently at work on the largest new sailing ship in the world. When launched next year, the *Sea Cloud Hussar* will stretch 445 feet LOA, will be able to set up to 27 sails totaling 13,000 square feet, and will carry 100 crew and as many as 138 passengers in 69 cabins. The classic styling of the ship will harken back to days gone by and "allow passengers to recreate the glamour and splendor of the great early 20th century wooden sailing ships."

Sea Cloud Hussar will be the largest three-masted full rigger (squares on all masts) ever built, 50 feet longer than Donald McKay's clipper *Great Republic* (launched 1853), which remains the largest wooden sailing ship ever built. But she falls about that same amount short of being the largest-ever square rigger ever built. As far as we could determine, that title still belongs to the mighty German five-masted full rigger *Preussen* (1902), whose sparred length stretched a whopping 482 feet. Compared to more modern sailing ships, *Hussar* will be larger than the current largest sailing ship, the 439-ft five-masted *Royal Clipper*.

But *Sea Cloud Hussar's* 'largest' status may be shortlived. The owners of the *Star Clipper* line recently announced they will launch a 510-ft sailing ship in 2010.

To give you some conception of how big these ships are, the Coast Guard bark *Eagle* is a measly 295 feet long.

Upon launch, *Sea Cloud Hussar* will join *Sea Cloud*, *Sea Cloud II* and the rest of the Netherlands-based *Sea Cloud Cruises* fleet. Her itinerary has not been announced, but it's likely she'll cruise the Med in the summer, and the Caribbean in the winter. For more on the ship, go to www.seacloud.com.

Out of this world.

If Google Earth blew your socks off, don't 'aim' your feet at any loved ones when you check out Worldwide Telescope. Released last month by Microsoft, WWT "enables your computer to function as a virtual telescope — bringing together imagery from the best ground and space-based telescopes in the world for a seamless exploration of the universe." To accomplish that, the service combines images from every major telescope and astronomical organization in the world.

The connection to sailing is a bittersweet one — Worldwide Telescope was a pet project of Microsoft researcher Jim Gray, who you may recall disappeared last January during a solo sail out to the Farallones aboard his red-hulled C&C 41 *Tenacious*. Despite a massive search, which even included real-time satellite imaging, no trace of Gray or his boat was ever found. Microsoft says it's providing the WWT resource for free to honor Gray's memory.

Find WWT — available for PCs only, at this point — at www.worldwidetelescope.org.

Niña visit short and sweet.

Back in 1492, Columbus and his fleet of three ships 'discovered' the new world. These days, we get to 'discover' a bit about Columbus with recreations of his ships. One of them, the *Niña*, made a brief visit to the Bay last month. She was open to the public at Pier 39 for several days before continuing on her 2008 West Coast tour. Built in the early 1990s to commemorate the 500th anniversary of Columbus' famous journey, this *Niña* is claimed to be the most historically accurate replica of a Columbus ship ever built. Captain Chris really liked the *Niña*. He sailed home aboard her in 1492, after losing the *Santa Maria* on a reef on Christmas Eve, and subsequently sailed aboard her for several more voyages of discovery. If you missed *Niña* this go-round, you'll have another chance to see her when she returns to the Bay in late July as part of the Festival of Sail.

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- Gerry Douglas,
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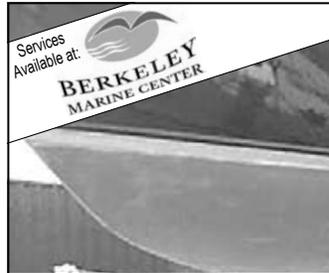


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dinius preliminary hearing held

The preliminary hearing on vehicular manslaughter charges against Bismarck Dinius, 39, of Carmichael, was held May 20-22 in Lakeport in Lake County. The charges were filed as a result of the death of Lynn Thornton, 51, who was killed on the O'Day 28 *Beats Workin' II* on the windless night of April 29, 2006, on Clear Lake. Dinius happened to be sitting at the helmsman's position of the sailboat at the time Thornton suffered the injuries that would kill her.

We think that Dinius having to defend himself on these charges is a travesty of justice, as what really caused Thornton's death was Russell Perdock of Lake County slamming his appropriately named Baja Outlaw 24-ft powerboat into *Beats Workin' II* at 40 mph or more. Why hasn't Perdock been charged? There can be only one explanation in our mind — he's the number two man at the Lake County Sheriff's Department, and law enforcement up there, based on this case, appears to be corrupt as hell.

As ridiculous as it might sound, the prosecutors — colleagues of Perdock's — are claiming that Thornton's death was Dinius' fault because, although he was not the skipper of the boat, he was at the helmsman's position, he was under the influence of alcohol, and the boat's running lights were not on.

It is true that Dinius was over the current alcohol limit, although he was under the old limit for being intoxicated. In other words, he wasn't smashed. In any event, given the windless conditions, there was no way he — or any other sailor — could have avoided a powerboat coming at him out of the black at 40+ mph.

There are conflicting reports about whether or not *Beats Workin' II* had her running lights on. Several witnesses on shore, including a retired law enforcement officer, said the running lights were on. Tellingly, these witnesses had to be forced upon law enforcement officials, who had said they didn't need any more testimony. Furthermore, William Chilcott, a marine safety scientist, has testified that the sailboat's running lights had been on and went off at the instant of impact.

Even more interesting is the testimony of Wes Dodd who, during the course of his career, has investigated over 625 marine accidents while in law enforcement, and 27 more since he retired in '01. Get this — although Dodd taught Lake County law enforcement officials everything they know about boat accident investigations, he has concluded that Perdock, one of their own, was the primary cause of Thornton's death:

"My conclusion is that speed was the primary factor in this collision. In order to ramp the sailboat and cause the amount of damage done, Mr. Perdock would have had to be going 40+ miles per hour . . ." Indeed, Perdock admitted that he was traveling that fast. In fact, he's testified that he'd done it on a number of occasions on pitch black nights, in violation of the most basic rule of the road — "Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions." Perdock, Mr. Law Enforcement, has apparently never taken a safe boating course.

Dodd went on: ". . . due to darkness and poor visibility, Mr. Perdock should have reduced his speed to avoid collision or damage."

Dodd then absolved Dinius of responsibility. "Had Mr. Dinius not been intoxicated, he would have not been able to maneuver the sailboat in time to avoid the collision. Had Mr. Perdock been operating his vessel at a safe, prudent speed, this accident could have been avoided."

Our reaction is, "Well, duh!" But with the Lake County Sheriff's Department working so hard to convict Dinius in an apparent attempt to divert attention from Perdock — the real culprit — there is no way to avoid having to go through the obvious.

We want to compliment Dan Noyes and the Channel 7 I-Team News for having jumped on and stayed with this story at a time when only *Latitude* had been covering it in detail and calling attention to the

continued on outside column of next sightings page

sail design is

It's common to find the artwork of 4-year-olds on refrigerators, slightly less so on the spinnakers of \$8 million yachts. But that's where the proud papa who owns *Gaia* displays his kid's drawings.

Gaia is a 100-ft 'day boat' launched last September from the Spirit Yard in Ipswich, England, and is said to be the largest sloop built in the UK since World



Spread, 'Gaia' sails the Antigua Classic Regatta. Inset, 2-year-old Kira works up some spinnaker graphic ideas for the next America's Cup.



child's play

War II.

Among her unique features: mahogany planking over stainless steel frames, a nearly flush deck — and a spinnaker featuring the artwork of the young son of the owner — who 'prefers to remain anonymous'. Talented UK sailmaker Simon Fry was at the helm for the series.

— jr

dinius — cont'd

outrage. As if things weren't so disgusting in Lake County already, Noyes has uncovered more: "Late on Tuesday [May 20] afternoon, the I-Team learned that, just this past Sunday, a sergeant came forward to say he'd been instructed on shore the night of the accident not to give a breath test to Russell Perdock."

If justice is done, we'll soon be able to tell you that: 1) the manslaughter charges against Dinius have been dropped; 2) Lake County has agreed to pay all his legal fees; 3) Perdock has been indicted for

continued on outside column of next sightings page



SPREAD: TIM WRIGHT; INSET: SHEILA SOMERS

SIGHTINGS

dinius — cont'd

the death of Lynn Thornton, and 4) the Lake County District Attorney has resigned.

One way you can help this happen was brought to our attention by *Lectronic* reader Will Sitch. "An analyst at the Public Investigations Unit of the Attorney General's office said they were following the case to determine if there has been some impropriety in the actions of the Lake County D.A., and that the general public should send their opinions to piu@doj.ca.gov. He said that no one would reply but that the responses would be used primarily for statistical analysis purposes to determine the scope of the level of public interest in the case."

continued on outside column of next sightings page

tall ship fest

If you have a special place in your heart for square sails, gaff rigs and acres of gleaming varnish, you'll want to mark your calendar for San Francisco's Festival of Sail, slated for July 23-27. A varied fleet of traditionally rigged vessels will be showcased through on-the-water events and daily dockside tours at three different waterfront 'villages'.

We're happy to report that the flagship of this year's fleet will be the spectacular,



Spread, now in the Med, refurbished to museum quality, the Sausalito-built schooner 'Zaca' circled the globe with her original owner. Inset, the 'Skylark' crew, Robert and Kristi Hanelt and Robby Fouts, are among dozens of Left Coasters who went around pre-GPS.



slated for july

295-ft three-masted cutter *Eagle*, our nation's most prestigious tall ship.

Operated by the SF Maritime National Park Association in conjunction with the American Sail Training Association, this year's sailfest has drawn a broad coalition of supporters and partners which should result in an excellent event.

Check out www.festivalofsail.org for schedules and volunteer opportunities.

— andy



dinius — cont'd

Another way to help Dinius is by donating to his defense fund. You can send checks made out to Bismarck Dinius, writing "Bismarck Dinius Defense Fund" in the memo section, and mail them to Sierra Central Credit Union, Attn: Brian Foxworthy, Branch Manager, 306 N. Sunrise Ave., Roseville, CA 95661.

— richard

the circ list's ongoing evolution

"As we cleared the harbor, there it was — freedom stretching out in all directions." So wrote Jim Moore in *By Way of the Wind*, the chronicle of the four-year circumnavigation he and wife Molly completed in the '70s. They were among the worthy globetrotters whom we inadvertently left out of our April edition feature on West Coast circumnavigators.

Putting together that historical overview — and especially the list which accompanied it — was quite a chore. Although we've been loosely collecting data for 'the list' for years, confirming dates and names required a whole lot of digging. Now, however, we're happy to report that the list — which is continually updated at www.latitude38.com — is more complete and precise than ever. And, with help from readers like you, we intend to keep it that way.

Within hours of the April issue hitting the streets, new additions and clarifications began to trickle in: "We went around twice," wrote Mike Riley of San Diego. He and wife Karen's first lap ('85-'90 via the canals) was in an engineless Columbia 24 named *Tola*. Their second trip ('92-'03 via Panama and Africa) was aboard *Beau Soleil*, a Dickerson 41. They're currently heading around again in the same boat. If that first trip sounds ambitious, you should know that Mike had previously singlehanded a similar 24-footer from San Diego to Africa!

Kathleen Raab also checked in, explaining that she and her ex-husband, C.A. Derivas, had built their 32-ft cutter *Teacher's Pet III* in their backyard, then sailed her around the globe in '74-'75 with their then-14-year-old daughter Donna and her friend Theresa McCants as crew. Technically, they missed one patch of ocean, as the boat was trucked across Israel from the Gulf of Aqaba to the Med. "We hope this counts as 'real'," wrote Kathleen. "It certainly felt that way at the time!" What the heck, it's real enough for us. We'll allow them a 'gimme' on that one.

Ken Hellewell's recent solo circumnavigation also passed under our radar. Between 1999 and 2004 he sailed eastabout, via Panama and Africa on his Seattle-based C&C 38 *Topaz*. Along the way he gathered info for two now-published books, *Ken's Torres Strait Passage Guide* and *Ken's Comprehensive Cruising Guide for the Kingdom of Tonga*.

Ventura-based Michael Salvaneschi is another solo-sailing author who's been added to the list. His '95-'02 lap aboard the 38-ft cutter *Mika* resulted in the publication of *Islands, Oceans and Dreams*.

"Sure, I remember the whole crew," wrote Mike Farley. "Ya just don't forget those kind of things!" As a young man he sailed in the '81-'82 Whitbread Round the World Race aboard the 65-ft S&S ketch *Alaska Eagle* (ex-*Flyer* which won the '77-'78 event). Former Californian Alix Bulajich was also aboard. He and Farley had attended Orange Coast College together, and it was Farley's friendship with OCC instructor (and later, president) Dave Grant that led him to help persuade AE's owner, Neil Bergt, to donate the boat to the OCC School of Sailing and Seamanship after the race. As many readers know, since then she has served as one of the most successful sail training vessels in the business, offering would-be cruisers and ocean racers hands-on training during annual Pacific circuits. Crewman George De Neef also made our list, as he became a permanent West Coaster after delivering the boat to Newport Beach after the race.

Speaking of OCC, the sailing school's longtime director, Brad Avery,

continued on outside column of next sightings page

circumnavigators — cont'd

chimed in to let us know that, although Southern Cal-based circumnavigator Tom Steele was not as widely known as some of his sailing contemporaries, his two trips around ('50-'55 and '57-'63) aboard his Tahiti ketch *Adios* earned him the Cruising Club of America's prestigious Bluewater Medal in 1962. On that legendary roster, he's sandwiched between Francis Chichester and Eric Tabarly.

Documentary filmmaker Luther Green reminded us that the much-loved 118-ft gaff schooner *Zaca* — formerly of Sausalito — completed a lap (via the Canals) in 1930-'31 under the command of owner Templeton Crocker. Designer/skipper Garland Rotch was probably only one of several Californians aboard. Years later, of course, this wooden beauty would become famous as actor Errol Flynn's "dream ship." *Zaca* was built at the Nunes Brothers yard in Sausalito during the Great Depression. Today, 80 years later, she's been refurbished to museum quality and calls Monte Carlo home. (Nautical history buffs can find Green's excellent DVD at www.zaca.com.)

Another spectacular classic which was conspicuously absent from the list is the Alfred Milne-designed staysail schooner, *Panda*. After years of running charters in the Caribbean and Med aboard this 117-ft beauty and the lovely schooner *Grace*, owners Bill and Grace Bodle sailed *Panda* around the world from '81-'84, subsidizing their cruising kitty with occasional charters to well-heeled clients. These days they own another vintage wooden show-stopper, the 100-ft+ schooner *Eros*, which they have been painstakingly restoring at their Sugar Dock facility in Richmond.

We can't really remember how or when we became keepers of this esteemed West Coast Circumnavigator's List, but it's an honor to do so, as each and every rounding is a remarkable — and no doubt, life-changing — accomplishment. So keep those updates coming. And if you've 'been around', stay tuned for the announcement of our Circumnavigator's Rendezvous next spring.

— andy

not your ordinary maiden voyage

A maiden voyage is typically a memorable event. Four Bay Area residents will probably never forget a first sail aboard *Elenaki*, their fiberglass-hulled Marieholm Folkboat which sank off Sausalito May 4. Boat partners Jim McKee, Markos Kounalakis and his five- and six-year-old boys Neo and Eon set out from Sausalito Yacht Harbor after christening *Elenaki* when, at about 12:30 p.m., they noticed the boat's freeboard diminishing — rapidly.

"We didn't have a lot of reaction time," Kounalakis said. "As I went down to grab the radio, the interior was already full of water — the boat sank within 30 seconds."

A passing good samaritan heard *Elenaki's* mayday and picked the four out of the water in what Kounalakis said was about a minute and a half. "The man and his wife pulled it off with great alacrity," he said. "By the time we were aboard, the Coast Guard had already been called and showed up within five minutes." Once aboard, they were treated to blankets and towels. "The first thing I asked my sons — who are quite used to the water — was, 'What was the most important thing we did today?' They answered, 'Nobody panicked'," he said.

Kounalakis first learned to sail while he was a graduate student in Sweden in 1980 — on a Folkboat, albeit a wooden Nordic one. He said that they'd made sure all the seacocks were closed prior to leaving the dock. When we spoke to him just after the sinking, Kounalakis couldn't be sure of the leak's source, but suspected it was in the offset, outboard motor well — where a brand new outboard functioned as a stopgap until the boat's inboard diesel could be repaired — which turned out to be the case. Apparently a previous owner had compromised the well's watertightness to make room in the lazarette

continued on outside column of next sightings page

paradise cay

Despite all the rumblings about the lousy economy, plenty of people are still buying big boats — only to find out that it's not always easy to find a berth for them. That's part of the reason why the Mosley family configured their newly refurbished Paradise Cay Marina to contain a good number of 60- and 44-ft berths, as well as transient berths to accommodate visiting boats up to 110 feet



Spread, last month Richardson Bay sailors saw the eerie sight of the tip of a Marieholm Folkboat's main sticking just above the water. Inset right, 'Elenaki' spent two days underwater before being refloated, but seems none the worse for wear. Above, mom Eleni is proud that her two young sons kept their cool through the crisis.

gets a facelift

long and 25 feet wide. There is currently long-term availability from 36 feet on up.

Located along what some locals call the Tiburon 'Gold Coast' (the eastern side of the Tiburon peninsula), the long-established facility has undergone a thorough facelift, with all docks being upgraded, both structurally, and in terms of electrical supply. Proportionate

continued in middle column of next sightings page

maiden voyage — cont'd

for a fuel tank. So, as the four were sailing along on starboard, the well was sucking up the Bay like the 'sofo scoops' on an IMOCA 60's water-ballast tanks — then the water ran straight into the bilges. When they tacked to port, the added ballast was enough to immerse the well so that it continued sucking away, even though it was now to windward.

After spending a couple nights sitting on her keel with her mast and sails showing just inside the Richardson Bay Channel entrance dolphin, the boat was successfully refloated by Parker Diving Service. *Elenaki* is now back in her slip, having suffered only a broken tiller

continued on outside column of next sightings page



SPREAD: MARIKA EDLER; INSET ABOVE: ROB GRANT; INSET LEFT: MARKOS KOUNALAKIS

SIGHTINGS

maiden voyage — cont'd

and some fried electricals from the ordeal.

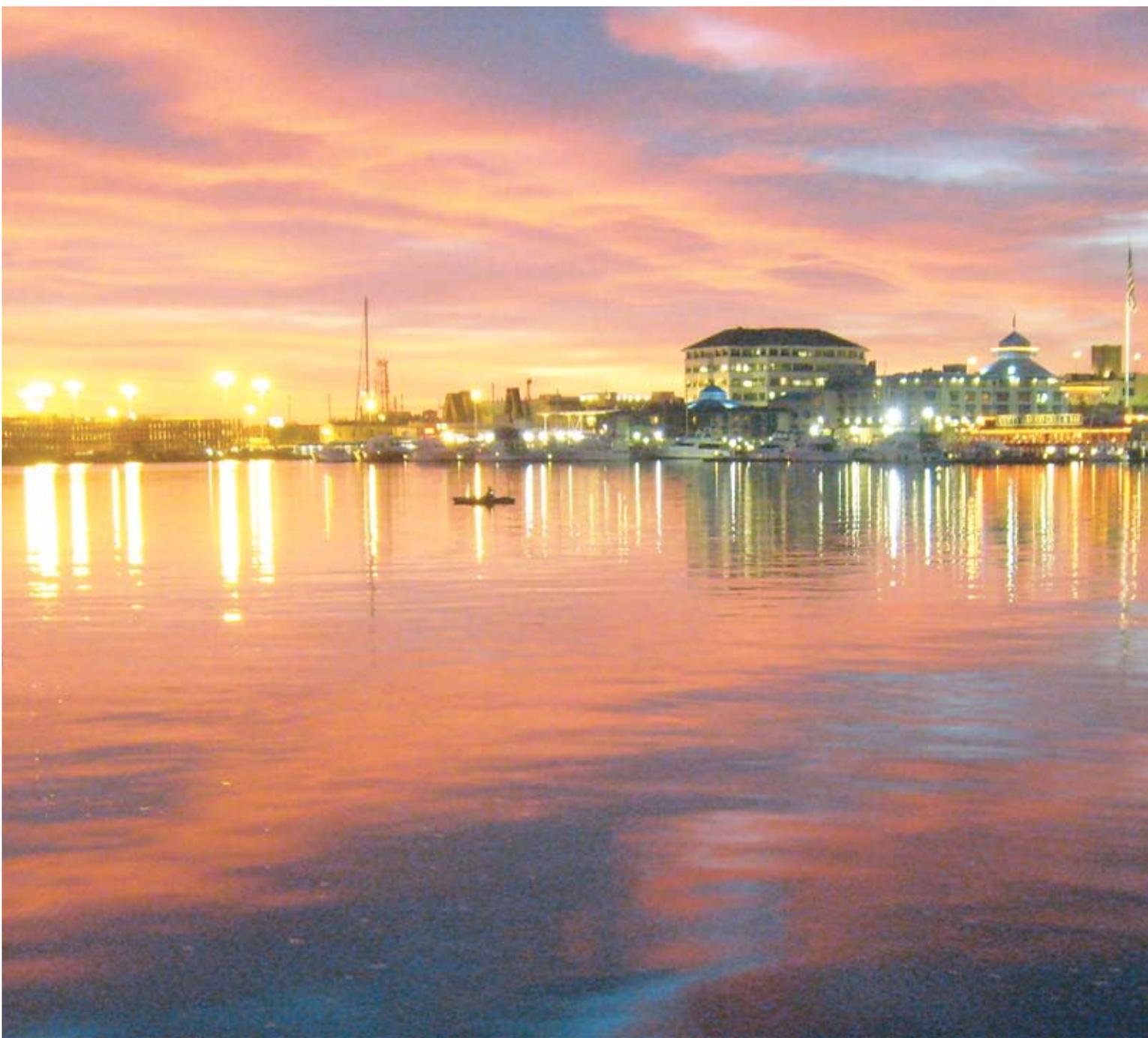
As memorable as sinking one's boat on her maiden voyage might seem, for Kounalakis it'll have some competition. In a 20+ year career as a journalist and foreign correspondent for *Newsweek*, NBC Radio and the Swedish Broadcasting Company, he's covered events like Guatemala's Civil War, the fall of the Berlin Wall, the Yugoslavian Civil War and the Czechoslovakian Velvet Revolution. A native and resident San Franciscan and Cal graduate who's been the publisher of *Washington Monthly* magazine for the last seven years, Kounalakis

continued on outside column of next sightings page

paradise cay

to slip size — 30-, 50- and 100-amp (3 phase) outlets are now available, each isolated on its own pedestal.

Harbor Manager Jeff Mosley explains that, in an effort to be as 'green' as possible, some of the docks are refurbished redwood glue laminates, originally from Richmond YC, while others are made from Port Orford cedar. The entire marina was dredged to at least nine feet last



KIM COLEMAN

— cont'd

year.

Although the facility is not permitted to have commercial services on site (other than the Tiburon YC), shoreside facilities include a head and showers, pumpouts, and waste oil, oil filter and battery disposal receptacles. If you're looking for a quiet berth near the Central Bay, this just might be the place.

— andy



You don't need to go to the Med to catch a view like this — just head on over to the Estuary. Kim Coleman, who sails her Spencer 53 'Cheers' out of Alameda, sent us this shot of May 15's spectacular sunset that had everyone talking the next day.

maiden voyage — cont'd

also hosts a nationally syndicated weekly radio show on XM Radio's POTUS '08 called 'Washington Monthly on the Radio'.

He doesn't sound discouraged by the sinking. "This is not the book-end," he said, noting that the modifications which led to the flooding are being fixed, the outboard has been pickled and they'll be getting a new transom mount for it. "There is more to come and more adventures to be had — and we want all of them to be above the waterplane."

— rob

can zac do it?

At age 16 and a half, Zac Sunderland is determined to be the youngest sailor to round the globe singlehanded. And he just might do it, too. He's completely refurbished his Islander 36 *Intrepid*, and if he stuck to his proposed departure date from Marina del Rey — May 31 — he should be pulling away from the California coast right about now.

The oldest of seven children, Zac was raised in Southern California, in an adventurous, seagoing family. He has lived aboard for 9 years and already has 15,000 sea miles under his belt. His career as a singlehander began at age 13, but the dream of ocean voyaging began long before that. He recalls becoming enamored with a pictorial version of Robin Lee Graham's voyaging adventures aboard *Dove* as soon as he was "old enough to pick it up."

Because his dad, Laurence, is a shipwright and boat captain, Zac's had a lifelong education in boat handling, navigation and repair work, so it's no surprise that he talks with complete confidence about the challenge he's about to accept. And judging by the sophisticated promotional efforts he's put together, he must be pretty darned smart too. In addition to a few cash donations, he's secured in-kind sponsorships from more than two dozen nautical firms. As a result, *Intrepid* will carry a Monitor windvane, an Iridium phone and all sorts of other goodies to aid in communications, navigation and safety. Upon his successful return, he hopes to write a book and put together a documentary on this adventure.

Unlike most who 'jump the puddle' to the South Pacific, Zac's game plan is to head straight from California to the Marshall Islands — a massive first leg — then on to Samoa and Papua New Guinea, where he tentatively plans to rendezvous with Jesse Martin, the young Aussie who currently holds the 'youngest around' record. Zac looks forward also to a stopover in Australia, where he's sailed previously with his family, but beyond that his plans are not yet rigid.

He does, however, intend to go around the Cape of Good Hope — which Martin found more difficult than Cape Horn on his nonstop lap via the great capes. He'll return home via the Panama Canal.

A year and a half is certainly long enough to make it around, but not with a lot of wiggle room from breakdowns. (Martin's nonstop trip took 11 months in a slightly smaller boat.) "I want to be home before I turn 18," says Zac, hoping not to shave the Aussie's record by too thin a margin. Jesse Martin returned to his Melbourne homeport in '99, two months after his 18th birthday. Zac will keep up with his studies along the way using a home-schooling curriculum, and he intends to spend his senior year on campus.

continued on outside column of next sightings page



MARIANNE SUNDERLAND

Zac Sunderland.

SIGHTINGS

zac — cont'd

With all his on-the-water experience and mechanical know-how, the toughest part of Zac's epic voyage may be coping with the isolation of being all alone on vast tracts of open ocean. "I'm not really an 'alone person'," he admits. "That first four weeks to the Marshalls is going to be hard." Prior to departure, he had never spent an entire night alone at sea. Still he has a sense of humor about the issue of solitude: "An old fisherman warned me, 'Don't be worried if you hear voices out there. But if two of them gang up on a third, it's time to take a nap!'"

We wish young Zac the best of luck, and hope to run updates of his progress around the globe. (See also www.zacsunderland.com.)

— andy

the sarcoma cup

There are very few regattas in the Bay whose proceeds — or portions thereof — go to charities. (The only two that come to mind are the Leukemia Cup [blood diseases] and the Doublehanded Lightship [cerebral palsy].) So we're extra happy to announce a new one: the Sarcoma Cup, which takes place June 28-29. Richmond YC will host the event, which is open to all PHRF and one-design fleets.

Nathalie Criou is the brains and the 'brawn' behind the new event. Her inspiration was surviving sarcoma that took her away from sailing, work, and most of life for almost a year. Now she's giving something back. She founded the charity www.beatsarcoma.org, dedicated her upcoming doublehanded Pacific Cup (sailed on her Express 27 *Elise* with Nathan Bossett) to raising awareness of sarcoma — and came up with the idea of the Sarcoma Cup. The 'brawn' part started when she and her team hit the phones. At presstime, more than a month before the event, they had already lined up an impressive array of sponsors, prizes and entertainment — not to mention interested boats.

Pasha Hawaii Transportation Line has signed up as a major underwriter. Svendsen's Boat Works and West Marine are contributing high value items for the charity auction on Sunday. UK Halsey Sails and North Sails are donating raffle prizes. For all entries, the West Marine store in Richmond will offer a 'fleet night' on June 19th from 4:00 to 7:30p.m., during which 5% of all sales will go to sarcoma research. The top two fundraisers at that time will receive \$100 and \$50 West Marine gift certificates.

The graphic design firm Attagirl Creative produced the Cup logo, and world-class master woodturner Jerry Kermode made the Sarcoma Cup Trophy. All division winners will go home with a Stowey bag provided by Dan Of All Trades in Berkeley, as well as a trophy custom-made by Celia Saino, Daniel Ratner and Vaughn Tan. There will be event T-shirts, two live bands on Saturday, free coffee and pastries on Saturday morning, beer and rum punches throughout the event, dinner on Saturday and pancake breakfast and a wine bar on Sunday . . . and that's just the stuff *off* the water. All proceeds for entries and other shoreside activities go to fighting sarcoma.

On the race course, the Express 27 fleet has signed up, as have the Olson 25s, who will use the regatta as their 2008 National Championships. OCSC is helping skippers who do not have a regular race program find crew for the event. Among the bigger boats, Antony Barran's new Antrim 40 XL will be there. Antony's father Nick shared another life-and-limb experience with Nathalie when the Barran's former boat, the 40-ft *Muriedretta XL*, was sunk by a whale on the way back from Pacific Cup a few years ago.

"It would be great to see a bunch of 40-footers come out for a little 'pre-Pacific Cup testing'," says Nick. Hint, hint.

For more information on the Sarcoma Cup, log onto www.beatsarcoma.org/Sarcoma_Cup.html, or contact the team at sarcomacup@beatsarcoma.org.

— jr

recycled

We're not sure if scroungers tend to gravitate toward sailing, or if sailing encourages one to be a scrounger, but either way, the two pursuits are inextricably entwined. Is there a sailor worth his salt who hasn't at least looked in a dumpster if not dived it (c'mon, admit it) to retrieve some treasure that someone else has discarded? We doubt it.



LATITUDE / JR

sails

On a more capitalistic level, an entire cottage industry has arisen around selling used marine parts, particularly sails. Almost every sailmaker carries some inventory of used sails — some specialty outlets carry *only* used sails — and you usually don't have to look long or hard to find something to fit just about any boat.

continued in middle column of next sightings page

copper theft is a national epidemic

In recent weeks the theft of shore power cords at several Sausalito marinas has angered many local boaters, some of whom assume the culprits are from the adjacent anchor-out community. "I guess it's the new tweaker recycling program," said one with a laugh, referring to the alleged use of methamphetamine by some anchor-outs.

But the scavenging of copper and other valuable metals is no laughing matter — and the problem stretches far beyond Marin County. With copper currently bringing \$3.50/lb or more at recycling facilities,

continued on outside column of next sightings page

Second wind — Some boats on recycling programs include (clockwise from right) 'Boondoggle', a Ranger Fun 23, flying a Soling main; David Vann's 'Tin Can' adapted a WylieCat 30 main; the Sea Scout whaleboat 'Corsair' flies a hand-me-down headsail of indeterminate origin; Grant Miller's pretty yawl 'Chimera' sports a faux Laser sail. Whaddya got on your mast?



RIGHT & TOP LEFT: PETER LYONS / WWW.LYONSIMAGING.COM

SIGHTINGS

copper — cont'd

scavenging efforts have gone to extremes throughout the country. Early last month the theft of brass valves at a Richmond manufacturing plant apparently resulted in the spillage of 3,300 gallons of the toxic chemical toluene into San Pablo Bay, requiring a massive clean-up effort and causing still-undetermined environmental damage. A remarkably similar case occurred a few days earlier in Rhode Island when the removal of metal valves caused a huge land-based spill of now-banned, highly toxic PCBs.

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sails

Beater sails in 'poor' to 'fair' condition often can be had very cheaply, but even 'very good' to 'excellent' sails sell for about half the price of new, which can be quite a savings on a bigger boat, even if the sail needs a bit of professional adjustment to fit just right.

We've jumped on this bandwagon. One of the editors here scored a beauti-



LATITUDE / LADONNA

— cont'd

ful cruising spinnaker built for a Tartan Ten that fit his Pearson 28 perfectly. And it turns out that SC70 kites are just the right size for our Surfin' 63 catamaran *Profligate*.

Of course, all sailors would love crisp new sails flying from our masts. We encourage anyone who won't settle for

continued in middle column of next sightings page



The grass IS always greener on the other side! We could barely believe the difference between the water-based Ecomea paint (left) and the solvent-based version (right).

copper — cont'd

According to many law enforcement authorities, the problem is now a national epidemic. Last month we asked *'Electronic Latitude* readers for their thoughts on what can be done to quell the lust for copper and other precious metals — within the marine community and elsewhere. Excerpts: "I wish they had only taken my dock cord," laments Ernie Copp. "We operate a half dozen portable rock crushing plants, and each plant has between \$10,000 and \$15,000 worth of electrical cable. Labor to replace the new cable, and the lost production from being hit several times, has cost us \$200,000 to \$300,000 dollars. We now have to keep guards at each crushing site at all times we are not crushing."

Russ Irwin suggests, "Make the buyers of the stolen merchandise, the recycling centers, more accountable. It's not hard to tell a genuine metal scavenger from someone who walks in with a pile of shore power cords."

Steve Hill reasons, "I would guess that the same people show up at these foundries day after day looking to sell these stolen items for meltdown. I think the thieves and the foundries are both in this game, wink wink, and unless the foundries stop taking this stuff, it will just continue. Perhaps we need a sting operation, waiting for folks to bring in these objects to claim their fee."

Bob Clarks urges, "Lobby the legislature through yacht clubs and other marine organizations for steep penalties for such theft and post signs on marina gates to boat ramps. Also, offer rewards for anyone caught and prosecuted for such crimes. The word will travel fast and, hopefully, stop this environmentally destructive behavior."

"I hate to suggest the obvious," says Jeff Fisher, "but... aren't these metals conductive?"

Steve and Janet Bondelid recommend a similar approach, "It's simple! Bring back the Old West. Shoot the bastards, then give 'em a fair trial."

— andy

the green, green grass of home

We have to admit that, when we agreed to participate in a 'green' bottom paint study last year, we were a little skeptical that the more environmentally friendly paints would work as well as the tried and true, if terribly toxic, copper paint. As we noted in the December issue, copper paints have already been banned in several European countries, and it seems likely that the U.S. won't be too far behind. A viable alternative needs to be found, and we felt it our duty to 'do our part' — besides, we got free paint out of the deal.

The study is testing different 'recipes' of paint from several manufacturers that all include the biocide Ecomea, a biodegradable and significantly less toxic compound made by Janssen Pharmaceutica, a division of Johnson & Johnson. Janssen reps told us that previous testing showed Ecomea to be as effective as copper in deterring 'hard growth', e.g. barnacles. We didn't have reason to doubt them, especially considering the millions they'd already spent developing the compound.

Janssen partnered with KKMI in Richmond for the Bay Area study (other studies are underway in San Diego and Marina del Rey) and

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LATITUDE / ANDY

Tiburon YC's 4,000-lb prop, along with a 250-lb bell, were stolen last November.

SIGHTINGS

green grass — cont'd

hauled our boat last November. Three different paints were applied to its bottom in six sections: a control of non-ablative paint with 67% copper content, and two experimental copper-free paints from different paint companies, both with 3-6% Ecomea.

When we were told that one of the test paints on our boat was water-based (the identity of the companies providing paint for the study is a closely guarded secret), we were sorely disappointed. We've heard nothing but negative feedback about water-based bottom paint and were fully prepared for its failure. Indeed, when a lawn started forming on two sections of the hull within a month or two of the initial painting, we weren't at all surprised.

So imagine our shock when, at our mid-trial haulout and inspection late last month, Jack Hickey, who is coordinating nationwide studies for Janssen, told us that the fields of grass were actually growing on the solvent-based Ecomea paint! Not only was the water-based paint completely grass-free, there was very little slime and no hard critters whatsoever. In fact, the water-based paint looked almost fresh.

Ok, but did it work as well as the copper paint? No, it worked better! The copper paint had a significant amount of slime, a small amount of grass, and a large population of little shrimp-like critters crawling all over it. To be fair, none of the paints had any hard growth, which is what Ecomea is supposed to prevent, so in Janssen's eyes, all three paints were a success. But, as for us (and if the final haulout in six months goes as well) we'll be trying to wheedle the name of that water-based paint out of Hickey!

— *ladonna*

watching the birdie

As most anyone who's owned a sailboat knows, birds like to nest under sail covers. We don't even want to know how many of you have taken a hose to the birds and their nests so you could go out for a sail. (Yes, we're guilty as charged, too.) We admire and respect those who have let nature take its course, and who wait until the young birds are gone before cleaning out the nest — and putting extra snaps in the sail cover so it doesn't happen again next year.

Ariane Paul is one of the latter. She had planned to race her 35-ft Winslow ketch *John T* in the annual Master Mariners Regatta (see page 120), but a couple of weeks before the race, she went down to the boat and spotted an agitated mother bird on the backstay. A quick look through the end of the sail cover revealed the nest, tucked snugly into the folds of the sail. Ariane admits she had the same urge as everyone else: relocate the nest and get on with sailing. But there were already five tiny, speckled eggs in the nest, so she surfed the internet and called a couple of wildlife

centers for advice. The verdict: the birds were House Finches — and they are protected. (Not because they are endangered, but because they are native migratory birds.) Which meant that it was actually against the law to disturb them. Which meant that *John T* wasn't doing the Master Mariners this year.

"I was told that if they were sparrows, we could have tossed them

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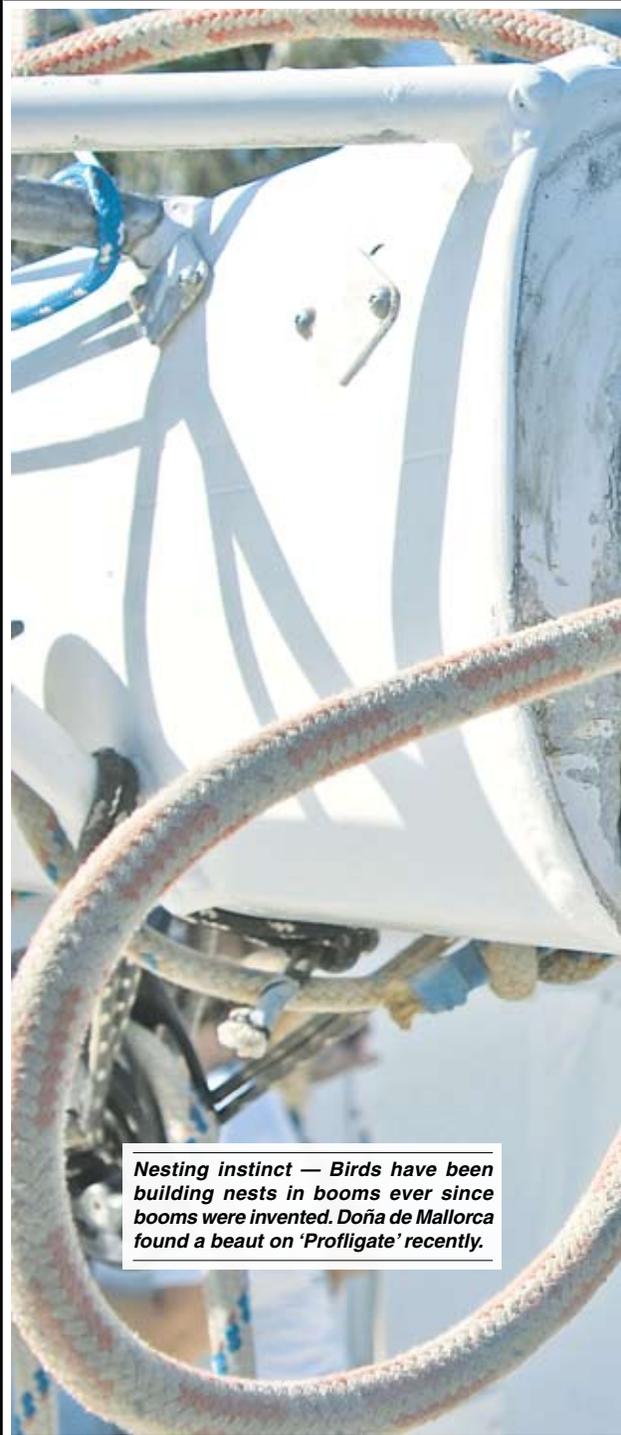
sails

anything less to contact the advertisers in this magazine if you are in the market for new sails. But with gasoline going through the roof and the economy doing . . . whatever it is it's doing . . . we see a lot more sailors exploring the used sail market in the coming months.

If you already fly used sails, we're



'John T's guests mean she'll have to sit out the Master Mariners.



Nesting instinct — Birds have been building nests in booms ever since booms were invented. Doña de Mallorca found a beaut on 'Profligate' recently.

— cont'd

interested in knowing about your experience with them, including what type of boat they were originally made for, how you acquired them and whether they fit perfectly the first time or you had to have them modified. Email responses to johnr@latitude38.com

—jr

birdie — cont'd

according to current laws," says Ariane. As it was, she had to scramble a bit to see if she could get her crew (one of whom was flying all the way from Japan to sail) on other boats.

After the fledgling finches fly away, she'll make sure to seal up that boom cover extra tight next spring, and *John T* will be back for the next Master Mariners. If that karma stuff really works, the boat should absolutely fly around the course.

—jr



SIGHTINGS

gp 26 — a long time coming

There seems to be a *de facto* rule that if you want to make a name for yourself as a yacht designer, you first have to build a boat for yourself — then go out and win regattas with it. The East Bay's Brooks Dees has accomplished the first part with last month's launching of a 26-ft ultralight designed to the new GP 26 rule.

A native of Pasadena who grew up in a boating family, Dees graduated with a degree in mechanical engineering from Cal-Poly Pomona in 1992 and took an aerospace job. "Every day was like a Dilbert cartoon," he said. Not finding satisfaction in that environment led Dees to work on various boatbuilding projects, including Greg Ketterman's Hobie trifoiler project. He then went to work in the El Sobrante office of naval architect Jim Antrim — which Dees called "one of the best jobs I've ever had" — and settled into a life of sailing, marriage and

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summer

Celebrating sailing around the world for its eighth year, Summer Sailstice will actually fall on the summer solstice this year — June 21-22. And while celebrations and cruises will happen all over the world, the hottest spot on the Bay will be Treasure Island Sailing Center.

Boats can cruise in to Clipper Cove and attend a dinner hosted at TISC on Friday night, then join the landlubbers on Saturday, starting at noon, for fun, games, food, live music and, of course, sailing.

"The time is right for the world to see



Brooks Dees can't help but smile now that he's finally launched his dream boat — the GP 26.



PHOTOS COURTESY BROOKS DEES

sailstice

what sailing has to offer," said originator John Arndt. "With gas over \$4 per gallon, and increasing concerns about global climate change, it's time for sailing to bring attention to this earth-friendly way of enjoying life on the water."

To that end, organizers are hoping everyone will pledge funds for every mile they sail over the weekend, with the ultimate goal being \$26,000 — the equivalent of a circumnavigation. Every penny will go to the Ocean Conservancy's ongoing ocean preservation programs.

— *ladonna*



gp 26 — cont'd

kids. But Dees, like any creative person, "wanted something with my name on it." So he took a job as a design engineer at Bay Ship and Yacht in Alameda, and settled on the brand new Offshore Racing Congress' GP-26 box rule as starting point for a new design.

The rule was in its infancy at the time, with very few boats built and only one actual concentration of projects — in Argentina. Despite the lack of stateside box rule competition, Dees was ready. He could provide some cash, a lot of late nights and sweat equity, but realistically, he needed a partner to help shoulder the cost. "It's not like there are a lot of people out there looking for new, untested boats. It takes someone with a little faith." It turns out there was a creative soul and craftsman who had that faith — luthier and jazz guitarist Steve Saperstein, former head of the San Jose Jazz Festival and former president of the Antrim 27 Class Association. Dees and the late Joakim Jonsson had won the Antrim 27 Nationals with Saperstein a couple years earlier, and had been long-time fixtures on the crew. "I was delighted when Brooks asked me," Saperstein said. "I'd known him long enough to know it would be a really fun project."

Early on, the two realized that, in order to have appeal and functionality — not to mention resale value — beyond the Bay, the boat couldn't be optimized for local conditions. They made the choice to orient it toward light-air performance and, bucking the recent trends in boats of that type, left out the chines, minimal rocker, and maximum transom beam. When the design was complete, he enlisted the help of Jonsson. A boatbuilder by trade who'd been living up north at the time, 'Joak' came back to the Bay to set up a small shop with Dees in a rented space at Bay Ship. By February of '07, Jonsson had completed most of the tooling when a heart condition abruptly turned fatal for the 38-year-old.

"Without Joak's effort, we wouldn't have a boat today," Saperstein said. "He will be fondly remembered as a great friend." With Jonsson's passing, Dan Newland — who'd already been tapped to build the rudder — stepped in to help Dees with the construction. The longtime Bay Area sailor (who now lives in Washington State) brought a lot of relevant experience, having already designed and built his own ultralight, the 37-ft *Pegasus XIV*. Beyond know-how, Newland provided Dees with moral support. "He's been my biggest cheerleader," Dees said, laughing. "He knows my pain." But Dees wasn't the only one bearing that burden. He said that his wife Julie had been resolutely supportive — "almost to a fault" — and that when the time comes he'll support her in kind.

Now that the boat's in the water, with a beer can win to its credit in only its second try, what's the verdict? Saperstein and Newland both expressed their satisfaction with it, and so does the creator. "I'm really pleased with the boat so far," Dees said. He's also equally pleased it's finally done. "I'm happy being at home again. The kids are having a good time and driving me crazy, which is as it should be."

— *rob*

incident off alcatraz

One of many races held on Saturday, May 17, was ODCA's Spring 1 Regatta, hosted by Oakland YC and raced on the Cityfront. It was a white-knuckler for all eight one design fleets — as well as for everyone else sailing the Bay that day.

On the first downwind leg of the race, which started and finished off the Golden Gate YC, the six-boat Alerion Express 28 fleet was blasting toward Alcatraz in 25 knots of wind. (The AEs race non-spinnaker and their 'gentlemen's rules' require that both the skipper's and crew's feet must remain in the cockpit unless "engaged in working the yacht.") The two lead boats were well ahead, with the remaining four pretty much neck and neck. Left to right (as viewed from astern), they were

continued on outside column of next sightings page

SIGHTINGS

incident — cont'd

Encore (Dean Dietrich and Roy Steiner), *Mil Besos* (Chris Vaughan), *Lizbeth* (Michael Land) and *Maeve II* (Nancy Pettengill). The closer they got to Little Alcatraz, the closer they got to each other. Pettengill wisely chose to break away from the mob early and was not involved in what followed. Fleet Captain Chris Vaughan picks up the play-by-play . . .

"I was in the middle, with *Encore* to my port and *Lizbeth* to starboard. We were all on port tack. As the formation got tighter, the situation quickly became too close for comfort. *Lizbeth* surfed a wave and made contact with me, forcing me into *Encore*. Those two boats surged ahead and I was squeezed out backwards like toothpaste from a tube.

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franks tract

As labyrinthine as the California Delta's waterways are, a new twist is being added, very quickly and very quietly. The Department of Water Resources has proposed a plan, dubbed the Franks Tract Project, in an effort to improve water quality and protect at-risk fish species. To achieve this, water in the Franks Tract area would be diverted, reducing the amount of saltwater allowed to flow into central and southern Delta waters.

But this perfectly laudable objective



Group hug! — AE 28s enjoy light air racing during a fleet outing last year. A line-abreast situation in heavy air resulted in serious injury to one sailor.

DEB CASTELLANA

project

comes with a catch, at least for Delta boaters. Namely, gates to divert water flow in at least one location that would probably restrict, if not completely prohibit, use by recreational vessels. One suggested location is at the entrance of False River off the San Joaquin; the other is at the entrance to Three Mile Slough off the Sacramento.

A gate at Franks Tract would eliminate access to a shortcut across the San Joa-

continued in middle column of next sightings page



incident — cont'd

"*Encore* then gybed onto starboard to establish right-of-way. *Lizbeth*, still on port, closed the distance quickly, and the two boats made contact, causing *Lizbeth* to do an uncontrolled jibe to starboard. When they did, *Lizbeth's* boom swept *Encore's* cockpit about two feet above the coaming. Roy was able to duck the main force of the blow, but Dean, who was driving, was knocked cold."

Just so everyone is clear, Dietrich was clobbered by the boom of the boat *next* to him, not his own boom.

The next few minutes were tense as radio calls for help went out from both *Encore* and *Lizbeth*, which had stopped racing and was standing by the stricken *Encore*. The race committee had also called the Coast Guard. The fog was rolling in by that time, but RC personnel on the GGYC race deck could plainly see the prone, unmoving form of Dean lying on deck.

The San Francisco Police inflatable was the first on scene, arriving in about 10 minutes. Dean was later transferred to a Coast Guard boat, which rushed him to an ambulance that took him to San Francisco General Hospital, where he woke up on a gurney while being wheeled down a hallway.

We wish this report had a happier ending. Dean did survive the accident, but the effects of a severe blow to his head were still being felt a week later. At this writing, he was wearing an eye patch because of double vision, and was suffering some hearing loss on his right side. "I have what they're calling sixth radial nerve palsy," he says. "That's the nerve system that controls my right eye." Fortunately, the early prognosis is that the problems will slowly resolve themselves over the next month, and if they don't, there are procedures that can help. When we talked to him, Dean had already seen one specialist, and more doctor visits were planned.

Of the accident itself, "All I remember is that the two boats were getting closer — and then I woke up in the hospital," says Dean. Ironically, before he bought *Encore* about a year ago, he had spent eight years racing in the super-hardball J/105 class with *Blackhawk*, "And nothing like this ever happened."

"This was one of the scarier incidents I have witnessed in more than 50 years of sailing," says Chris Vaughan. "Dean is lucky not to be dead and Roy is lucky not to be injured. Sailing as close as we were would have been fine in 10 knots on flat water, but there is no way we should all have been so bunched in high winds and choppy seas." He added that the fleet will be analyzing this incident at their next meeting, and coming up with ways to avoid repeat performances in the future.

Almost as amazing as the incident itself was that no boats were dismasted, and damage to all three boats involved was minimal.

"Your whole sailing life, from the very first time you go out, you're told to watch out for the boom," says Vaughan. "But no one ever tells you to watch out for the *other* guy's boom."

— jr

ha-ha 15 getting daily online entries

If, over the last month, a lot of you have decided *not* to do this fall's Fabulous Fifteen Baja Ha-Ha, we'd understand. After all, based on the figures that accompanied last month's announcement of the event in *Sightings*, an average of 428 boats have done the rally each year. Oops! Fortunately, it was just a misprint, and the Ha-Ha folks expect something closer to the normal 130 to 150 entries.

In the event your mind has been numbed by following the Democratic Party primaries, or perhaps by the rising cost of energy, we'll remind you that the Ha-Ha is the 750-mile cruisers' rally from San Diego to Cabo San Lucas that begins on October 26th this year, and

continued on outside column of next sightings page

SIGHTINGS

ha-ha 15 — cont'd

features R&R stops at beautiful Turtle Bay and spectacular Bahia Santa Maria. This being a cruisers' rally, entrants are able to use their engines at any time, and there is some flexibility for folks who want to start from Ensenada, start a day late, or might want to anchor for the night at Guadeloupe Island. The Ha-Ha folks see their reason for existing as facilitating fun, not just making up a lot of rules.

The goals of the Ha-Ha are safety, great offshore sailing and social events on the way to Cabo, and for everyone to make lots of new sailing friends. While folks on the Ha-Ha have always enjoyed laughing, dancing, and drinking a few beers at the R&R stops, the Ha-Ha is, and always has been, a G-rated event for responsible sailors.

Historically, the Ha-Ha has enjoyed very pleasant sailing conditions. Thirty-nine of the 42 legs to date have been downwind, and only rarely has the wind blown more than 20 knots. Nonetheless, all who venture offshore are exposing themselves to an uncontrolled environment, and therefore must be ready to accept whatever the Pacific Ocean might want to dish out. One good way to tell if you're ready for the Ha-Ha is to ask yourself if you'd be ready to make the voyage to Cabo on your own. If you wouldn't, you need a little more seasoning before you sign up — or perhaps you should hire a skipper to assist you.

Two of the secondary reasons to sign up for the Ha-Ha are that it entitles you to all sorts of swag — such as T-shirts, hats, frisbees, sunglasses, and more — and a variety of sponsor discounts before, during, and after the Ha-Ha. In years past, for example, some members of the fleet have gotten discounts on berthing that exceeded the cost of the entry fee. The Ha-Ha folks can't guarantee it yet, but several marinas in Mexico have told us they are working on Ha-Ha specials. Indeed, if for some reason you had to sail to Mexico a week or two after the Ha-Ha, it would very likely still be cost effective to sign up.

Speaking of signing up, the way to do it is by visiting www.baja-haha.com. First, you should get all the details by hitting buttons labeled 'Schedule', 'Notice of Rally', 'About the Ha-Ha', 'Southbound Berthing', and 'Latitude's First-Timer's Guide to Cruising in Mexico'. If you're satisfied that you qualify and want to do the event, then hit the 'How to Register' button. You can even pay by credit card. If you're computer illiterate, you can get all the same information the old-fashioned way by sending \$20 + SASE to Baja Ha-Ha, c/o Latitude 38, 15 Locust, Mill Valley, CA 94941. Once you receive your entry packet by mail, you can simply mail it back and you'll be entered.

In the 20 days after the Ha-Ha was announced, 69 skippers had pre-registered — they couldn't pay yet because of a temporary glitch with the web host — and 29 more had written in to get the complete entry packs. For many people there is a good reason to register early for, as in years past, berths in Cabo will be assigned in the order that boats signed up for the Ha-Ha. If you're one of the early ones to sign up, chances are good that you'll get a berth in Cabo. If you're one of the last boats to sign up, chances aren't so good. Assuming that Adam Sandler won't be taking up half of the Cabo anchorage again this year to make a movie supposedly set in the Dead Sea, there should be more room for everyone in Cabo this year.

The cost of the Fabulous Fifteen Ha-Ha is \$350, just \$5 more than last year, as there's no longer a handling fee. This is a bargain in so many ways due to all the stuff you get, the discounts you can take advantage of, and the fact it's but a fraction of the cost of similar two-week rallies and races around the world.

There will be the annual Ha-Ha presentation at Two Harbors on Catalina on August 9, and at the Long Beach Singles Sailing Association in early July. We'll be happy to do additional presentations along the West Coast for any group of 100 or more.

The best way to get a berth or find a crew is by attending the Ha-Ha Crew List Party at the Encinal YC in Alameda on September 10 (6-9 p.m.) We've moved the date up by one month to give folks a better

continued on outside column of next sightings page

franks tract

quin that saves boaters a little over two miles — not a huge inconvenience. But a gate at Three Mile Slough would require boaters coming down the Sacramento to travel an extra 21 miles to get to the same spot in the San Joaquin that now only requires a three-mile shortcut.

The Delta Vision Taskforce is still weighing the pros and cons — including

Oh yeah, conditions at the Farallones are *always* as delightful as when Dan Alvarez sailed 'Travieso' in last month's Singlehanded Farallones. NOT!



— cont'd

public access — but hearing from those affected by their final plan might steer them onto a more boater-friendly course. Visit <http://baydeltaoffice.water.ca.gov/ndelta/frankstract> and www.deltavision.ca.gov for more details on the plan. Then send your comments and concerns to dv_context@calwater.ca.gov.

— ladonna

ha-ha 15 — cont'd

chance to get to know one another. You can also sign up for *Latitude's* Crew List and/or take out a *Classy Classified*.

As has been the case for more than the last 10 years, *Profligate*, *Latitude's* catamaran, will be the mothership, the publisher of *Latitude* will be the Grand Poobah, Banjo Andy will be the Assistant Poobah, and Doña de Mallorca will be the Chief of Security. Despite the three having done more than 36 Ha-Ha's among them, they wouldn't miss it for anything — except if 428 boats sign up, for god's sake!

— richard



TONY HUFF

MASTER MARINERS 2008

Perhaps the most remarkable aspect of this year's Master Mariners Regatta, sailed on a decidedly dreary Saturday, was that, despite the gray skies, occasional drizzle and lack of wind, we couldn't find a single person who had anything disparaging to say. In fact, to a man (or woman), everyone we talked to was just gushing about what a great time they had. We're sure this had nothing to do with the fact that most of the people we talked to were pretty well lubricated at the post-race party at Encinal YC, which was in full swing by then.

Actually, the celebrating on race day, May 24, started early aboard one boat — Roger Emerick's lovely 40-ft sloop *Kate II*. Combining two of the experiences for which Northern California is best known, they had an onboard wine tasting concurrent with the race. Each leg featured a sumptuous red wine from a different French vintner, starting with Silver Oak '95, followed by Château Latoire '91, a

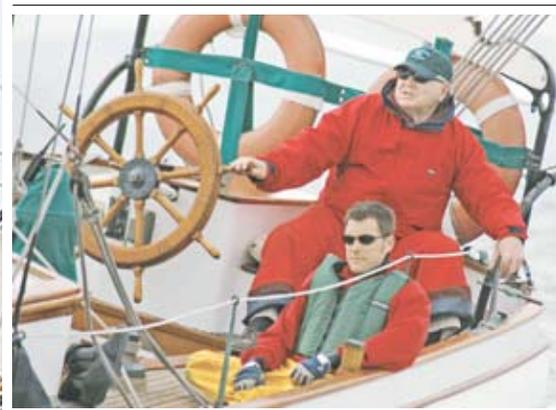
really nice Château Margaux '89, and the *pièce de résistance*, a couple of bottles of Château Dubois '91.

While one might assume this would lead to a pretty relaxed crew who didn't really care how well they sailed — well, you know what they say about assumptions. *Kate II* won the Ocean 1 Division.

Ironically, on the Thursday and Friday before the race, when many boats practiced, the sun was shining and the wind was positively howling. Paul Plotts' beautiful schooner *Dauntless* — up from San Diego for her third Master Mariners in the last six years — sailed her course on Friday and shaved more than 10 minutes off her best-ever regatta time. "With the current, we were making 17 knots over Mother Earth at one point," said longtime crewman Lindsay McKay. "If they gave awards for the fastest practice, we'd have won hands-down."



— NOTHING IS AS IT SEEMS



Spread, the long and the short of this year's Master Mariners — the 76-ft topsail schooner 'Lynx' laps the smallest schooner, the 27-ft 'Stardust'. Left, 'Eos' on the way to a first in Marconi 4. Above, Terry Klaus at the helm of 'Brigadoon'. Right, celebrity crew aboard 'Lynx' included the Hulk.



MASTER MARINERS 2008



Above, Paul Kaplan at the helm of 'Santana'. Center, out of 56 boats in this year's race, 14 were schooners. Far right, the crew of 'Kate II', wine connoisseurs and winners of Ocean I.



— NOTHING IS AS IT SEEMS



Spread, hard at work sailing (and bailing) Nick Haines' pretty 'Pearl'. Above, the 12:40 start (the Master Mariners features reverse handicaps). Right, human downhulls are class legal in the Bear Boat fleet.



MASTER MARINERS 2008



Above, spinnakers offered welcome color on an otherwise gray day. Center, 'Pegasus' in a rare bit of breeze. Right, Suzy Q at the helm of 'Marbara'.



— NOTHING IS AS IT SEEMS

ALL PHOTOS LATITUDE 38



Spread, 'Bright Star' (left) trades tacks with 'Bounty'. Above, 'Elizabeth Muir' looking elegant as ever. Right, a tidal wave sweeps over 'Pegasus'.



MASTER MARINERS 2008

No one we talked to suffered any gear damage. We don't think any sails were even chafed, much less torn. The only really tense moment came courtesy of a container ship that barreled through the fleet, causing a few boats to crash tack to avoid her. But even then, instead of the normal five-blast warning horn, only a couple of really long toots emerged. One racer was sure it was because the pilot knew that if the race committee heard five blasts, the offending boat would be disqualified. So he did the long blasts instead. A doff of the hat to the Bar Pilots if they are indeed that cool. (Not that they aren't anyway.)

Perhaps the best take on why people enjoyed the day so much, despite the bleak conditions, came from someone who should know. Bill Belmont has been sailing his Farallon Clipper *Credit* in this event every year since 1978.

"Nothing is what it seems," said Bill.

PRELIMINARY RESULTS

BIRD — 1) **Robin**, Pat Kirrane; 2) **Widgeon**, David Cobb; 3) **Oriole**, Daniel McClane. (4 boats)
BIG SCHOONERS — 1) **Lynx**, Craig Chapman; 2) **Gaslight**, Bill Martinelli 3) **Seaward**, Ken Neal. (4 boats)
GAFF 1 — 1) **Brigadoon**, Terry Klaus; 2) **Aida**, Skip Henderson; 3) **Yankee**, John Collins. (3 boats)
GAFF 2 — 1) **Blackwitch**, Rick Hastie; 2) **Pearl**, Nick and Serina Haines; 3) **Taihoa**, Jodie Boyle. (6 boats)
MARCONI 1 — 1) **Santana**, Paul Kaplan; 2) **Elizabeth Muir**, Peter Haywood; 3) **Bright Star**, Ted Hall. (8 boats)
MARCONI 2 — 1) **Sunda**, Bob Rogers; 2) **Nautigal**, Jeff Stokes; 2) **Saltana**, John Vincent. (8 boats)
L-36 — 1) **Leda II**, David James; 2) **Ole**, John Hamilton; 3) **Pa-poose**, Allan Edwards. (4 boats)
MARCONI 3 — 1) **Corsair 2**, Mike O'Callaghan; 2) **Vixen**, Steve Kibler; 3) **Adagio**, David Howell. (3 boats)
MARCONI 4 — 1) **Eos**, Keith Dunlop; 2) **Morning Star**, Dean Gurke; 3) **Kaze**, Elizabeth Diaz. (4 boats)
BEARS — 1) **Magic**, Tim Maloney; 2) **Bongo**, Jill Lutz; 3) **Cam-embert**, Todd Goldberg. (4 boats)
OCEAN 1 — 1) **Kate II**, John Emerick; 2) **Valiant**, Jeff McNish; 3) **Bounty**, Dan Spradling. (4 boats)
OCEAN 2 — 1) **Ouessant**, Gene Buck; 2) **Credit** Bill Belmont. (2 boats)

Complete (and accurate) results: www.mastermariners.org

"Sailboat racing doesn't have to involve beating your brains out in 30 knots of wind to be enjoyable. I think it was a nice change that this year's race was much more tactical. We basically had one big

flood all day, so you not only had to keep the boat moving, you had to find current relief where you could. I had one of the best races I've ever had against *Ouessant* (Gene Buck's Farallon Clipper), and they deserved to win because they sailed a smarter race than us."

But perhaps the happiest campers of all were the skipper and crew of David Howell's *Adagio*. On their way up to the start from their slip in Oyster Point, *Adagio* started taking on quite a bit of water, particularly on port tack. But like everyone else who sails the Master Mariners, Dave and his crew had prepared too long and hard to quit because of some silly leak. So a vote was taken and they unanimously decided to go ahead and race, with one small change to the duty roster. On starboard tacks, everyone was on deck. On every port tack, someone went below and pumped like mad.

They made it.

— *latitude* / jr

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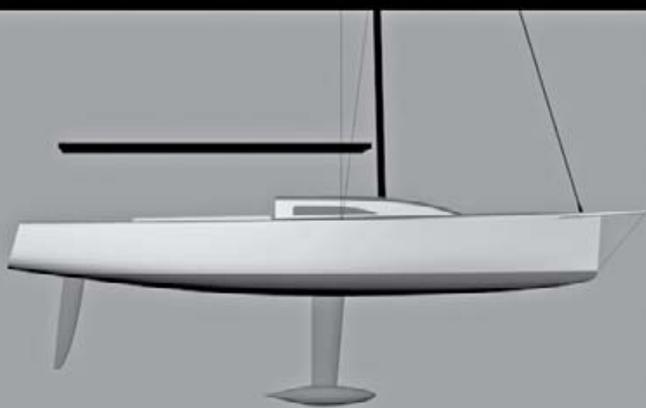


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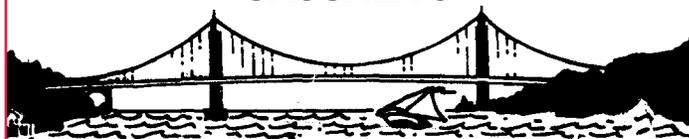
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DESTINATION: DELTA



— THE GREAT ESCAPE



Thanks to the high price of fuel, many folks are reconsidering their expensive summer vacations this year, and we think you should too. That's not to say don't take a vacation — everyone needs to get away from the stress of work and urban living as often as possible — we just think you should look a little closer to home this year . . . perhaps no farther than the Delta.

When it came time to plan our own vacation last month, the Delta was our top choice. We hadn't been 'up country' for a few years and really needed some solitude. Let's forget that, with gas at \$4 a gallon, we wouldn't get far in our car, and the \$1,300 price tag on tickets to

The gentle waters of the Delta are low in drama and high in relaxation.

Hawaii was unthinkable. So we grabbed our worn copy of *Hal Schell's Dawdling on the Delta*, provisioned our boat for a week or so, and motored out of Richardson Bay on a calm Sunday afternoon. First stop: China Camp.

China Camp is a destination in itself, and we love spending weekends working on our tan while our Sausalito dock neighbors are bundled up against the fog. But the little roadstead anchorage, just a couple hours from most places on the Bay, is also a perfect jumping off point for a Delta trip.

Working our way upriver against an

DESTINATION: DELTA

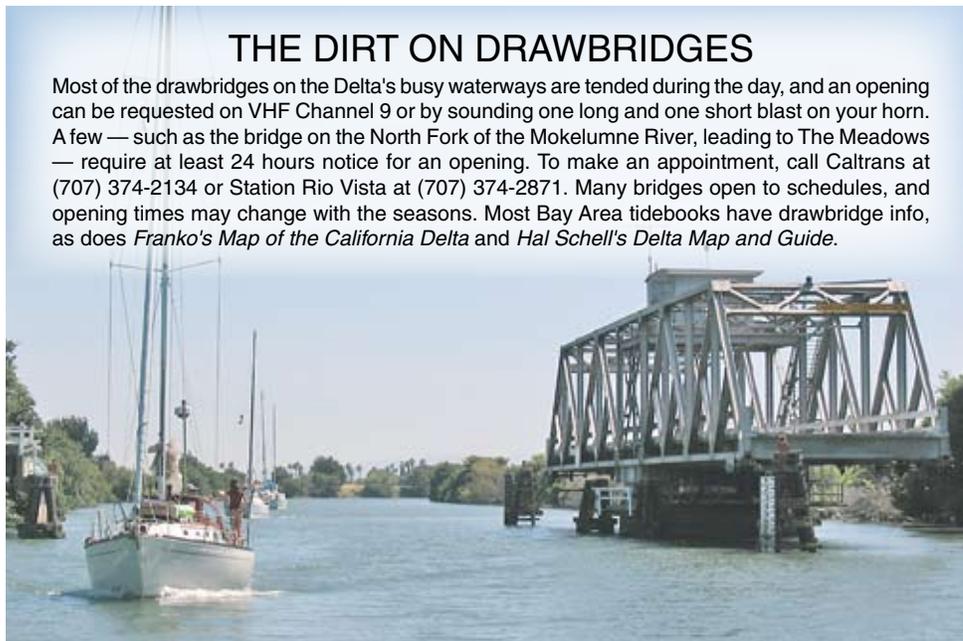
ebb tide the next morning meant motor-sailing for a while, but the wind picked up and, by noon, we were enjoying a lovely run under mizzen and genny. As

to use a dinghy for this last step.) But there's so much room behind Decker

Island that we were able to swing freely on our bow anchor.

THE DIRT ON DRAWBRIDGES

Most of the drawbridges on the Delta's busy waterways are tended during the day, and an opening can be requested on VHF Channel 9 or by sounding one long and one short blast on your horn. A few — such as the bridge on the North Fork of the Mokelumne River, leading to The Meadows — require at least 24 hours notice for an opening. To make an appointment, call Caltrans at (707) 374-2134 or Station Rio Vista at (707) 374-2871. Many bridges open to schedules, and opening times may change with the seasons. Most Bay Area tidebooks have drawbridge info, as does *Franko's Map of the California Delta* and *Hal Schell's Delta Map and Guide*.



LATITUDE / JOHNA

Having decided to be spontaneous on this vacation, we had no plans for where we would spend the remainder of the week. There are more than 1,000 miles of navigable waterways in the Delta, and no fewer places to set your hook. One of the more popular destinations is The Meadows, a tiny but deep and verdant notch off Snodgrass Slough, but we'd had a tough time trying to get our keelboat in there before and weren't interested in another expedition. That sounded too much like work!

We'd also enjoyed the 'Delta Loop', a trip up Steamboat Slough to the Old Sacramento River, down to Locke and Walnut Grove, then on to lovely Georgiana Slough. While memories of the gorgeous scenery of Georgiana were tempting, we opted to try something new, at least to us: the Potato Sloughs.

The next morning, going against our own hard and fast rule to move only on

the tide turned, the engine turned off and the wind built even more, we picked up speed — a welcome change from the low numbers we'd been seeing.

As we screamed past the ghost fleet in Suisun Bay, we planned that evening's stop. Assuming the wind would hold until sundown, we decided to try to make it to Decker Island on the Sacramento River, some 50 miles from our starting point. Turns out that the high winds predicted for later in the week had moved in early, so we had plenty of breeze for a wild ride upriver as far as we wanted to go.

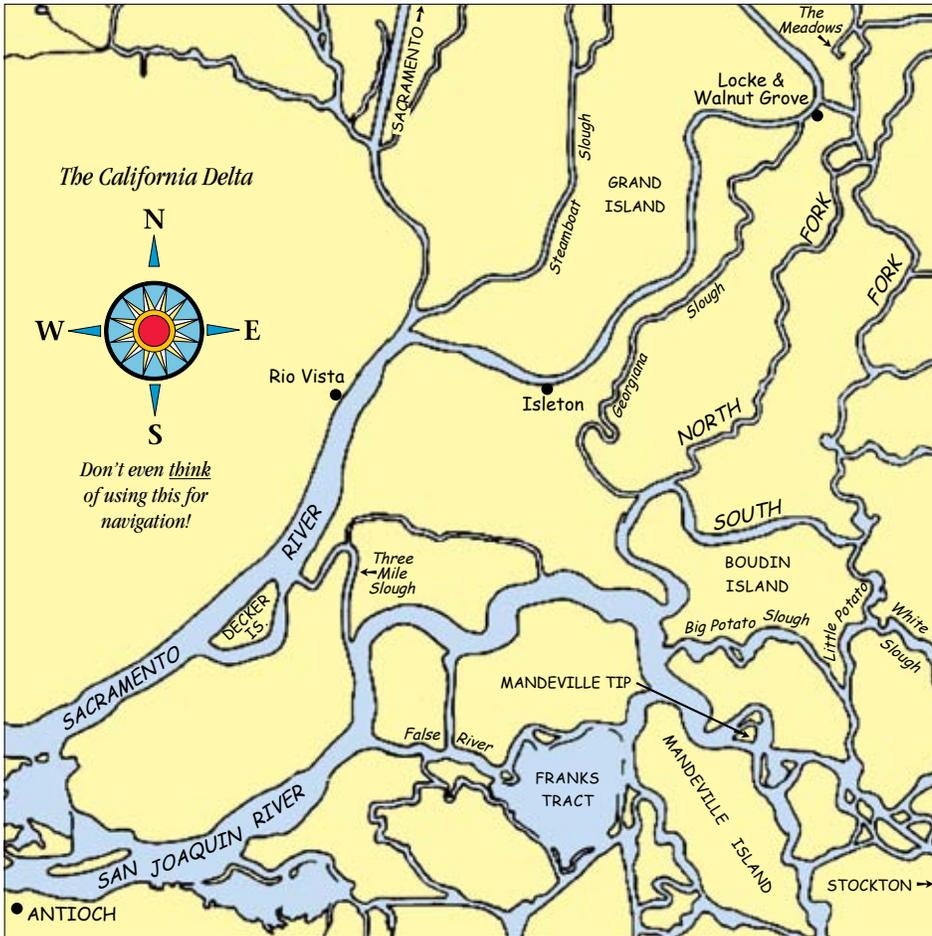
After honing our shrimping technique while dousing the genoa, we sailed in behind Decker Island under mizzen alone — still flying along at 5 knots! Decker is a great spot for the first or last night of a Delta adventure: it's right off the 'highway' of the Sacramento and is adjacent to Three Mile Slough, a connector to the San Joaquin, yet is out of the traffic. The favored anchoring spot is tucked in behind the lone stand of trees on the island, but there is plenty of room if it's taken — which it was by the time we got there.

Anchoring in the Delta generally means scouting out a suitable spot on shore in the form of a tree, piling, or large stump, pointing the bow toward the object of your desire, dropping the stern anchor as you ease toward shore, and wrapping a bow line around the tree. (Depending on your draft, you may have



LATITUDE / LADONNA

— THE GREAT ESCAPE



toes, we were a little surprised to see only a few trees. The wind, still howling, was forecast to continue for a couple more days, and we needed a windbreak. As we put up Big Potato, we spotted a small stand of palms. Tucked in behind them, we found a small private dock and clubhouse belonging to a group of river rats known as the 'Ding-A-Ling Club'. Club members undoubtedly hold wild raft-ups and barbecues during the summer, but

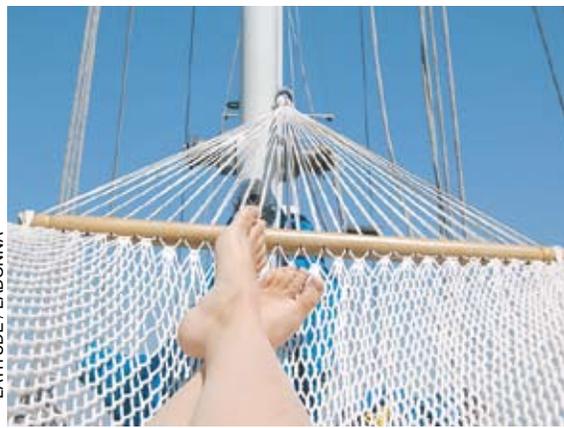
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 California Dept. of Fish & Game
www.dfg.ca.gov

we stopped by in early May, so the place was deserted.

As we turned in behind Ding-A-Ling Island, we were alarmed by the shallow water, but the depths increased dramatically as we inched closer to shore. Limited swinging room called for the standard Delta anchoring method, so we dropped the stern anchor and used the dinghy to take a line to shore. (Full disclosure time: it took us three tries before we got hooked up, so don't be discouraged if all doesn't go perfectly on your first attempt.)

Once settled, we wasted no time in stringing the hammock and breaking out the cool beverages. If we'd made our trip later in the summer, we would have undoubtedly strung up an awning and some wind-scoops first, but things hadn't heated up yet.



Once anchored in a cozy nook, there's little else to do but to relax in a hammock and read a good book.

a flood tide (so the rising water will lift you off when you run aground), we called on Channel 9 for an opening of Three Mile Slough. Three Mile Slough offers a convenient shortcut to the San Joaquin and is busy with traffic, though that may change in the next few years if the Department of Water Resources implements their plan to gate off the slough in an effort to reduce salinity in the area (see *Sightings* for more).

Optimistically relying on the chart and our trusty depth sounder — another must for any Delta-bound boat — we managed to wind our way through the slough, up the San Joaquin River and into Big Potato (shown as "Potato Slough" on charts) without touching ground.

This being our first trip to the Pota-



Fit to be tied — Set your stern anchor first, then nose in and tie the bow to a tree. Pull the boat in for easy disembarking during the day, then back out in the evening to avoid mosquitoes and no-see-ums.

DESTINATION: DELTA

WHAT'S DOIN' IN THE DELTA

Check out www.californiadelta.org for more on Delta events throughout the year.

Fourth of July Fireworks and Doin's

- Antioch — The Fireworks Spectacular barge moves down the San Joaquin River from downtown Antioch to the Antioch Marina. Don't miss the hometown parade, classic car show, and other entertainment. Info, (925) 757-1800.

- Benicia — Picnic in the Park with food and live music, 12-7 p.m., ending with a fireworks display. Info, (707) 745-9791.

- Lodi — Start the day with a pancake breakfast, move on to an Americana festival, and end the day with a fireworks spectacular at Lodi Lake. Info, www.visitlodi.com.

- Mandeville Tip — The massive Hilton Fireworks Extravaganza is now staged in honor of Barron Hilton, who passed away in 2004. This popular show attracts over 5,000 boats and is the largest boat-in event in the Delta.

- Old Sacramento — Living History Day Picnic, fireworks, and other fun stuff. Info, www.oldsacramento.com.

- Pittsburg — Fireworks are usually shot from either an offshore barge near the waterfront, or from shoreside. Info, (925) 432-7301.

- Suisun City — A signature family event

with great food, rock climbing, pony rides, arts & crafts, free live music, and 'Sky Concert' fireworks over the harbor, 11 a.m.-10:30 p.m.. Info, www.suisun.com.

Other Doin's to Mark On Your Calendar

- June 7 — Al the Wop's Annual Chili Cook-Off in Locke. Chili and beer seem strangely at home in this tiny historic Chinese town. Starts at 11 a.m. Info, www.locketown.com.

- June 13-15 — Whether you call 'em crawdads, crawfish or crayfish, these little bugs sure are tasty! Eat your fill at the wildly popular Isleton Crawdad Festival, www.crawdadjournal.com.

- July 13-Sept. 28 — Suisun City's Sunday Jazz Series. Concerts from 3-6 p.m. every Sunday on the Harbor Plaza. Info, (707) 421-7309 or www.ci.suisun-city.ca.us.

- July 12 — Taste of the Delta. Wine and food from Delta restaurants and wineries, live and silent auctions, and live music. Held at KOA's Tower Park Resort in Lodi, 1-4 p.m. Info, www.tasteofthedelta.com.

- July 26-27 — On your way up to or back from the Delta, stop by the Benicia Fine Art, Wine and

Jazz Festival. Info, (707) 745-9791.

- July 27 — Courtland Pear Fair. If you like pears, you'll love all the pear-oriented food & drink. Info, www.pearfair.com.

- Aug. 9 — Petaluma Waterfront Jazz Festival. Spend the day enjoying jazz and fine wine. Info, www.petalumachamber.com.

- Aug. 24 — Air Show over the "Margarita Mile" on Bethel Island. Starting at noon, be amazed by the acrobatic stunts performed by the Air Force, Patriot Jet Team, the Coasties and more. Info, www.margaritamile.com.

- Sept. 6-7 — Pittsburg Seafood Festival at Pittsburg Marina. Sample tasty treats from over 40 vendors while listening to live music. Info, www.pittsburgseafoodfestival.com.

- Sept. 11-14 — Lodi Grape Festival & Harvest Fair. Celebrate everything grape as they've done since 1907. Info, www.grapefestival.com.

- Sept. 13 — Delta Blues Festival, 12-7:30 p.m. on the Antioch waterfront, free. Great boat-in venue! Info, www.deltabluesfestival.net.

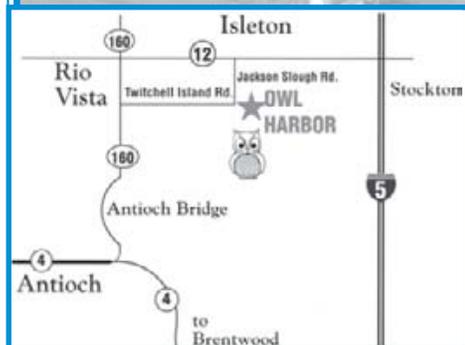
- October 4 — Suisun City Waterfront Festival at Harbor Plaza, 10 a.m.-5 p.m. Info, www.ci.suisun-city.ca.us.



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— THE GREAT ESCAPE

probably wasn't cold enough to bring on instant hypothermia, we were none too anxious to spend much time in it. On the bright side, the cooler weather also meant fewer blood-thirsty mosquitoes.

We'd planned on moving around a bit during our vacation — we wanted to check out Little Potato and even White Slough — but every morning we'd wake up and wonder if we should move on that day. The answer was always the same: "Maybe tomorrow." We spent three blissful and completely relaxed days at Ding-A-Ling Island, doing nothing more than sailing our dinghy, reading books and generally being as lazy as possible.

But the time finally came to think about heading downstream. The return trip from the Delta is known for being the worst ever way to end a vacation — winds and seas on the nose from Benicia on, and heaven help you if you do it on a strong ebb — so we did it in steps. First, to the Antioch Marina (which now has a 100-ft dock along the river at Humphrey's Restaurant), then on to Benicia the next morning.

We spent the rest of the day exploring this delightful little town, and went to bed expecting to take off early the next morning. But we failed to take our own advice once again by not checking with the harbor folks about depths, and woke up embedded in mud.

Oh well — no trip to the Delta is really complete without going aground at least once. Now that that was out of the way (we had a more leisurely than usual breakfast while waiting), we finally had enough water to make our escape, but it meant slogging through San Pablo Bay



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- Sunscreen, the higher the SPF the better — and don't forget 15+ SPF lip balm.
- Bug spray, netting and swatters. Mosquitoes are voracious feeders and you don't want to be the main course.
- Lots of hot weather clothes — shorts, bathing suits, tank tops — but don't forget a light jacket and a pair of pants for the odd cool evening.
- Wide-brim hats and lots of 'em.
- Good quality but reasonably priced sunglasses. Why? Because, with all the time you'll spend in the water, you won't be too bummed out when you sacrifice your shades to the river.
- Windscoops — need we say more?
- Boat shade — anything from a couple umbrellas to a custom made deck awning.
- *Hal Schell's Delta Map and Guide* and/or *Franko's Map of the California Delta* — both are widely available 'up Delta'. And be sure to pick up Carol Jensen's new book, *The California Delta*, for an historical view of the area.
- A good tide book. Not only will it help you know when to travel, but it also gives you contact info for bridges.

- A working depth sounder and a little patience — most keel boats touch ground at least once on any Delta trip, so don't feel bad. Just travel on a flood tide and you'll be off soon enough.
- Water toys — inner tubes, air mattresses, inflatable kayaks, windsurfers and/or sailing dinghies are musts.
- A hammock and comfy boat cushions.
- Lots of reading material — if you can, try to pick up copies of the long-out-of-print *Dawdling on the Delta* by the late Hal Schell and/or Robert Walters' *Cruising California's Delta*.
- Digital camera — If you don't have one already, suck it up. You can pick up a really decent pocket digital for \$100. Just be sure to set the photo quality and size to their highest settings for the best results.
- Inflatable dinghy with a good-size outboard for side trips up the more shallow sloughs.
- Fishing license and gear — nothing tops off a great day better than dinner you caught yourself.
- Ice, ice, baby! Hot summer days just aren't the same without ice-cold beverages.

- Seven gallons of diesel at \$4.20/gallon (what we paid at Antioch): \$29
- Two gallons of gas (generator): \$8
- One night at Antioch: \$20
- One night at Benicia: \$29

Grand total: \$86!

Our costs were cut dramatically by cooking on the boat. Of course, it's easy to not eat out when you're anchored in the middle of nowhere. We also could have saved on gas for our generator if we'd had solar panels and a wind generator, and we could have cut our diesel consumption by close to half if we hadn't been in a hurry to get to our destination. On the other hand, we probably saved a lot more by being so lazy and staying in one spot.

So whether you're trying to 'go green' and reduce your carbon footprint, or you just want to avoid tapping into your kids' college fund for your summer vacation, consider dawdling up the Delta. It's close, it's cheap, it's fun. And the memories you take home? Priceless.

— latitude/ld

we enjoyed one of the most rejuvenating vacations we can remember, and we did it all for — are you sitting down? — under

\$90. Here's the breakdown (not including food, which we would have needed whether we were on vacation or not):



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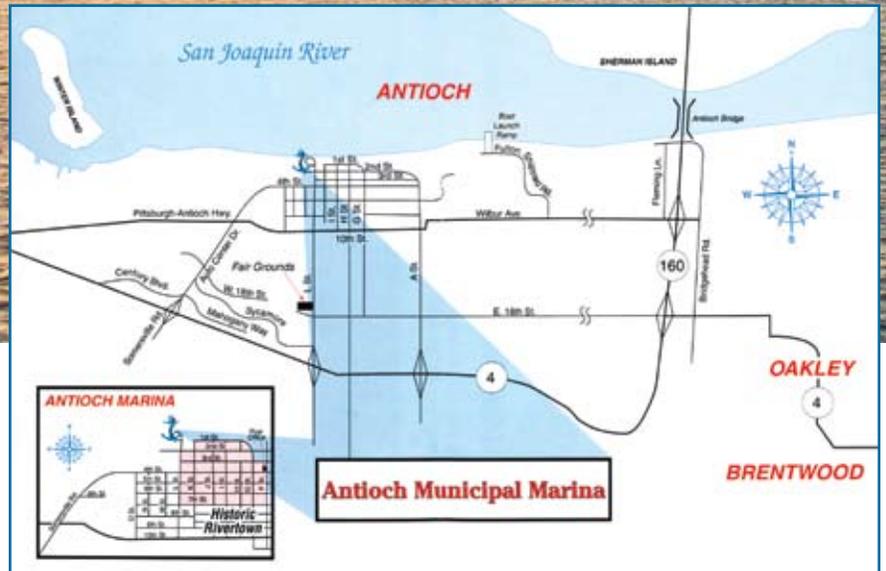
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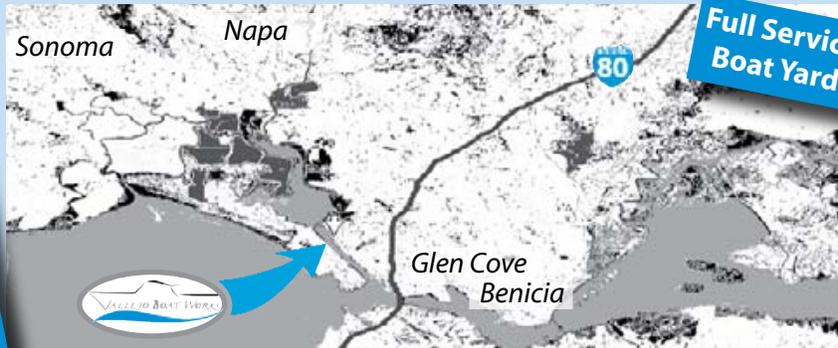


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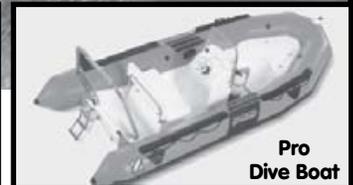
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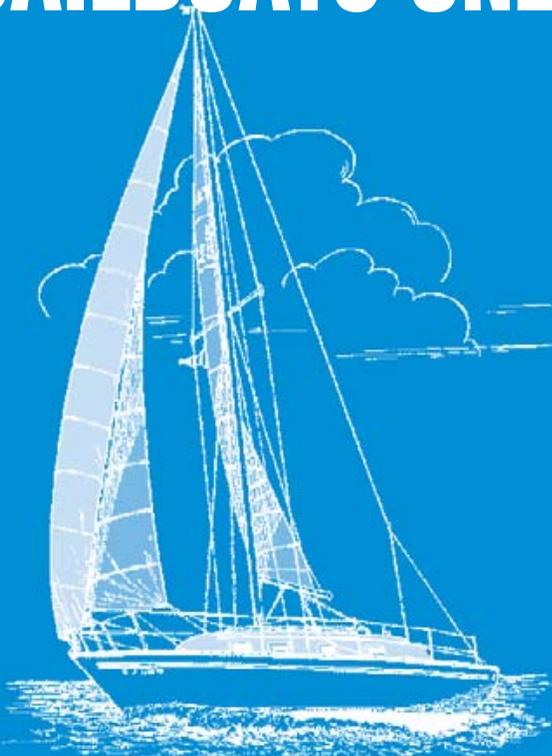
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THE GREAT VALLEJO RACE

We're not sure if the 'wind gods' are into English philosophers, but for this year's Great Vallejo Race sponsored by West Marine, they made a trickster's play on a quote from John Locke: "Good and evil, reward and punishment, are the only motives to a rational creature: these are the spur and the reins whereby all mankind are set on work, and guided."

On the morning of Saturday May 3, 250 starters set to work, and were rewarded — flat water and 10-15 knots of wind except for the usual holes like the lee of Angel Island. From R4, it was off-the-wind sailing all the way to Vallejo for the 21-mile course. Arriving at the host Vallejo YC, the reward turned even sweeter at the party which spilled



Above, 'Mutual Fun' enjoying a warm, sedate climb up San Pablo Bay on Saturday. Spread, 'Tenacity' in 'offroad' action on Sunday.

off the deck and over into the massive raft-up where a bunch of really relaxed-looking people were draped across their cockpits, sipping beverages in quietude and politely observing the NOR's missive on the prohibition on "off-the-transom streams."

At about 6:30 p.m., on our way to the scoring office where YRA's Laura

Paul was hard at work generating results and waiting for 50 more finishers, we ran into Matt Frederick, who was fresh off a win in the singlehanded division at Ski/Sail 2008. Frederick was trimming aboard Dan Hauserman's *Personal Puff* and had a philosophical take on the team's Saturday class win, noting the *Puffers* were able to take Division 3 despite a "serious strategic error — we only brought four beers."

For PRO Jeff Zarwell, Saturday's start also posed a pragmatic question. Despite some reports of bumper boats, it seems like he got the correct answer as nearly two hours after the first start, the entire fleet was off.

"With 22 starts 5 minutes apart, you don't just postpone and reset the line

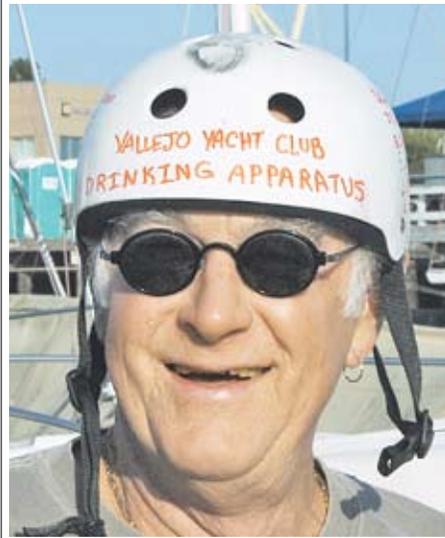
— POSTCARDS FROM THE DREDGED



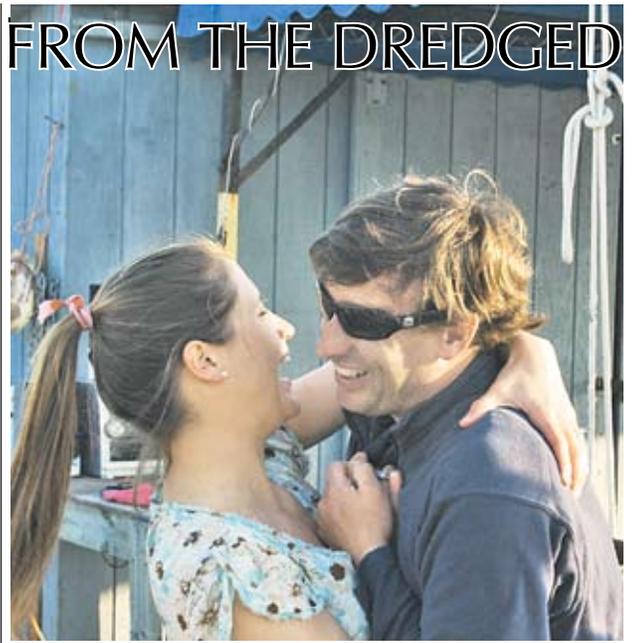
THE GREAT VALLEJO RACE



Open Season (clockwise from top) — 'Mil Besos' playing brightwork hooky; 'Outrageous' preventer!; 'Made Easy' chases una 'Novia'; Caroline McNally and Matt Clark of the Melges 24 'Personal Puff' celebrate a Saturday class win on their own personal dance floor; the 'Great raft-up'; 'Crazy Diamond' and 'Jarlen' enjoy Saturday's slide; 'VIP' rolls on toward Vallejo; demonstrating of the dual nature of The Great Vallejo Race; 'Harp' playing the East Brother Lighthouse; Jerry Coalson of the Olson 30 'Hot Betty' modeling proper 'personal protective equipment'. After the party a few years ago, an unnamed 'Betty' made a hospital visit with a concussion and black eye after a parking-lot header. On the back of the helmet? "Warning: asphalt is closer than it appears!"



— POSTCARDS FROM THE DREDGED



PARTY PHOTOS: LATITUDE/ROB

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THE GREAT VALLEJO RACE

RESULTS

SATURDAY

PARTY CIRCUIT MULTIHULLS — 1) **Adrenaline**, D-Class Cat, Bill Erkelens Sr.; 2) **Three Sigma**, Corsair 27, Christopher Harvey; 3) **Origami**, Corsair 24, Ross Stein. (6 boats)

PC J/105 — 1) **Roxanne**, Charles James; 2) **Racer X**, Phil Laby/Rich Pipkin/Mary McGrath; 3) **Donkey Jack**, Eric Ryan/Scott Sellers. (11 boats)

PC EXPRESS 27 — 1) **Freaks on a Leash**, Scott Parker; 2) **Xena**, Mark Lowry; 3) **Wile E Coyote**, Dan Pruzan. (10 boats)

PC CRUISING CATS — 1) **Serenity**, Seawind 1160, Michael Ropers; 2) **Rotkat**, Lidgard/Bok 43 Cat, Arjan Bok; 3) **Endless Summer**, Cruising Cat, Steve May. (3 boats)

BENETEAU FIRST 36.7 — 1) **Mistral**, Ed Durbin; 2) **Serendipity 2**, Thomas Bruce; 3) **Bufflehead**, Stuart Scott. (5 boats)

ALERION EXPRESS 28 — 1) **Ditzy**, Ralph Morgan; 2) **Lizbeth**, Michael Land; 3) **Dream**, Kirk Smith. (6 boats)

PC SF 180 — 1) **Windsome Wench**, Newport 30-3, Robbie Murphree; 2) **Huge**, Catalina 30, Russel Houlston/William Woodruff; 3) **Outrageous**, Catalina 30, Paul Caturegli. (6 boats)

SF 180 — 1) **Harry**, Newport 30-2, Richard Aronoff; 2) **Goose**, Catalina 30, D. Michael Kastrop; 3) **Achates**, Newport 30-2, Robert Shock. (7 boats)

EXPRESS 37 — 1) **Bullet**, Michael Maloney; 2) **Stewball**, Bob Harford; 3) **Elan**, Bill Riess. (6 boats)

OLSON 25 — 1) **Pearl**, Thomas Blagg; 2) **Clean Sweep**, Tom Nemeth; 3) **Synchronicity**, Steve Smith. (6 boats)

OLSON 30 — 1) **Hot Betty**, John Scarborough; 2) **Warpath**, Andrew Zimmerman; 3) **Getting Air**, Patrick Shue. (3 boats)

ISLANDER 36 — 1) **Diana**, Steve Zevanove; 2) **Freedom Won**, John Melton; 3) **Luna Sea**, Daniel Knox. (7 boats)

SANTANA 22 — 1) **Tchoupitoulas**, Giovaccini Buckingham; 2) **Carlos**, Jan Grygier; 3) **Maguro**, Gerard Kuperus. (8 boats)

PC SF 198+ — 1) **Star Ranger**, Ranger 26-1SM, Simon James; 2) **Latin Lass**, Catalina 27, William Champman; 3) **Slip Away**, O'Day 27; David Opheim. (6 Boats)

PC IOR WARHORSE — 1) **Zamazaan**, Farr 52, Charles Weghorn; 2) **Infinity**, Holland 47, Gary Gebhard; 3) **Aleta**, Peterson 46, Keith Brown. (3 boats)

PC NON-SPIN — 1) **Blueberry**, Nonsuch 22, John Foster; 2) **Lassie**, Pearson 28, Michael Farrell; 3) **Kind of Blue**, Hanse 370, Michael Gregg. (4 Boats)

PC G (PHRF ≤ 66) — 1) **Kika**, Flying Tiger 10 Meter, Raffaele Sena/Marc Pinkey; 2) **Savage Beauty**, Flying Tiger 10 Meter, John Lymberg; 3) **Cento Miglia**, Flying Tiger 10 Meter, Fabio Maino. (15 boats)

PC H (69-93) — 1) **Arch Angel**, Antrim 27, Bryce Griffith; 2) **Mintaka 4**, Farr 38, Gerry Brown; 3) **Max**, Antrim 27, Ryan Richard. (15 boats)

PC J (96-117) — 1) **For Pete's Sake**, Ultimate 24, Peter Cook; 2) **Novia**, Cal 39-4, David DeMeter/Dick Baker; 3) **Harp**, Catalina 38, Mike Mannix. (11 boats)

PC K (120-159) — 1) **Chimera**, Custom Little Harbor 47, C. Grant Miller; 2) **1st Impression**, Santa Cruz 27, Rick Gio; 3) **Mer Tranquile**, Jeanneau Sun Odys-

sey 34.2, Larry Moraes. (12 boats)

PC M (162-195) — 1) **Chesapeake**, Merit 25, Jim Fair; 2) **Wuvulu**, Islander Bahama 30, John New; 3) **Smooth**, Santana 525, Mark Feinholz. (10 boats)

PC D (SF 30) — 1) **Lazy lightening**, Tartan 10, Tim McDonald; 2) **Shameless**, Custom Schumacher 30, George Ellison; 3) **Topgallant**, Tartan 10, Jim Lindsey. (7 boats)

VALLEJO 1 (PHRF ≤ 9) — 1) **Racer X**, Farr 36 OD, Gary Redelberger; 2) **Serena**, Thompson 1150, Dave Kuettel; 3) **Wicked**, Farr 36 OD, Richard Courcier. (7 boats)

VALLEJO 2 (12-60) — 1) **Southern Cross**, Melges 32, Richard Leslie; 2) **Outsider**, Azzura 310, Greg Nelson; 3) **Diabalita**, 1D35, Gary Boell. (12 boats)

VALLEJO 3 (63-93) — 1) **Personal Puff**, Melges 24, Dan Hauserman; 2) **No Name**, 11 Metre OD, Skiff Sailing Foundation; 3) **Practice Girl**, Melges 24, Practice Girl Racing GP. (11 boats)

VALLEJO 4 (96-111) — 1) **Irish Lady**, Catalina 42 1/2, Mike Mahoney; 2) **Tutto Bene**, Beneteau 38S5, Jack Vetter/Carly Hegle; 3) **Tiki Blue**, Beneteau 423, Gary Troxel. (10 boats)

VALLEJO 5 (114-150) — 1) **Weckless**, Wylie Wabbit, Tim Russel; 2) **Arcadia**, Santana 27 Modernized, Gordie Nash; 3) **Green Buffalo**, Cal 40, Jim Quanci. (9 boats)

VALLEJO 6 (153-195) — 1) **Coast Starlight Ltd.**, Morgan 38-2, John English; 2) **Downtown Uproar**, J/24, Darren Cumming; 3) **Antares**, Islander 30-2, Larry Telford. (9 boats)

SUNDAY

PARTY CIRCUIT J/105 — 1) **Roxanne**, Charles James; 2) **Hazardous Waste**, Chuck Cihak/Glenn Youngling/Dana Sack; 3) **Donkey Jack**, Eric Ryan/Scott Sellers. (11 boats)

PC EXPRESS 27 — 1) **Xena**, Mark Lowry; 2) **El Raton**, Ray Lotto; 3) **Wile E Coyote**, Dan Pruzan. (10 boats)

PC CRUISING CATS — 1) **Endless Summer**, Cruising Cat, Steve May; 2) **Serenity**, Seawind 1160, Michael Ropers. (2 boats)

BENETEAU FIRST 36.7 — 1) **Summer and Smoke**, Pat Patterson; 2) **Mistral**, Ed Durbin; 3) **Bufflehead**, Stuart Scott. (5 boats)

ALERION EXPRESS 28 — 1) **Ditzy**, Ralph Morgan; 2) **Maeve II**, Nancy Pettengill; 3) **Encore**, Dean Dietrich. (6 boats)

PC SF 180 — 1) **Huge**, Catalina 30, Russel Houlston/William Woodruff; 2) **Starkite**, Catalina 30, Laurie Miller; 3) **Outrageous**, Catalina 30, Paul Caturegli. (5 boats)

SF 180 — 1) **Harry**, Newport 30-2, Richard Aronoff; 2) **Achates**, Newport 30-2, Robert Shock; 3) **Goose**, Catalina 30, D. Michael Kastrop. (7 boats)

EXPRESS 37 — 1) **Golden Moon**, Bill Bridge/Kame Richards; 2) **Bullet**, Michael Maloney; 3) **Elan**, Bill Riess. (6 boats)

OLSON 25 — 1) **Pearl**, Thomas Blagg; 2) **Vivace**, TLarry Nelson/Frank VanKirk; 3) **Shark-on-Bluegrass**, Falk Meissner. (5 boats)

OLSON 30 — 1) **Hot Betty**, John Scarborough; 2) **Warpath**, Andrew Zimmerman. (2 boats)

ISLANDER 36 — 1) **Diana**, Steve Zevanove; 2)

Captain Hooke, Tom and David Newton; 3) **Freedom Won**, John Melton. (7 boats)

SANTANA 22 — 1) **Tchoupitoulas**, Giovaccini Buckingham; 2) **Maguro**, Gerard Kuperus; 3) **Carlos**, Jan Grygier. (7 boats)

PC SF 198+ — 1) **Star Ranger**, Ranger 26-1SM, Simon James; 2) **Latin Lass**, Catalina 27 1/B, William Champman; 3) **Slip Away**, O'Day 27 1/B; David Opheim. (8 Boats)

SF 198+ FLEET — 1) **Tinker**, Wilderness 21, Matthew Beal. (1 boat)

PC IOR WARHORSE — 1) **Infinity**, Holland 47, Gary Gebhard; 2) **Aleta**, Peterson 46, Keith Brown. (2 boats)

PC NON-SPIN — 1) **Kind of Blue**, Hanse 370, Michael Gregg; 2) **Drama**, Beneteau Oceanis 440, Robert Irby; 3) **Lassie**, Pearson 28, Michael Farrell. (4 Boats)

PC G (PHRF ≤ 66) — 1) **Splash**, Beneteau 42S7, Ray Handyside; 2) **Jeanette**, Custom Frers One Ton, Henry King; 3) **Astra**, Farr 40 OD, Mary Coleman. (13 boats)

PC H (69-93) — 1) **Crazy Diamond**, J/109, Liga & Soren Hoy; 2) **Mintaka 4**, Farr 38, Gerry Brown; 3) **Jarlen**, J 35, Dr. Robert Bloom. (14 boats)

PC J (96-117) — 1) **Novia**, Cal 39-4, David DeMeter/Dick Baker; 2) **Baleineau**, Ericson 34, Charles Brochard; 3) **Mon Desir**, Jeanneau Sun Fast 35, Jerry Nassoij. (9 boats)

PC K (120-159) — 1) **Chimera**, Custom Little Harbor 47, C. Grant Miller; 2) **Blue Pearl**, Hunter 41, John Dahle; 3) **Uno**, Wyliecat 30, Steve Wonne. (11 boats)

PC M (162-195) — 1) **Gypsy Lady**, Cal 34-1, Val Clayton; 2) **Don Wan**, Santana 28, Don Kunstler; 3) **Chesapeake**, Merit 25, Jim Fair. (8 boats)

PC D (SF 30) — 1) **Plan B**, J/29, Brett DeWire/Mark Stubblefield; 2) **Topgallant**, Tartan 10, Jim Lindsey; 3) **Elusive**, Olson 911-S, Charles Pick. (9 boats)

PC SINGLE/DOUBLE — 1) **Speed Racer**, Merit 25, Teresa Scarpulla. (1 boat)

VALLEJO 1 (PHRF ≤ 9) — 1) **Flash**, TP 52, Mark Jones/Will Paxton; 2) **Equity Kicker**, SC 52, Karsten Mau; 3) **Racer X**, Farr 36 OD, Gary Redelberger. (5 boats)

VALLEJO 2 (12-60) — 1) **First 45**, Beneteau First 45, Judy and Torben Bentsen; 2) **Freedom**, Beneteau 523, Robin Driscoll; 3) **Diabalita**, 1D35, Gary Boell. (8 boats)

VALLEJO 3 (63-93) — 1) **Sea Fox**, Sabre 452, James Hurst; 2) **Princess**, Sabre 40-2, Bruce Munro; 3) **Made Easy**, Beneteau 42, James Peterson. (8 boats)

VALLEJO 4 (96-111) — 1) **Acabar**, Jeanneau Sun Kiss 45, Jean-Yves Lendormy; 2) **Irish Lady**, Catalina 42.5, Mike Mahoney; 3) **Tiki Blue**, Beneteau 423, Gary Troxel. (8 boats)

VALLEJO 5 (114-150) — 1) **Weckless**, Wylie Wabbit, Tim Russel; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Arcadia**, Santana 27 Modernized, Gordie Nash. (8 boats)

VALLEJO 6 (153-195) — 1) **Antares**, Islander 30-2, Larry Telford; 2) **Bosporous II**, Columbia 36, Rick Wallace; 3) **Downtown Uproar**, J/24, Darren Cumming. (8 boats)

Complete results at: www.yra.org

— POSTCARDS FROM THE DREDGED

unless there's a major problem," he said. "I didn't know just how much the wind would go west and I didn't know when, so I had to guess."

As the 'wind gods' giveth, so do they giveth too much. The foggy heads — and ULDBs — who showed up Sunday morning, got their payback — 15 miles of upwind sailing with puffs to 30-knots, short-tacking, and evil chop all the way to a finish off the San Rafael Channel.

Along with wet decks and soaked sailors, the conditions on the way back caused a moment apparently caught on film that we'd love to see as much as the people it happened to, Barry and Sylvia Stompe of the Hughes 48 *Iolari*.

"Since it was flooding we were making tacks along the shore," Stompe said. "On one particular tack onto port we had a big gust hit us and heeled waaay over. Our liferaft fell off the cabin top, broke the lower lifeline and splashed into the water next to us. We were moving pretty well and I noticed the lanyard was still attached to the boat. In about two seconds it reached the end and did what

it was supposed to do — blow the cannister apart and inflate! It was quite a sight — a black and orange liferaft inflating in the middle of a race, the wind in the 30's, and a starboard boat to duck. We noticed one of the boats taking pictures of our fiasco and would love to get a hold of one." If that was you, send an email to rob@latitude38.com.

Such is the dual nature of this two-race weekend which officially opens the YRA season. While in a more perfect world we suspect most people would probably want to better match the wind strength to the direction of travel for this Northern California classic that's over-100 years



(l to r) — Matt Wrublewski, Kelly Ormond, Rigo Fuzetto, owner Peter Cook and an unidentified member of the shore team from the Ultimate 24 'For Pete's Sake' which took Party Circuit J on Saturday.

old. Judging by the number of smiles, we bet it's already been forgotten and all the rational creatures will find themselves guided back next year.

— Rob

Photo: David Gartland



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SAILING RECORDS

Nowhere do worlds collide more fiercely than in the pursuit of speed under sail. Old vs. new, big vs. small, city vs. city, country vs. country, monohulls vs. multihulls, cats vs. tris, boards vs. boats, ghosts vs. mortals, even sailboats vs. ocean liners — the comparisons are endless, the challenges irresistible, and the records, large or small, there for the breaking.

The dichotomies are perhaps brought into clearest relief on a weathered headstone in a cemetery in Eastham, Massachusetts. The epitaph reads:

*Freeman Hatch
1820-1889*

He became famous making the astonishing passage in clipper ship Northern Light from San Francisco to Boston in 76 days, 8 hours — an achievement won by no mortal before or since.

This is on the guy's gravestone. That's how important it was to him — as indeed were speedy ships to much of American commerce at the time. By beating two other ships on this 14,000-mile passage (despite leaving San Francisco three days later), Captain Hatch, *Northern Light* and even Boston (where she was designed and built) became famous, and the ship had her pick of the most lucrative cargos

24-Hour Records

Outright (any yacht, any number of crew):

Groupama 3, 103-ft tri, Franck Cammas (FRA), 2007 — **794 nautical miles** (average: 33.08 kts)

Any yacht, singlehanded:

Sodebo, 105-ft tri, Thomas Coville (FRA), 2007 — 619.3 nm (average: 25.8 kts)

Monohull, any number of crew:

ABN Amro Two, Volvo 70 Sebastian Josse (NDR), 2006 — 562.96 nm (23.45 kts)

Monohull, singlehanded:

AT Racing, Open 60, Alex Thompson (GBR), 2003 — 468.73 nm (average: 19.53 kts)

Merchantman

Champion of the Seas, 225-ft clipper, USA, 1854 — **467 nautical miles** (average 19.46 kts)

and routes for years afterward.

Of course, mortals did eventually best the *Light's* famous passage. In 1991, Rich Wilson and Bill Biewenga sailed the 53-ft trimaran *Great American II* from San Francisco to Boston in 69 days, 20 hours. We figure Hatch's ghost still rests easy in the knowledge that it took 137 years to do it.



LATITUDE/RICHARD

Fast company — two of the fastest boats in all of sailing are the 140-ft schooner 'Senso One' (formerly 'Mari-Cha IV', above) and Bruno Peyron's 120-ft catamaran 'Orange 2' (right).



COURTESY ORANGE II

As with *Northern Light*, all of the original long distance ocean passage records were set by sailing merchantmen, primarily the long, lithe clippers whose heyday lasted only about a decade from the 1850s through 1860s. But in that span of time, records were set that would stand for well over a century. Among them, the day's run record: 467 miles (*Champion of the Seas*, 1854); and the top speed ever achieved by a vessel under sail up to that time: 22 knots (*Sovereign of the Seas*, 1854). And keep in mind that these were fully loaded wooden ships, not the stripped-down, purpose-built yachts that would finally better their marks.

Time marches on. There may be a few trade routes left whose records still belong to clippers, but you'd have dig a while to find one. The records of old began to tumble in the early 1980s under skippers such as Eric Tabarly, and boats

like his odd foiling trimaran *Paul Ricard*. This was the first modern boat to break the east-west transatlantic record set by the famed 185-ft schooner *Atlantic* 75 years earlier. A few years later, the first big multis, like the 75-ft *Jet Services V* and *Fleury Michon* arrived on the scene, smashing old records and opening the

floodgates to an endless stream of need-for-speed dreamers and ever-faster boats that continues today.

Transatlantic Benchmarks

West-East transatlantic records are measured from a line drawn true south from the Ambrose Light Tower (40° 26.9' N; 73° 47.9' W), in lower New York Harbor, to a line drawn true south from Lizard Point Lighthouse (49° 57.6' N; 5° 12.1' W) at the southernmost tip of Great Britain. The official distance is 2,925 miles. Current records as of March, 2008, appear in all boldface.

Yacht	Type	Year	Elapsed	Owner/Skipper	Avg
Groupama 3	103' tri	2007	04:03:57*	Franck Cammas	29.26
Orange 2	120' cat	2006	04:08:23	Bruno Peyron	28.02
PlayStation	125' cat	2001	04:17:28	Steve Fossett	25.78
PlayStation	125' cat	2001	04:17:28	Steve Fossett	25.78
IDEC	110' tri	2005	06:04:01**	Francis Joyon	19.76
Jet Services V	75' cat	1990	06:13:03	Serge Madec	18.62
Mari Cha IV	140' sch	2003	06:17:52***	Robert Miller	18.05
B&Q/Castorama	75' tri	2004	07:03:49****	Ellen MacArthur	17.09
Primagaz	60' tri	1994	07:02:34	Laurent Bourgnon	17.15
Jet Services V	75' cat	1988	07:06:30	Serge Madec	16.76
Fleury Michon VIII	75' tri	1987	07:12:50	Phillipe Poupon	16.18
Royale II	82' cat	1986	07:21:05	Louc Caradec	15.47
Jet Services II	60' cat	1984	08:16:33	Patrick Morvan	14.03
Elf Aquitaine	66' cat	1981	09:10:06	Marc Pajot	12.94
Royal SunAlliance	92' cat	1997	09:11:21	Tracy Edwards	12.87
Paul Ricard	56' foiler	1980	10:05:14	Eric Tabarly	11.93
Nicorette (mono)	80' sloop	1997	11:13:22	Ludde Ingvall	10.54
Atlantic (mono)	185' sch	1905	12:04:01	Charlie Barr	10.02

*crewed record; ** singlehanded record; *** monohull record, **** women's record

Here's a bit of perspective: the last time we ran a sailing records article was in 2003. In the five short years since, every major offshore sailing record has not only been broken — but broken several times, and occasionally pulverized. And almost every boat that holds a major speed record wasn't even built in 2003. Another shift in the paradigm: Almost



Highest speed reached by any craft under sail: **49.09 knots**
 March 5, 2008, custom windsurfer, **Antoine Albeau (FRA)**,
Sainte Marie de la Mer canal (French Trench), France

all the major ocean records on the books today are held by French crews sailing French boats. The end of Steve Fossett's

among them Doug Baker's *Magnitude 80* (which shattered the SD-PV Race record this year) and the new 100-ft *Speedboat*

monohull transatlantic record.

Interestingly, Fossett (who disappeared last fall while flying a private

TRANS-PACIFIC

Race/Route	Distance	Yacht	Type	Owner/Skipper	Year	Elapsed (d/h/m)	Avg
Los Angeles to Honolulu	2,225	<i>Geronimo</i>	110' tri	Olivier de Kersauson	2005	04:19:31	19.2
TransPac Race (multi)	2,225	<i>Explorer</i>	90' cat	Bruno Peyron	1997	05:09:18	17.7
(mono)	2,225	<i>Morning Glory</i>	maxZ86	Hasso Plattner	2005	06:16:04	13.9
Singlehanded TransPac (multi)	2,230	<i>Lakota</i>	60' tri	Steve Fossett	1998	07:22:38	11.7
(mono)	2,230	<i>Wild Thing</i>	Open 60	Ray Thayer	1996	10:22:53	8.4
Pacific Cup (crewed)	2,070	<i>Mari-Cha IV</i>	140' sch	Bob Miller	2004	05:05:38	16.5
(doublehanded)	2,070	<i>Mongoose</i>	SC 70	Simonsen/Honey	1992	08:20:47	9.7
San Francisco to Yokohama (crewed)	4,482	<i>Gitana 13</i>	110' cat	Lionel Lemonchois	2008	11:12:55	16.9
(solo)	4,482	<i>Lakota</i>	60' tri	Steve Fossett	1996	19:15:18	9.5
Yokohama to San Francisco (crewed)	4,482	<i>Geronimo</i>	110' tri	Olivier de Kersauson	2006	13:22:38	13.4
(solo)	4,482	<i>Lakota</i>	60' tri	Steve Fossett	1996	20:09:52	9.2
Vic-Maui	2,308	<i>Grand Illusion</i>	SC 70	James McDowell	2000	09:02:08	10.6
Los Angeles-Tahiti	3,571	<i>Kathmandu</i>	SC 70	Fred Kirschner	1994	14:21:15	10.0
San Francisco to Tahiti	3,687	<i>Yukon Jack</i>	SC 50	Larry Hoffman	1995	19:00:31	7.9
Round the State of Hawaii	778	<i>Boomerang</i>	83' maxi	George Coumantaros	1984	03:22:35	8.2
Honolulu-Tahiti	2,440	<i>Kaimiloa III</i>	J/44	Dave Nottage	1995	14:03:52	7.2
Los Angeles-Osaka	5,297	<i>Northwest Spirit</i>	60' cutter	John Oman	1994	32:16:02	6.7

interest in sailing in 2004 signaled the end of viable American involvement in giant multihulls, at least for the moment. Fortunately, there are a number of large 'Yankee' monohulls capable of doing serious damage to sailing records,

currently enroute to the East Coast for the Bermuda Race. The splendid *Mari Cha IV* was also on the list until recently when it was sold to (we think) a European owner and now sails as *Senso One*. Under any name, it still holds the

plane) remains one of the kings of sailing records. According to his website, he set 22 sailing records in about a 10-year period, more than any other sailor, living or dead. And he still holds several of them.

SAILING RECORDS



The fastest sailor on earth as this issue went to press was 36-year-old sailboarder Antoine Albeau. This is him skimming down the French Trench on March 5. On the second run of the day, in mistral winds gusting to 60 knots, Albeau blasted through the timers at 49.09 knots, a new world record.

Any discussion of sailing records must include the 'firsts', which means it's time to join hands and kneel at the altar of the hallowed elders . . .

The first big sailing 'record' was the first circumnavigation, which took place from 1519-21. Expedition leader Ferdinand Magellan gets the credit, even though he didn't live to see its

Nonstop Round-the-World Record Holders

Most crewed round-the-world records take place under the auspices of the *Trophée Jules Verne*, an event co-created by Bruno Peyron in 1993. Named for the 19th Century author of the fictional 'Around the World in 80 Days', the idea was to sail around the world nonstop in that amount of time or less. The official start/finish of a Jules Verne circumnavigation is a line between Ushant, France, and Lizard Point. Peyron himself won the first edition in 1993, nursing the battered 'Commodore Explorer' across the finish just 14 hours shy of the 80-day mark. A dozen years later, aboard his 120-ft 'Orange 2', Peyron took a month off his old record. He and his nine crew remain the fastest men around the planet under sail. Les Sables d'Olonne, also on the Atlantic coast of France, is the start/finish for the Vendée Globe Race, the nonstop singlehanded race around the world for Open 60 sailors. Current records are in all-boldface type.

CREWED

Year	Yacht	Type	Skipper	Nationality	Start/Finish	Time (d:h:m)	Average
2005	Orange 2	120' cat	Bruno Peyron	FRA	Ushant	50:16:20	17.89
2004	PlayStation	125' cat	Steve Fossett	USA	Ushant	58:09:32	15.52
2004	Geronimo	110' tri	Olivier de Kersauson	FRA	Ushant	63:14:59	14.1
2002	Orange	110' cat	Bruno Peyron	FRA	Ushant	64:08:37	14.08
2001	Club Med	110' cat	Grant Dalton	NZL	Barcelona	62:06:56	18.3
1997	Sport Elec	110' tri	Oliver De Kersauson	FRA	Ushant	71:14:18	12.66
1994	ENZA	92' cat	R. Knox-Johnston/P. Blake	GBR/NZL	Ushant	74:22:17	12.00
1993	Commodore Explorer	90' cat	Bruno Peyron	FRA	Ushant	79:06:15	11.35

SINGLEHANDED

2007-08	IDEC 2	97' tri	Francis Joyon	FRA	Ushant	57:13:34	15.5
2004-05	B&Q/Castorama	75' tri	Ellen MacArthur*	GBR	Ushant	71:14:18	15.9
2004-05	PRB	Open 60	Vincent Riou	FRA	Les Sables d'Olonne	87:10:47	11.3
2000-01	PRB	Open 60	Michel Desjoeaux	FRA	Les Sables d'Olonne	93:03:57	9.6
2001-02	Kingfisher	Open 60	Ellen MacArthur*	GBR	Les Sables d'Olonne	94:04:25	9.6
1996-97	Geodis	Open 60	Christophe Auguin	FRA	Les Sables d'Olonne	105:20:31	9.6
1989-90	Ec. D'Aquitaine	Open 60	Titouan Lamazou	FRA	Les Sables d'Olonne	109:08:48	8.2
1985-86	American Promise	60' cutter	Dodge Morgan	USA	Bermuda	150:01:06	7.1
1968-69	Suhaili	32' ketch	Robin Knox-Johnston	GBR	Falmouth	313 days	3.4

DOUBLEHANDED

2007-08	Paprec-Virbac 2	Open 60	J.P. Dick/D. Foxall	FRA/IRE	Barcelona	92:09:49	11.3
1983-84	English Rose VI	57' ketch	J. Ridgeway/A. Briggs	GBR	Scotland	193 days	6.5

WESTABOUT

2003-04	Adrienne	85' cutter	Jean Luc Van Den Heede	FRA	Ushant	122:14:04	7.4
2005-06	Aviva	72' cutter	Dee Caffari	GBR	Portsmouth	178:03:05	na
1970-71	British Steel	59' cutter	Chay Blyth	GBR	Hamble	292 days	3.9

* Ellen MacArthur is the fastest woman around the world on both monohulls and multihulls.

West Coast

Race	Distance	Yacht	Year	Elapsed	Owner/Skipper	Average
Newport-Ensenada (multihull)	125	Stars & Stripes	1998	06h:46:10	Steve Fossett	18.4
(monohull)	125	Pyewacket	2003	10h:44:23	Roy Disney	11.0
Long Beach-Cabo (multihull)	804	Lakota	1995	2d 02:59	Steve Fossett	15.7
Long Beach-Cabo (monohull)	804	Blondie	1985	3d 03:46	Martin/Blackaller	10.5
Santa Barbara-King Harbor (multi)	81	Afterburner	2002	06:41:00	Bill Gibbs	12.1
Santa Barbara-King Harbor (mono)	81	Magnitude	1999	06:54:00	Doug Baker	11.7
Corona del Mar-Cabo	790	Magnitude 80	2006	2d 23:49	Doug Baker	11.1
Newport Beach-Cabo	790	Blondie	1987	2d 22:00	Bob McNulty	11.2
San Francisco-Catalina	360	Magnitude	2002	1d 08:52	Doug Baker	10.9
San Francisco-Santa Barbara	277	Octavia	1997	1d 04:29	Shep Kett	9.7
San Francisco-Ventura	298	Natazak	2001	1d 06:53	Steve Williams	9.7
San Diego-Acapulco (1953-1975)	1430	Sirius II	1964	8d 09:50	Howard Ahmanson	7.1
San Diego-Manzanillo	1100	Alchemy 77	2004	3d 23:52	Richard Compton	11.0
San Diego-Puerto Vallarta (mono)	991	Magnitude 80	2008	3d 15:47	Doug Baker	10.8
(multi)	992	Lakota	1998	2d 14:20	Steve Fossett	15.9
Marina del Rey-Puerto Vallarta	1125	Magnitude 80	2007	3d 15:51	Doug Baker	12.8
Swiftsure Race (multihull)	136	Stars & Stripes	1997	14:35:29	Steve Fossett	9.3
Swiftsure Race (monohull)	136	Pyewacket	1996	16:45:00	Roy Disney	7.6
LA-Guadalupe-Cabo	870	Cheetah	1986	5d 00:00	Dick Pennington	7.2

completion. Neither did most of his men. Magellan was killed by natives in the Philippines and, one by one, some 230 men and four of his five ships were lost. The lone survivor, a 90-ft carrack named *Victoria*, limped back to Spain with only 18 souls left to tell the tale.

A few hundred years later — 1789, to be exact — what is arguably the most amazing nonstop small boat voyage in history took place after Captain William Bligh and 18 faithful crew were set adrift on a ship's boat with minimal provisions during the infamous *Bounty* mutiny. After landing on one nearby island where a crewman was killed by natives, Bligh put to sea again. For the next 47 days, he navigated the overloaded 23-ft open boat through 3,600 miles of Pacific, landing safely on the island of Timor without the loss of a single additional crewman.

In more modern times, certainly the most iconic figure in all of this is a former deep-sea captain named Joshua Slocum, who managed to survive the world's first known singlehanded circumnavigation in a boat designed for harvesting oysters, not sailing around the world. Every sailor worth his salt remembers the part in his

Sailing Benchmarks

Achievement	Sailor/Skipper	Vessel	Dates/Times
First circumnavigation	crew of Ferdinand Magellan	<i>Victoria</i>	1519-1521
First (stopping) singlehanded circumnavigation	Joshua Slocum, USA	<i>Spray</i>	1895-1898
First one-stop singlehanded circumnavigation	Francis Chichester, GBR	<i>Gipsy Moth IV</i>	1966-1967
First nonstop singlehanded circumnavigation	Robin Knox-Johnston, GBR	<i>Suhaili</i>	1968-1969
First nonstop singlehanded circumnavigation, female	Kay Cottee, AUS	<i>First Lady</i>	1987-88/189 days
First singlehanded circumnavigation from West Coast	Harry Pidgeon, USA	<i>Islander</i>	1925
Youngest nonstop, singlehanded circumnavigation	Jesse Martin, AUS (age 18)	<i>Lionheart</i>	1999/327 days
Oldest nonstop singlehanded circumnavigation	Minoru Saito, JPN (age 71)	<i>Challenge 7</i>	2004-05
Oldest (stopping) singlehanded circumnavigation	Harry Heckel, USA (age 89)	<i>Idle Queen</i>	1995-2005
Solo circumnavigation, smallest boat	Serge Testa, AUS	<i>Acrohc Australis</i> (12 ft)	1984-1987
Greatest nonstop small boat voyage (3,600 miles)	William Bligh, GBR	<i>Bounty</i> lifeboat (23 ft)	1789/47 days

book, *Sailing Alone Around the World*, where the wily Slocum spread tacks on the deck to discourage mischievous natives. Perhaps fewer recall that the original *Spray* was a derelict in a field that somebody gave him because no one else wanted it. Undaunted, Slocum cannibalized the derelict for parts while he built a copy out of locally-felled wood. It took just over a year to complete, and the total investment was a bit over \$500. Slocum began sailing's most famous solo voyage in Boston on April 24, 1895, returning there three years later. Captain Josh enjoyed fame and a bit of fortune in the years that followed, even having several dinners at the White House with Teddy Roosevelt. In 1909, at age 65, Slocum sailed *Spray* out of Martha's Vineyard bound for the West Indies. He was never heard from again.

Here on the West Coast, we had our own version of Joshua Slocum. His name was Harry Pidgeon. Harry not only completed one solo roundabout in 1925 — leaving and returning to San Pedro — he did it again in 1932! Both voyages were made on his trim little yawl *Islander*.

Okay, enough old stuff.

There are three holy grails in speed sailing today: the day's run (24-hour) mark, the east-west transatlantic, and the nonstop round-the-world record. Yes, there are many other great passage times that are regularly attempted and reset, but none have quite the mystique or prestige of the Big Three.

Only two skippers have held all three 'grail' records at one time. One is Bruno Peyron. The other is Francis Joyon.

Peyron did his dragon slaying with a formidable weapon, the 120-ft, second-generation G-class maxi-cat *Orange II*. In 2006, she sailed from Ambrose Lighthouse in New York Harbor to the Lizard at the southern tip of England — the traditional 2,925 mile transAtlantic passage — in 4 days, 8 hours and 23 minutes. That's an average of 28 knots. (If she got the same breeze in the Pacific,

she could do a TransPac in less than 3.5 days.) During the passage, she covered 766 miles in one 24-hour period. Another record. And the previous year, she had set the new round the world mark: 50 days, 16 hours, 20 minutes.

Orange II's Atlantic record (and that

Lusitania and *Mauretania*. Peyron is convinced that, with the right conditions, he could do the trip in "less than four days." That would be rarified air indeed. The last ocean liner to win the Blue Riband was the *SS United States* which, in 1952, made the crossing in 3 days, 12 hours, an average of 34.5 knots.

(*Orange II* still holds the round-the-world but her day's run and transatlantic records have since been beaten by another G-class giant. Last year, Franck Cammas and his crew aboard the 103-ft trimaran *Groupama 3* sailed a blistering 794 miles in 24 hours. Their 33-knot average — around 38 miles per hour — is the same speed as a thoroughbred horse at full gallop.) Their transatlantic record beat *Orange II's* by less than five

San Francisco Bay

There are a number of distance races in and around San Francisco Bay. Some have been around for a long time, like the Vallejo Race and Windjammers, which both began in the 1920s. Since most racers are more concerned with division breaks and corrected times, elapsed time records, if they are recorded at all, are sometimes hard to come by. We contacted sponsoring yacht clubs and event representatives to make the following records as accurate as possible, but no guarantees. If you see any mistakes or omissions, please let us know. As an interesting aside, once ratings were figured in, many of the boats listed here ended up well down in the ranks — some dead last on corrected time! The following races are sorted in chronological order as they occur through the year. Most include both multihull and monohull records, but where no delineation was made, only the overall record holder is listed.

Race	Yacht	Type	Owner/Skipper	Year	Elapsed (h:m:s)	Avg	
Three Bridge Fiasco (SSS; 21 miles around marks at the Bay's three big bridges. Sailed this year: 1/26)	Overall	Rocket 88	D-class cat (34')	Serge Pond	1996	01:51:32	11.3
Doublehanded Lightship (IYC; 25-mile round trip to the Lightship and back. Sailed this year: 3/15)	Overall	Convergence	Open 50	Bob Gay/Jlm Antrim	2000	02:51:26	8.7
Doublehanded Farallones (BAMA; 58-mile round trip to Farallones and back. Sailed this year: 3/29)	Multihull	Tom Cat	ProSail 40 cat	Drejes/Halterman	1992	03:30:44	17.0
	Monohull	Mongoose	SC 70	Simonsen/Honey	1992	05:39:47	10.2
Singlehanded Farallones (SSS; 58-mile round trip to Farallones and back. Sailed this year: 4/26)	Overall	Sundowner	Buccaneer 33 tri	Joe Therriault	1993	05:32:00	10.9
Spinnaker Cup (SFYC/MPYC; 88 miles from San Francisco to Monterey. Sailed this year: 5/23)	Overall	Kokopelli²	SC 52	Lani Spund	2006	07:24	10.8
Delta Ditch Run (RYC/SSC; 65 miles from Richmond to Stockton. Sailing this year: 6/7)	Multihull	Rocket 88	D-class cat (34')	Serge Pond	1998	03:57:46	16.1
	Monohull	Octavia	SC 50	Shep Kett	1997	05:34:58	11.8
Stockton South Tower (SSC; 140-mile round trip from Stockton to Bay and back. Sailing this year: 6/27)	Overall	Eclipse	Schumacher 44	Ed Marez	1992	21:17:29	6.5
Silver Eagle (IYC; 75-mile distance race around the Bay. Sailing this year: 7/12)	Multihull	Rocket 88	D-class cat (34')	Serge Pond	1995	05:48:32	12.9
	Monohull	Phoenix	MacGregor 65	David Crowe	1995	08:34:00	8.8
Windjammers (SCYC; 67 miles from San Francisco to Santa Cruz. Sailing this year: 8/29)	Multihull	Lakota	60' tri	Steve Fossett	1997	04:41:02	14.3
	Monohull	Merlin	Lee 67	Donn Campion	1983	05:59:17	11.1
Jazz Cup (SBYC/BenYC; 25 miles from the main Bay to Benicia. Sailing this year: 8/30)	Overall	Tuki	ProSail 40 cat	Peter Stoneberg	2005	02:01:23	10.0

of *PlayStation* before her) were so fast that they overlapped the vaunted Blue Riband — an award given to the fastest ocean liners. *Orange II's* crossing beat 31 of the 35 liners who had raced for the Blue Riband since 1830, including

hours.

And the singlehanders aren't far behind. At this writing, perhaps the most admired sailor in the world is France's Francis Joyon, who earlier this year sailed the 97-ft trimaran *IDEC 2* to a

SAILING RECORDS

new round-the-world mark of 57 days, 13 hours — singlehandedly. Along the way, he covered 616 miles in one 24-hour period — another solo record. He had set the solo transatlantic record of 6 days, 4 hours back in 2005 on the 'old' 90-ft IDEC.

His triple-play was short-lived. Three days after IDEC 2's new day's run record, Thomas Coville posted a 619.3-mile run on the 105-ft tri *Sodeb'O*. (At this writing, Coville was in New York waiting for a weather window to have a shot at Joyon's solo transatlantic record.)

Over in the monohull camp there are also records aplenty. The advent of water ballast and especially canting keels in the last decade or so has given monohulls a quantum leap in performance that, in some arenas, makes them comparable to 'one-hulled catamarans'. Some newer designs even manage to cant the keel far enough that it rides above the surface of the water to windward!

One result is that the 24-hour monohull record is held by a 'mere' 70-footer, the canting-keel Volvo 70 *ABN Amro Two*

the world's oceans these days, perhaps the most accomplished in terms of big records held (and the potential to set more) remains the 140-ft *Senso One* (ex-*Mari Cha IV*), whose modern 'schooner' rig — two equal-size masts — canting keel and water ballast make her capable of speeds into the 40-knot realm. Under original owner Bob Miller, this big beauty was in town a few years ago to set a new Pacific Cup record, sailing the 2,027-mile course in 5 days, 5 hours.

Closer to home, Roy Disney's name still appears on many West Coast trophies. His *Pyewackets*, old and new, still hold monohull course records in the Ensenada Race (2003) and Swiftsure Race (1996). Alas, despite several attempts to regain the TransPac record (including the last one with the 'winged wonder' MaxZ86 *Pyewacket*), that coveted mark still belongs to Hasso Plattner, whose own MaxZ86 *Morning Glory* posted a 6-day, 16-hour run in 2005 to set the current record.

The most recent world records involving San Francisco move back into the multihull realm. They were set by



CHRISTOPHER LAUNAY/WOT ROCKET

Back to the future — though some would be hard pressed to call the Wot Rocket a 'boat', it is the craft that Australians Sean Langman and Andy Dovell hope will recapture the 'fastest craft' title from those pesky boardheads over in France. Although there are other proa-type 'foiling podsailors' around — another in Australia and one in Great Britain — what sets Wot Rocket apart is that it hopefully will use an effect called 'supercavitation'. In essence, this involves foils which encourage a bubble of air to form around them, so that the foil will be traveling in a pocket of air rather than water. Or something like that. While the Russians reportedly have a torpedo that can hit more than 200 knots using this technology, it's never been used on a 'nonpowered' (sailing) craft before, so stay tuned. Testing and speed trials for Wot Rocket were due to begin the last week of May. If all goes as planned, you may be looking at the first sailing craft to break the 50-knot 'sound barrier'.

Yokohama mark (4,482 miles in 11 days and change). As this was written, she was preparing to attempt several more Pacific records.

All fine and good, you say. But are there any records out there that don't require years of training, millions of dollars and a huge, outrageous, techno boat? Isn't there anything that a regular bunch of guys might have a shot at?

As a matter of fact, yes. Please note that the following are not condoned or encouraged by the management of this station:

- Ocean crossing in a beach cat. Last December, Benoit Laquin and Pierre-Yves Moreau doublehanded a highly modified 20-ft beach cat 2,700 miles across the Atlantic from Senegal to Guadalupe in 11 days and change, beating the old record by more than two days. Even more amazing than their quick passage was the fact that there actually was

Other Major Ocean/Inland Records

Race/Route	Distance	Yacht	Owner/Skipper	Year	Elapsed (d:h:m)	Avg
New York-San Francisco	14,000	<i>Gitana 13</i>	Lionel Lemonchois	2008	43:38:00	15.9
Round Australia	6,500	<i>Geronimo</i>	Olivier de Kersauson	2005	17:12:57	15.4
Transat Jacques Vabre (Doublehanded — Le Havre, France, to Bahia, Brazil)						
(multi — ORMA 60s)	4,372	<i>Groupama</i>	Cammass/Ravussin	2007	10:00:38	18.0
(mono — IMOCA 60s)	4,372	<i>Virbac-Paprec</i>	Dick/Peyron	2005	13:09:19	13.5
Route of Discovery (Cadiz-San Salvador)						
(crewed)	3,884	<i>Groupama 3</i>	Franck Cammas	2007	07:10:58	21.7
(solo)	3,884	<i>Sodeb'O</i>	Thomas Coville	2005	10:11:50	18.3
Route du Rhum (Singlehanded — St. Malo, France to Guadelupe)						
	3,510	<i>Gitana 1</i>	Lionel Lemonchois	2006	07:17:19	
South Atlantic Race (formerly known as the Cape Town to Rio Race)						
	3,460	<i>Adrenalina Pura</i>	Ehrensperger/Wright	2006	10:08:01	12.1
Round Britain & Ireland	1,787	<i>Sodebo</i>	Thomas Coville	2006	06:06:40	11.9
Miami-New York (crewed)	947	<i>Groupama 3</i>	Frank Cammas	2007	01:11:05	27.0
(solo)	947	<i>Sodebo</i>	Thomas Coville	2005	03:05:00	12.3
Pineapple Cup Montego Bay Race (Ft. Lauderdale, Florida, to Montego Bay, Jamaica)						
	811	<i>Titan 12</i>	Tom Hill	2005	02:10:24	11.41
Fastnet (multi)	608	<i>PlayStation</i>	Steve Fossett	2002	01:11:17	17.1
(mono)	608	<i>ICAP Leopard</i>	Mike Slade	2007	01:20:18	13.5
Newport-Bermuda (multi)	635	<i>PlayStation</i>	Steve Fossett	2000	01:14:35	16.45
(mono)	635	<i>Morning Glory</i>	Hasso Plattner	2004	02:00:28	13.1
(solo)	635	<i>Lakota</i>	Steve Fossett	1999	01:16:51	15.1
Sydney-Hobart	630	<i>Wild Oats XI</i>	Mark Richards	2005	01:18:40	14.0
Middle Sea Race	620	<i>Rambler</i>	George David	2007	01:23:55	9.4
Marblehead-Halifax	360	<i>Starlight Express II</i>	Bruce Eissner	1989	01:09:29	10.7
Chicago-Mackinac (multi)	333	<i>Stars & Stripes</i>	Steve Fossett	1998	00:18:50	17.7
(mono)	333	<i>Pyewacket</i>	Roy Disney	2002	00:23:30	12.4
Port Huron-Chicago	253	<i>Windquest</i>	Doug DeVos	2006	01:10:43	9.40
Cowes-St. Malo (multi)	152	<i>Lakota</i>	Steve Fossett	2001	00:06:21	21.7
(mono)	152	<i>Skandia Life Leopard 2000</i>	Mike Slade	2000	00:15:12	10.8

which, during the last Volvo Ocean Race (crewed round the world), put 562 miles in her wake in one 24-hour period.

While there are many splendid — and splendidly sailed — big monohulls sailing

Lionel Lemonchois and the crew of the 110-ft cat *Gitana 13*, which earlier this year set a new New York-San Francisco record (14,000 miles in 43 days) and, a month later, set a new San Francisco-to-

— MADE TO BE BROKEN

a previous beach-cat-across-the-Atlantic record to beat. Several of them, in fact.

• Solo circumnavigation in the smallest boat. Bay Area resident Serge Testa has held this record for over 20 years. Between 1984-1987, he sailed 12-ft LOD (14 feet with the bowsprit) *Acrohc Australis* 27,000 miles from Brisbane to Brisbane. We can hardly believe it, but not only are several sailors hoping to better this 'smallest' mark, they're actually planning to make a race of it! An organization called Around In Ten is planning to start a race around the world for 10-ft boats on January 10, 2009, in the Bahamas. According to the website (www.aroundinten.com), there are already seven entries — four from the U.S! Look for a report on this event, including what Serge thinks, in the July issue.

• Northwest Passage — last September, a bizarre 26-ft catamaran named *Babouche* (among whose features are retractable skis in each hull) completed the first all-sail transit of the Northwest Passage in a bit over four months. We

think this record may be the ripest for plucking for the more pedestrian adventurers among us for three reasons: It's relatively close (right above Canada), it's 'flexible' (no one really can agree on exactly what constitutes a 'proper' Northwest Passage), and, except for frostbite and the occasional polar bear, it's not as fraught with danger or high expense as a trans-ocean record attempt. Well, at least it doesn't *seem* as bad.

That's it for this installment. We'll be back in five years after a few more worlds collide with an update of these lists. Just a guess, but we'll predict that



Not your average Hobie Cat — French sailors Benoit Laquin and Pierre Yves-Moreau sailed this boat 2,700 miles across the Atlantic.

most of the big records on these pages will be ancient history. In 2013, the sailing records will belong to a whole new crop of boats yet to be built, and sailed by a new crop of spray-drenched dreamers to new records we can only imagine.

— **latitude** /jr

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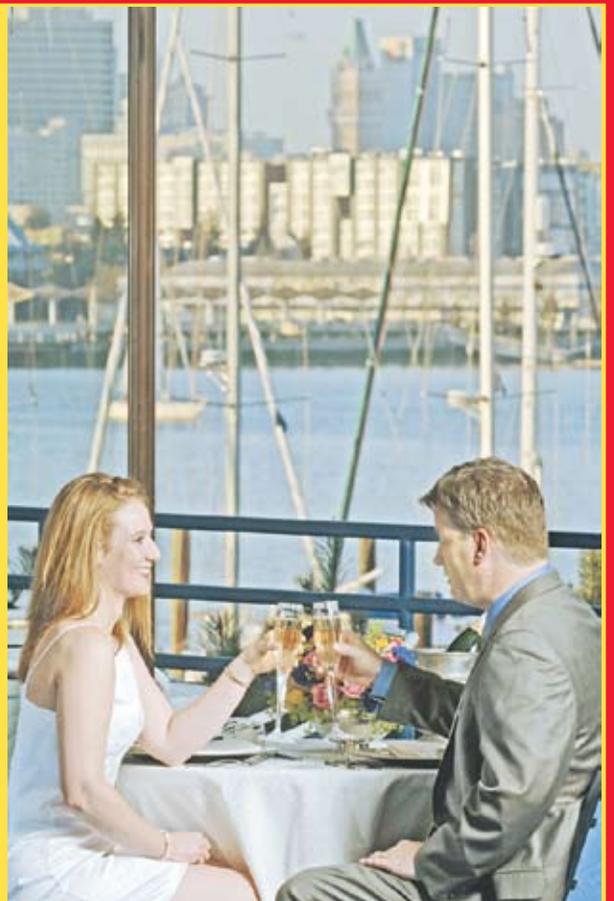
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EYE ON THE BAY



— ONWARD THROUGH THE FOG



Spread, why they call San Francisco 'Fog City.' Insets, enjoying good spring breeze in and out of the fog.



— **O**n San Francisco Bay, the fog doesn't creep in on little cat feet. It gallops in like a herd of Clydesdales. One minute you're sailing in brilliant sun; the next minute, it's *Waterworld* — all land is gone and you're feeling like the last sailor left on earth.

Well, okay, maybe you aren't. But after all these years, it never ceases to amaze us how fast it can happen. Such as on Saturday, May 17, when the photos on these pages were taken. And after all these years, it never amazes us how quickly we lose our bearings. Hmmm, shouldn't we have seen Alcatraz by now? And we hope to blazes that foghorn is the Golden Gate Bridge and not some inbound tanker.

Boats appear wraithlike out of the mist and disappear just as quickly. Shadows come and go. The visibility goes from 100 feet to 50, then to 150. And suddenly, you break out into brilliant sun again near Harding Rock. The world is back in all its technicolor glory, while behind you the white river of fog boils and swirls from the Golden Gate down

EYE ON THE BAY



Blow the man down — San Francisco's famous 'wind machine' makes the Bay one of the best sailing arenas on the planet.

the Slot, all the way to Berkeley.

Wow! Is this the coolest place on earth to sail, or what?

Believe it or not, there are 12 types of fog, each with specific characteristics and causes. Half of them are found commonly at sea or along coastlines.

In the warmer months, San Fran-

cisco's famous mist is caused by a combination of 'advection' and 'inversion' fog. Both are byproducts of our famous summer 'wind machine': the torrid heat of the inland valley rises, forming a

low pressure; the Pacific High is pressing down on an even larger area and, well, everybody knows how much nature abhors a vacuum. So the valley sucks, the High blows, and the result is spectacular sailing on the Bay all summer long. And sometimes spectacular fog, which forms if the incoming air is warm enough and the ocean it's passing over is cold enough. When that happens, the water particles in the air reach 'dew

point' — and form fog, which is nothing more than clouds at sea level.

(Local winter fog, such as obscured the Bay Bridge when the tanker hit it last winter, is caused by other factors.)

The foggiest place in the world is the Grand Banks, where the cold Labrador current flows in from the north to meet the warm Gulf Stream. But the San Francisco-to-Point-Reyes area is among the top three foggiest land areas, with up to 60 'reportable' days of white stuff a year.

What do you do if you're out sailing and get caught in fog? Take a bearing and keep sailing! As mentioned earlier, it can get a bit spooky, but the visibility rarely drops below 100 feet, and most of the time, all you have to do is sail north or south for awhile before you bust out of it into the world again.

Just hope that horn that *you* hear is also a land or bridge-based foghorn rather than an oncoming tanker. Those encounters *can* be pretty scary.

— **latitude 38/jr**

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ARE YOU READY TO HA-HA?

Although the start of Baja Ha-Ha XV is still nearly five months away, it's high time to start making your plans for this year's event, which officially begins October 27.

As we often explain in these pages, the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahía Santa María.

Prospective entrants should be clear that this offshore sailing event definitely is not a hand-holding service for those incapable of making this trip on their own. However, it is a fabulous opportunity to get acquainted with hundreds of like-minded cruisers as you 'cruise-in-company' along the Baja coast. The two stops en route to Cabo give even the slowest boats a chance to catch up, and allow everyone to rest and recreate.

At this writing, around 100 boats have begun the entry process. To sign up online or learn more about the event, see www.baja-haha.com.

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IMPORTANT DATES

Aug 9 — Pre-Ha-Ha Gathering & Potluck Barbecue at Two Harbors, Catalina, 5-9 pm.

Sep 10 — Final deadline for all entries.

Sep 10 — Mexico-Only Crew List and Baja Ha-Ha Party, Encinal YC in Alameda; 6-9 pm.

Oct 19 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct 25 — Informational Meeting about the Pacific Puddle Jump, West Marine, San Diego, 5 pm.

Oct 26, 9 am — Final deadline for all crew and skipper waivers, West Marine, San Diego.

Oct 26, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct 26, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct 27, 11 am — Start of Leg 1

Nov 1, 8 am — Start of Leg 2

Nov 5, 7 am — Start of Leg 3

Nov 7 — Cabo Beach Party

Nov 10 — Awards presentations hosted by the Cabo Marina.



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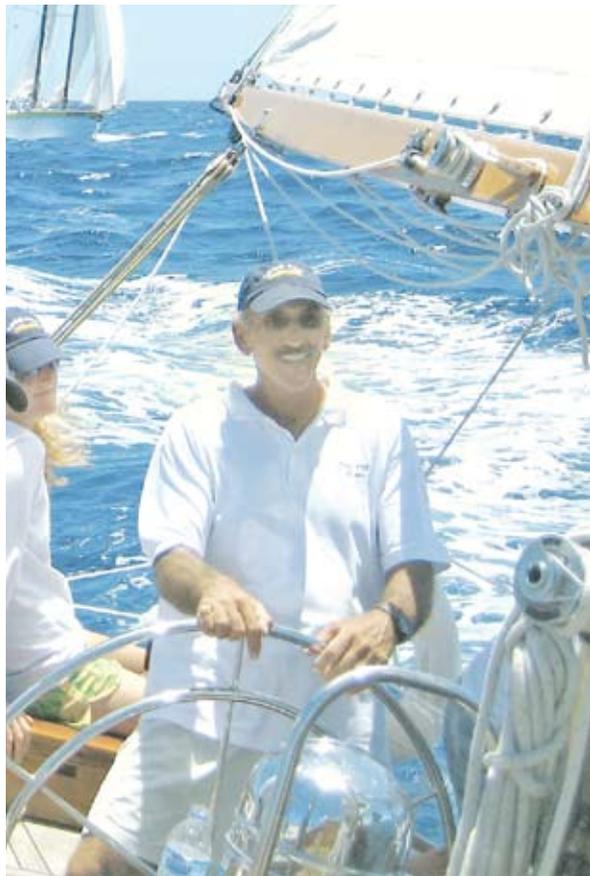
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There is no phone number for the Baja Ha-Ha. And please don't phone Latitude 38 with questions, as the Ha-Ha is a completely separate operation.

A GENTLEMAN'S RACE —

Although the Caribbean lies a heck of a long way from the Bay Area, that distance was diminished this year during Antigua's Classic Yacht Regatta by a famous old boat, her illustrious owner,



"We're havin' some fun now!" Ira at the helm of 'Lone Fox', during an event that would seem like pure fantasy to most sailors.

and a handful of international crew. Ira Epstein of Bolinas and his 51-year-old ketch *Lone Fox* were among more than 60 entrants gathered together to put on a sailing show that had heads turning and tongues wagging.

The boats ranged in size from *Adela's* 147 feet of varnish and bronze, to Jol 'the Voice of Antigua' Byerly's new 24-ft *Springtide*, which was sporting a coat of British red paint. There were sloops, cutters, yawls and schooners, gaffers galore, flying sails that touched the sky, and enough uniformed crew to sink a battleship. The two classic J-Class boats, the 130-ft *Velsheda* and the 136-ft *Ranger*, showed up flying state-of-the-art sails that, compared to traditional cloth, had some thinking they were having a '60s flashback. The 72-ft Herrshoff-designed *Ticonderoga*, certainly one of the more historically notable of all American yachts, was also there, along with the

similar-looking but much longer 130-ft *Whitehawk*. Nor could you overlook the 108-ft Fife gaff schooner *Altair*, the 120-ft Herreshoff gaff schooner *Elenora*, the 60-ft gaff cutter *Kate*, and a history book of vessels all bearing a remarkable past.

Ira and his trusty first mate, Guillaume Touhadian, a Frenchman who spent many years in the late '90s and early '00s living in San Francisco and sailing the Bay, were truly the Classic Regatta's Northern California connection. The two had brought *Lone Fox* to Antigua from her charter base in St. Barth, to a large extent to right a wrong that had been endured in last year's Classic Regatta. Having taken the gun in the first four races last year, Ira and *Lone Fox* lost first place honors due to a bad start on the last race.

In a Belushiesque effort "to put the band back together," Ira invited last year's crew to join him, and seven of us heeded the call. We were 'Mad Dog' Mark St. John, who returned as tactician, although still hobbling on the sacrificial toe that had been injured in a spectacular collision with the mainsheet car; Irish Aine Hanery; American John; Tortola's Thorpe Leeson; Wall Street's

Roger Guzzwell; Antiguan Bongo and yours truly. Together we formed the foundation of a butt-kicking crew of 20. Last year's wind guru, D. Randy West, was replaced by Sausalito's Gerry Robertson, while David Marchant, captain of the Chris White 55-ft cat, *Rocketeer*, led the foredeck crew, which included his daughter Mariann, Danish Liz Reinholdt, and some smiling hulks from Holland. An ocean of experience filled the spots in between.

On Day One, everybody reported for duty at 8 a.m. sharp. Everyone except the stragglers who witnessed the finale of Mt. Gay's lethal Red Hat Party the night before. With the only red things being their eyes, a pre-race ritual was started — confessions of bad behavior



What was it that Danish Liz was drinking? An espresso martini? Like we said, it takes a lot of stamina to get through the Antigua Classic.

from the previous night. People living in the politically correct United States simply have no concept of how long and hard these people party! Standing next to us on the dock were half a dozen standby wannabe crew, who unfortunately had to be left there for lack of space. As for those of us on the boat, we donned our new *Lone Fox* hats — the boat shirts, stuck in Customs, would only arrive later — and received our assignments.

The seas off Falmouth Harbor were jumpy and confused, which sort of matched our crew work in the pre-race



ALL PHOTOS JANET HEIN

rehearsal. Ira and Guillaume, accustomed to handling Colonel Whitbread's ol' girl alone, paid out instructions and directed us toward gear. When the starting gun sounded, Mad Dog placed us

The seas off Falmouth Harbor were jumpy and confused, which sort of matched our crew work in the pre-race rehearsal.

on the line for a near-perfect start. The well-placed 'Old Road' course gave us the opportunity to pop the chute once, but the winds were so strong that the mizzen stays I had to be kept in the bag. As good as our crew was, mistakes were made. There were some clumsy tacks, sails were trimmed too slowly, and too many cooks were stirring the stew. But, what Gerry called a "practice" turned out to be good enough for second place, a few minutes behind *Radha*.

Memories are made at the Classic Regatta, and ours came early on the day of the second race. Five minutes before the start, *Lone Fox* was maneuvering off Black Point in Windward Bay. Flukey winds forced three boats dangerously close together with negligible steerage



The 103-ft Bruce King ketch 'Whitehawk' blasts through the Caribbean chop like a freight train plowing through new-fallen snow.

and little way. As though in slow motion, we watched as *Radha*'s bow swept inches from *Lone Fox*'s belly, moving back . . . back . . . back . . . until finally she hooked the mizzen rigging — and ripped it and half the mizzen boom away! My two aft-deck companions and I hit the deck as ropes, splinters, and some

major obscenities rained down. Ira tried to drive *Lone Fox* away, but the two classic yachts remained attached by a line from the mizzen that was wrapped hard on *Radha*'s bow anchor. What were they doing with an anchor in place during a race? Long seconds passed with no knife in sight, but then finally we were freed.

Ira, with a damaged boat, understandably started to pack it in, but Gerry and Mad Dog urged him on. Finally, he



Racing off Antigua, with the warm easterly trades blowing and the cool spray flying, is an experience that would thrill any sailor.

A GENTLEMAN'S RACE —



ALL PHOTOS JANET HEIN EXCEPT AS NOTED

Gerry holds the split boom. Miraculously, it was repaired by the next morning and held together for the rest of the regatta.

consented. With all free hands working to lower the flogging mizzen and tame the debris, we hit the line — with *Radha* hot on our tail. The 'protest' word started flying around. Should we? Will we? But then Mad Dog reminded everyone that the Classic is a 'gentlemen's race'. "Let's just out sail 'em," he said. "Besides, you

have to present the race committee with a case of champagne along with any protest. We'd rather drink the bubbly ourselves, right?"

Right! Everyone agreed that Mad Dog was a genius. "We don't need that mizzen anyway," Gerry added. He must have been right, because we took first in that second race, minutes ahead of *Radha*.

Once back at the dock, we removed the parts of the boom and sent them packing to the woodworker's shop. Antigua is one of the few places left where you can get a boom rebuilt overnight. With the crew's work done, we headed for the Pimm's Party to relive our harrowing event — complete with embellishments, of course.

Three parties later, we were back on the course, sheeting in the bandaged boom, ready to sail the spectator's favorite, the Cannon Course. In this 24 miles of reaching out and back, boats pass dramatically close to one another, which results in countless shutters clicking in the hot sun. A fleet favorite was a porky old 40-ft gaffer named *Old Bob*. Each time we crossed paths with her,

it was obvious that, although she was slower than skaditch, they were the party to beat. *Lone Fox* crossed the finish line to collect another first, after which we readied the boat for the frightfully proper Parade of Classics, during which time we'd have to pass the reviewing stand in English Harbor.

That night the State of Maine — yes, the one in the United States — hosted a party at The Last Lemming, a party that featured lobster bisque and a Jump Up extravaganza that segued into the Laurent Perrier Champagne party. The Classic Sailing Week racing is hard, but it's the party schedule that almost killed us.

Race day four dawned with a deluge that filled dinghies and washed away the many sins of the night before. Wet crew shirts were shrouded with rain gear and

RIGHT PLACE, RIGHT TIME, RIGHT ATTITUDE

This little sidebar is meant to illustrate the importance of being in the right place at the right time — and having the right attitude.

Although relatively new to racing, longtime cruiser Marc Hachey of Auburn managed to snag a crew spot aboard the 135-ft topsail schooner *Altair* for the recent New Year's Eve Regatta in St. Barth. Having put in a good show, he was naturally invited back for future regattas — such

as the Antigua Classic. That was quite a ride, as *Altair* took bullets in all three races, and was the overall winner in the Concours d'Elegance.

As we've written before, 90% of getting rides on big boats is simply being there on the spot when crew are needed.

— **latitude**



LATTITUDE / RICHARD



LATTITUDE / RICHARD

WADADLI STYLE

garbage bags. Jol Byerly's VHF weather report sounded bleak: more rain, followed by six knots that might or might not fill in. We joined the other boats slatting sails on the course, listening for word from the gentlemen on the committee boat. The radio was abuzz with stupid questions until the race committee simply couldn't take it anymore. "We will not make another announcement for 40 minutes. Over and out." Well!

Not content to let free time pass unused, the idle minds on *Lone Fox* went below to tell one asinine joke after another — until the radio thankfully came back to life. Their announcement: "Today's race has been cancelled!"

After a few fake, "Oh, that's too bad," remarks, we all jumped around, high-fiving each other, secure in the knowledge that we had won our class in the Classic Regatta. Ira, who had put so much time, love and money into *Lone Fox*, and who had come so close to winning the year before, was finally victorious.

Amazingly, there was nothing on the celebratory schedule for that afternoon and evening. With the *Lone Fox* group not wanting to lose momentum, we headed to The Last Lemming for a crew lunch. Predictably, there was more wine

drinking than eating, with lots of toasts to Ira and *Lone Fox*. Then he toasted us. Before long, much of the crew was indeed toasted.

Unless you're familiar with the Caribbean breed of sailor, you might find it hard to believe that four days of racing and six days and nights of serious partying just weren't enough. The following morning, 20 of the classic yachts — including *Old Bob* — headed out to do the Singlehanded Race. Now *Old Bob* had been a bit of an irritation to those on the committee boats, for she was so slow that they patiently had to wait at the end of each race for her to finish so they could pull the marks and join the fun ashore. All the entrants finished the singlehanded race — except for *Old Bob*.

While the Singlehanded Race was underway, an eclectic collection of dinghies gathered at the Admirals Inn for the Gig Racing, which coincided with British tea and sweets, served by ladies in bouffant

hats. I entered my antique El Toro in the sculling race before I realized it was to be contested using 'Don Street rules'. That meant every contestant had to scull the course as Donald would, holding an open Heineken, as Donald also would. Contestants aren't allowed to drink any of the beer before the start, but they have to finish drinking it before crossing the finish. Although I was the first woman to finish, my performance was definitely hampered by the beer. I wondered if Wadadli, the local brew, might have given



Spread: Maintaining a woodie like 'Lone Fox' requires a ton of work, but what a beautiful ride! Left: An authentic Carriacou sloop — lookin' good. Right: 'Lone Fox' carves upwind.



A GENTLEMAN'S RACE

me more speed.

Funny World, the other dinghy on *Woodwind*, our 34-ft Paul Johnson-designed gaff ketch, based in Gig Harbor, Washington. She is a 'two-bow' boat from Petite Martinique. Bruce Smith, my husband, is an artist, so he blinded people by giving the little boat — and her sail — a lime green paint job. *Funny World* must have bedazzled the event committee, because they chose her, over several gold-leafed beauties, as the first place winner in her class at the Concours d'Elegance! Mind you, this was the same little boat that had been saved from committing suicide during a rising tide beneath the docks at Gustavia a few months before by the publisher of *Latitude 38*.

At dusk, a crowd of well-groomed captains and crew gathered in Nelson's Dockyard under the 260-year-old stone buttressed retaining wall of Fort Berkeley. A large white screen hung behind the ancient Copper & Lumber Hotel and Restaurant, and on it was shown an incredible collection of photos of the Classic Regatta that have been captured



JANET HEIN

True, it's not the classiest skiff, but you've got to admit, it's unique. That's probably why it took a prize in the Concours d'Elegance.

by photographers on helicopters and small boats. Music, artfully chosen to match the images, filled the air along with a soft, cool breeze. Regatta Chairman Kenny Coombs took the podium on stage, and the hooting and hollering

began. He started by thanking the generous sponsors, Panerai, Boat International, and a dozen others. Next, he thanked the owners, skippers, and crew for sailing a gentleman's regatta — there was not a single protest. Captains, one by one, took the stage alone to claim prizes, until the entire crew of *Radha* marched up for their second place prize. We could barely contain ourselves until Kenny announced, "And in first place, the lovely *Lone Fox!*" Standing behind the proud *Ira*, *Mad Dog* waved a St. Barth flag in victory. The rest of us followed, shaking hands along the way. The grand prize of the entire Classic Regatta went to *Ticonderoga*, another St. Barth boat, earning her a Panerai ship's clock — and that's some pricey time, mon.

And that was it, the end of an exhausting, exhilarating, unforgettable week. Hip whining music from the bar filled the air as people drifted off in all directions. But *Ira's* band? Well, don't ya know, they just played on. After all, the even bigger Antigua Sailing Week wouldn't start for a few more days.

— janet hein

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The U.S. Auxiliary Squadron doesn't fool around with starting times. When they say the class starts at Oh-Eight-Hundred, it starts at Oh-Eight-Hundred exactly. If you get there five minutes late, you miss the first five minutes of class. I tiptoed into the room, picked up my packet of handouts from the table as discreetly as I could, and found an empty seat near the back.

Even more surprising than the prompt starting time of this class in basic boating safety was the person I found myself sitting next to: Lee Helm, a graduate student in naval architecture. She's about the last person who would need or even be able to tolerate this class. Understandably, she didn't appear to be paying attention — she had her head buried in a book titled *Advanced Partial Differential Equations and Boundary Value Problems* and didn't even notice my arrival.

The instructor, meanwhile, had apparently wasted no time in diving into the subject matter. He was reading a list of required safety equipment for operating a small boat in navigable waters.

Eventually Lee realized I was sitting next to her.

"Max!" she exclaimed in a loud whisper. "What are you doing in a basic boating class like this?"

"My insurance company gives a discount to people who take the Auxiliary Squadron course," I answered. "But what persuaded you to kill a whole Saturday for this?"

"The university sailing club wants all their rescue boat drivers to be course graduates," she shrugged as she turned back to the math book. "They insist on the live course instead of the online flavor. It's like, major cognitive surplus."

While Lee studied differential equations, I tried to follow the instructor's lecture. He was sitting at a desk in front of the classroom, wearing a military uniform, and reading the lecture from a book. Lee had the right idea: Differential equations would be far more interest-

ing. After awhile, *not* taking the course seemed well worth a few extra dollars a month on my insurance bill.

Fortunately, the instructor stopped to take questions, and the first was about inflatable lifejackets.

"The best type of PFD is the one you will wear," the instructor quoted from the book. "The Type III, or work vest style, has 15.5 lbs of buoyancy, but the Type V provides 22 lbs when inflated."

"I've seen quite a few of those inflatables fail," I commented to the class, "so I still insist on foam lifejackets aboard my boat, especially in our climate where a foam lifejacket is not going to be too hot to be comfortable."

"Reliability has increased in the newer models," countered another student, "and for high wave conditions, the additional buoyancy provided by a Type V turns out to be very important for survival time. A Type III dinghy vest will float your head above water, but the vest will be almost fully submerged. There's very little reserve buoyancy. But an inflated Type V — or a Type I — floats you with a lot of volume still above the waterline. This dramatically increases positive heave time, which is especially important for being able to breathe while in waves, for being seen by another boat, and for retaining body heat. So I switched my whole crew to the inflatable lifejackets."

"Thank you for that information," said the instructor. "But, officially, they are called PFDs."

"They've been trying to get us to say 'PFD' instead of 'lifejacket' for about 30 years," I whispered to Lee.

"The language police always lose," she observed, without looking up from her partial differentials.

Then one of the students asked about the automatic inflation mechanism, and

accidental activation from spray or even high humidity. The instructor said something about inspecting and replacing the pellet or cartridge on a regular

schedule, but the good story came from another student:

"On one race to Hawaii, a skipper forgot to take it off for his bucket bath," said a sailor in the class, which got a laugh from the group. "And then he did



LATITUDE/ANDY



it again later in the race. Cost him two new CO₂ cartridges."

"I'm beginning to see the advantage of taking a live class," I remarked to Lee. "You get to hear all the good stories."

After some content-free discussion about taking compressed gas cylinders on airplanes, for which no one had any real information, the instructor moved on to boat trailers, road safety and ramp launching. Not much of any concern to me, or to anyone else in the room as far as I could tell, this being mostly a saltwater crowd. I was starting to look enviously at Lee's math book again when the instructor finally broke from the prepared text to tell a story of his own.

"When I was a teenager I worked at

"I'm beginning to see the advantage of taking a live class."



LATITUDE / LADONNA

Would saving a few bucks a month by taking a class be worth missing a great sail like this?

an outboard motor shop," he began. "We had one customer who kept complaining about his boat's poor performance. Too slow, couldn't get on a plane. We had set the boat up perfectly and we knew it was very fast. Finally, they sent me to check it out. Guess what I found? They were running the boat with the trailer still tied to the bottom of the boat."

When the laughter died down, the instructor took another question.

"Isn't there an IQ test for buying a boat?"

"No, but starting in 2012 there will be mandatory education, testing and an operator's certificate required to operate a powerboat in California."

"Didn't that boater license thing get

rejected last year?" I asked.

"That was AB 1458," said another student, this one apparently a kayaker, judging by the Bay Area Sea Kayakers logo on his sweatshirt. "We shot it down hard because they wanted it to apply to kayaks, canoes and sailing dinghies, not just to boats with engines. But this year it's back, as AB 2110."

The instructor decided it was a good time to summarize the implementation schedule for the new rules, assuming they become law, and outlined the years and operator ages to which it would apply.

"Vessel operators 20 and under will need the VOC in 2012. 25 and under, in 2013. 30 and under, 2014. . . ."

"I've been following this one," whispered Lee, finally hearing something that got her attention. "The good news is that there's no attempt to regulate

unpowered boats this time around — at least so far — but like, those powerboat industry lobbyists might still try to slip in an amendment. And RBOC is in their pocket."

"RBOC?" asked another student from the row in front of us. "I thought they were on our side."

"Get real," snorted Lee. "Reckless Boaters of California will do everything they can to protect the thrillcraft industry. They already share the same lobbyist. The only reason canoes and kayaks were included in last year's train wreck was because they're the only segment of the industry that's still growing, and if powerboat sales were going to be hurt by new regulation, then they wanted the kayak biz to take the same hit. Not that it will do them any real good, with the price of fuel where it is and still going up. Bwa-ha ha!"

Lee had perfected the diabolical laugh of an evil overlord. But she did it a little too loudly, and it caught the attention of the instructor.

"Is there a question from the back row?" he asked, looking up from his notes.

"Just commenting on AB 2110, and how the price of marine fuel will feed back into the revenue generated by the certificates by way of market elasticity and interest rates. This book helps explain it," Lee said, holding up her differential equations book.

"Uh, the main effect of the bill," said the flustered instructor, "will be to insure that everyone on the water has been exposed to some basic safety information."

"Except people who rent Jet Skis," Lee added.

"I think you mean 'PWCs' he corrected. "Jet Ski is a trademark of Kawasaki."

"Whatever," said Lee. "The bill has, like, a gaping exception for rental boats. And the phase-in is so slow, most of the people in this room won't need the license until 2017."

"It's not a license," said the instructor. "It's a Vessel Operator Certificate, or 'VOC'."

"Whatever. And the maximum fine is totally set way too low. I mean, a hundred dineros? In 2012 that won't even buy enough fuel to cover the bottom of the tank in a small ski boat. But I'm still for it — anything that diverts a few more newbies from powerboats to paddle or sail has to be a good thing."

"That isn't the intent of the legislation," said the instructor.

"I know," Lee agreed. "The intent of the legislation is to make sure we don't

MAX EBB

have any federal legislation with some real teeth in it."

"All that aside," said the kayaker, "AB 2110 passed the Transportation Committee in April by an 11-0 vote. Now it's in the Appropriations Committee, and we hope this year it makes it through the legislature to become law."

"Don't worry, you won't have to take another test if you pass this course," said the instructor. "We have worked it out so that your U.S. Auxiliary Squadron certificate will be transferable to a California VOC for a small administrative fee."

"Will this VOC thing apply to sailboats under sail?" asked one of the students.

"The wording is 'a vessel that is propelled by an engine, regardless of whether the engine is the principal source of propulsion.' So yes, if you have a sailboat with an engine, you will still need the VOC."

"What about when the boat is sailing? Can someone who doesn't have a certificate be on the helm?"

"There's a provision for a non-VOC-holder to operate the vessel under the direct supervision of an adult who has

a certificate," he explained. "But yes, I think it is also intended to apply to a boat under sail, even if the engine is not running. If there's an engine on the boat, it's considered a vessel 'propelled by an engine.' This is similar to the Coast Guard's interpretation for licensing purposes."

The instructor was clearly unhappy with the way this was going.

"What if the engine is an outboard that's stowed away in a cockpit locker and not available for use?" asked another sailor.

"I believe it still counts," said the instructor.

"What if the engine isn't in working condition? Or if there's no fuel for it?"

"The presence of the engine, working or not, will make it a vessel propelled by

an engine," insisted the instructor. "They don't want to encourage people to have non-functional equipment."

"What if the engine is missing a vital part? Or dismantled? When does an engine cease to be defined as an engine?"

"This doesn't come up very often," said the instructor.

"I dunno, my outboard's a pile of rust that's frozen solid," said another sailor, apparently from one of the one design fleets. "I carry it because the class rules say I have to, to make the weight equal to the other boats. But it's really an inert hunk of rust."

"This is a law that will encourage me to leave my outboard in my dock locker when I go sailing," observed another student.

"Which might be good for everyone," added the woman sitting next to him. "That thing causes you more grief."

"Anyway, we have to track this legislation carefully to make sure they don't slip in amendments that make it worse," advised the kayaker. "The website is www.leginfo.ca.gov. Search for bill number



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2110. You can read the full text, check for sneaky amendments, and track its progress through committees."

"I hope you will all support the bill in its present form," said the instructor. "It's not hard, and you can take a sample test online at www.boaterexam.com/usa/california."

Rules of the road were next in the syllabus, so we endured a rather tedious reading of rules we already knew. But the kayaker found some questions to liven things up.

"My dragon boat team has a 32-person canoe that's 68 feet long, including the ceremonial head and tail. We were paddling up the Estuary the other day, and this containership was coming up fast behind us, blasting its whistle for us to get out of the way."

The instructor immediately quoted Rule 9b, "small craft are not allowed to impede a vessel which can safely navigate only within a narrow channel or fairway."

"But read the whole rule," said the kayaker. "It only applies to vessels smaller than 20 meters, or 65.6 feet."

"It applies to sailboats of all sizes," said another student.

"But a paddle-propelled boat is clearly not a sailboat."

"Rule 9d says if you were crossing the channel, the length limit would not apply," said the instructor. "And I don't think you should count the head and tail in the length of the boat, for this purpose."

"But check out Rule 3, General Definitions," replied the paddler. "The words 'length' and 'breadth' of a vessel mean her length overall and greatest breadth. Nothing in there about not counting figureheads and figure-tails in overall length. And we weren't crossing the channel."

"Rule 13a clinches it for the dragon boat," said another student, waving his copy of the Navigation Rules that was passed out with the course materials.

"Notwithstanding anything contained in the Rules [of Part B, Sections I and II / 4 through 18], any vessel overtaking any other shall keep out of the way of the vessel being overtaken."

"And Rule 9 is in Part B, Section I, so 13 clearly over-rides it."

The instructor was clearly unhappy with the way this was going, and was flipping through his own books, but couldn't keep up with the logic of the mob.

"The container ship is required to give way as an overtaking vessel under Rule 13," said one of the sailors in the class, "but the dragon boat still has obligations under Rule 9 to the extent that they don't conflict with 13."

We all flipped back to Rule 9.

"Check out 9a: 'A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.' So the dragon boat has to move all the way over to the right, or it's in violation."

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This seemed to make the instructor much happier.

"But, does a human-powered boat in general have right-of-way over a powerboat, in the same way a sailboat has right-of-way?" asked another student.

"Good question," said the instructor. "Who knows who has right-of-way, a rowboat or a big ship? A rowboat or a sailboat? A rowboat overtaking a sailboat?"

Lots of guesses flew around the room.

"Except for the overtaking case," said the kayaker, "the rules are silent about right-of-way between oar-propelled boats (and most people interpret this to include paddle-propelled boats) and all other craft. There are general obligations to take timely action to avoid a collision, but in general, there is no 'stand-on' or 'give way' status assigned between rowboats and other vessels. Why is it left so vague?"

The instructor didn't have an answer for us, and after much convective argument (as Lee characterized it) that would only be of interest "to those who bill by

the hour," we concluded that it was just a situation where common sense was a better guide than rules. This seemed to make the instructor uncomfortable again, and he kept leafing through his books searching for something, but finally gave up and moved on to the next chapter: tides.

It was elementary and uninteresting, but Lee looked up from her homework long enough to point out that the standard explanation of the moon pulling on the ocean was all wrong: "It's the gravity field gradient, not the field strength, that causes high tides on both near and far sides of the planet."

"Why is it that, in the Bay, high water is always before slack current?" asked a woman in the class. "Shouldn't the current change direction as soon as the water level starts going down?"

"Think of an infinitely long channel, open to the sea at one end," Lee ex-

plained. "When the ocean is up, water flows in. When the ocean is down, water flows out. Maximum current is at high water or low water. If the channel is very long, the high water moves inland like a very long wave, so the times of high water and maximum current become later and later as you move up the Delta toward Sacramento."

"What about the South Bay?" she asked.

"Imagine water sloshing in a bathtub. The South Bay is like the end third of the tub. Water sloshes up, slack at high tide. Water sloshes out, slack at low tide. There are higher highs and lower lows at the end of the tub."

"Ah, now I get it," said the kayaker. "That's why the North Bay and South Bay are out of phase, and why the South Bay currents turn first. But the difference is not exactly a quarter of the tide cycle."

"The standing wave in the South Bay and the progressive wave moving up the river are only, like, idealized models. In reality it's always a combination of the two. This is best explained," Lee said as

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she stood up to show everyone the book, "as a system of differential equations with the ocean sea level as the boundary. . ."

I put my hand on Lee's shoulder and forcefully pushed her back down into her chair.

The instructor showed the class how to look up tidal differences and current differences in the tide book, and then it was on to the next topic: navigation.

At this level I expected course plotting and piloting to be the most boring of all, but the content was a surprise: Instead of drawing lines on charts, it was all about using GPS and plotting latitude and longitude on the chart. He called it "waypoint navigation," and the main point of the lecture seemed to be to convince people not to set their autopilots to go to waypoints by direct routes across shoals, sand bars and major land masses.

"I remember one year when the IOR fleet was racing to Coyote Point," said one of the older sailors in the class. "The

lead boat, skippered by one of the best local racing sailors, plotted a course right across San Bruno Shoal. The whole fleet followed, and we had about six of the top

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Track California Legislation
www.leginfo.ca.gov
 (search for Assembly Bill 2110)

Navigation Rules
www.navcen.uscg.gov/mww/navrules

Vessel Operator Certificate Practice Test
www.boaterexam.com/usa/california

boats on the Bay all stuck at once."

"These stories really are the best part of a live class," I confirmed.

"Good to see they've dumped some of the trailing edge technology and changed the curriculum to include GPS," said Lee. "I mean, piloting is, like, totally different when you always know exactly where you are. Now if they would just fix the

charts. Large scale charts still make it hard to plot lats and longs, because they still don't divide the grid into fine divisions at enough places on the chart axis, and they still use minutes and seconds instead of minutes and decimal minutes like everyone else."

I agreed that the emphasis on GPS was good, but it was disturbing that dead reckoning was mostly dismissed as an archaic art. Maybe I wasn't paying attention, but it seemed as if graduates of this class, if they were starting from scratch, would be unlikely ever to plot a course on a paper chart or use a compass rose and parallel rules.

To wind up the course, the instructor finally tried to inject a little humor. "What are the three most useless items on a sailboat?" he asked.

Lee, of course, knew the answer — although it was probably not the answer the instructor had in mind:

"A wheelbarrow, an umbrella, and a naval officer."

— max ebb

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THE RACING

In this month's Racing Sheet we've got a round-up of a busy month and one glorious weekend. The **Elite Keel Regatta** and **Stone Cup** shared both the Bay and those two awesome days. Down the coast, we check in at the only ISAF Grade 1 match-racing event in the country — **The Congressional Cup**. Then we look at **The Artemis Transat** and the **OYRA Northern Star** for some offshore action. Finally, we finish with a smattering of the dark bon-bons of racing stories. They're small, sweet and easily digested — enjoy a **race note** today!

Elite Keel Regatta

In the midst of what was a banner weekend for sailing on the Bay May 17-18, 36 boats showed on the Berkeley Circle for San Francisco YC's Elite Keel Regatta. The Etchells, Express 27, J/24 and Melges 24 classes came out to play and were rewarded with breeze, sun and a little afternoon fog mixed in for the five-race series.

With temperatures hitting the 90s the week before, there were a lot of predictions for a sweltering, windless weekend. While the record temperatures stayed, the high relaxed its grip just enough to allow the Slot to get flowing. Along with some epic wipeouts including a full-frontal bulb-shot from a Melges 24, there were some awesome surfs and some vintage Etchells upwind work.

Jim Gregory's *Agent Smith* won the 13-boat Etchells class — the largest of the regatta. A die-hard supporter of the class, Gregory — whose other ride is a well-traveled Schumacher 50, *Morpheus* — said the local Etchells fleet's participation is on an uptick.



LATITUDE/ROB

Ray Lotto's *'El Raton'* counted three bullets to take the Express 27 class at San Francisco YC's Elite Keel Regatta.

"It was pretty big in the work-up before the 2005 worlds here," he told us before the regatta. "Then it kind of dipped. The great thing about it is there's no one winning constantly followed by a pack of stragglers."

The only problem we found with that theory was Gregory's score line for the

weekend — 3,1,1,1,1 — which saw him finish 3 points clear of Ben Wells' *Mr. Natural* after the latter went into the final race with only a one-point deficit.

In the eight-boat Express 27 class, Ray Lotto's *El Raton* eeked out a one-point victory over Jason Crowson's *Moxie* after they started the last race tied on points.

The J/24s fielded a relatively sizable eight-boat fleet and produced some of the closest racing in the regatta. Edward Walker's *Small Flying Patio Furniture*, Luther Strayer's *Little Wing* and Michael Whitfield's *TMC Racing* traded points all week-

end. When the spray settled and the points were tallied, the *'Furniture* came out on top, beating *Little Wing* on a tie-breaker.

George Roland's *Karma* had only one finish lower than a bullet, a second in the final race on Saturday to finish a full 13 points clear of Neal Ruxton's *JAM JAM*. David Joyner's *Full Throttle* was in the hunt Saturday, but a rig that came 'unhinged' in Sunday's first race knocked them down to third for the

weekend.

ETCHELLS — 1) **Agent Smith**, Jim Gregory, 7 points; 2) **Mr. Natural**, Ben Wells, 10; 3) **Dinner Roll**, Jeff Moseley, 18. (13 Boats)

EXPRESS 27 — 1) **El Raton**, Ray Lotto, 9 points; 2) **Moxie**, Jason Crowson, 10; 3) **Dianne**, Steve Katzman, 21. (8 Boats)



J/24 — 1) **Small Flying Patio Furniture**, Edward Walker, 10 points; 2) **Little Wing**, Luther Strayer, 10; 3) **TMC Racing**, Michael Whitfield, 3. (8 Boats)

MELGES 24 — 1) **Karma**, George Roland, 6 points; 2) **JAM JAM**, Neal Ruxton, 19; 3) **Full Throttle**, David Joyner, 3. (7 boats)

Complete results: www.sfydc.org

Stone Cup

Action was hot, heavy, occasionally harrowing — and at times really foggy — for StFYC's annual Frank Stone Invitational series held May 17-18 on the Cityfront. Steady breeze in the mid 20-knot range and a good dose of ebb chop both days really rinsed the winter spiderwebs out of the 47 boats in one IRC and four one design classes. The series featured two races per day with no throwouts.

When the spray had cleared, Chip



Robert Harf's 'Bones' digs deep on a breezy run during the Elite Keel Regatta. Puffs to 30-knots provided plenty of highlight-reel moments — including an air-drying Melges 24 bulb.

Megeath's R/P 45 *Criminal Mischief* had taken the 12-boat IRC class on a tiebreaker with John Siegel's veteran Wylie 43 *Scorpio*. Tom Thayer helmed *Howl* to a decisive win of the Sydney 38 class with three bullets and a second, while Gary Fanger's *Sweet Sensation* looked pretty sensational with a three-point victory over the second 1D35 in that five-boat class. In the J-classes, the usual suspects topped the leaderboard, with Steve Madeira and his *Mr. Magoo* crew winning the J/120s by a point, and partners Dave Wilson and Chris Perkins somehow pulling off a 10-point win of the J/105s with *Good Timin'* — without winning a single race!

This was the Bay Area racing debut

of *Criminal Mischief*, Megeath's new-to-him speed machine (ex-*Beau Geste*, and a sistership to *Sjambok*, which sailed the last Big Boat Series). The boat really romped in the windy conditions, hitting over 20 knots several times and easily planing away from the competition.

"This boat is wet, but it's so much fun you can hardly believe it," says Megeath, a retired investment banker who burst back on the sailing scene last year (after a 16-year hiatus) with a series of big wins on the chartered SC 52 *Kokopell*?. "And my crew just sailed beautifully."

That lineup included Gavin Brady calling tactics on Saturday, Jeff 'Elvis' Thorpe, Ian Klitza, Robin Jeffers, Greg 'Radar' Felton, Will Paxton, Norman Davant, Campbell Rivers, Big John Thompson, Kevin Moon, Matt Fiddens and Chris 'Backstay' Baxter. Davant replaced Brady in the tactician spot on

Sunday, and Craig Healy came on board to round out the crew complement.

"It's going to be a hell of a ride to Hawaii!" says Megeath of the boat's participation in the upcoming Pacific Cup.

In the Sydney 38 class, Peter Krueger's *Howl* has been 'knocking at the door' for a while, and their Stone Cup performance not only opened the door, but ushered them inside to the podium room. Although Krueger could not be aboard because of business commitments, his crew were nothing short of stellar, racking up a 1,1,1,2 score to dominate the small but high-intensity four-boat fleet.

"We have a good crew, the right sails, a nice tune on the rig — We've really got our act together and it shows," says longtime *Howl* helmsman Tom Thayer. The addition of a few new crew, including mastman Greg Smith and tactician Bill Melbostad, really helped, too.

"On the last downwind leg of the first race, Bill made the call to go around the eastern end of Alcatraz to get us into the current, rather than the west side, which is where everyone else went," says Thayer. "It took guts to make that call, but it was the right one, and we came from behind to win that race."

Other regulars aboard were Roland Brun, Tom Paulling, Greg Smith, Terri Layton, 'Biff' Watts, Dana Riley and Ryan Kern.

With winds gusting into the nuclear range (some boats saw over 30 knots in the upper part of the course), there were a few fender benders out there, with Sy Kleinman's veteran Schumacher 54 *Swiftsure* apparently getting the worst of it. In Saturday's second race, they were heading up the Cityfront just to leeward of *Criminal Mischief*. *Swiftsure* was sailing higher, while *Mischief*, with her skinnier fin and blade, was trying to keep clear but sliding sideways. "We were trying to get over her bow but didn't quite make it," says *Mischief* project manager Thorpe. When they tacked away, their stern pulpit grazed *Swiftsure*. *Mischief* took a 20% penalty for the infraction, which dropped them to fourth in that race.

Then on Sunday, *Swiftsure* was barreling in toward the finish when a pleasure-sailing J/24 got in the way. There was yelling, pointing, zig-zagging and — bam, the J ended up bonking into *Swiftsure*'s side about two feet up from the stern. "It was just one of those weird things," says tactician Steve Taft. Fortunately, there were no injuries and only minimal paint chipping on both boats.

The name of the J: *No Worries*.

LATITUDE/JR

THE RACING



IRC — 1) **Criminal Mischief**, R/P 45, Chip Megeath, 10 points; 2) **Scorpio**, Wylie 43, John Siegel, 10; 3) **Tupelo Honey**, Elan 40, Gerard Sheridan, 19. (12 boats)

1D35 — 1) **Sweet Sensation**, Gary Fanger, 7 points; 2) **Great Sensation**, Mario Yovkov, 10; 3) **Diablita**, Gary Boell, 11. (5 boats)

J/105 — 1) **Good Timin'**, Dave Wilson/Chris Perkins, 11 points; 2) **Aquavit**, Tim Russell, 21;

3) **Nantucket Sleighride**, Peter Wagner, 22. (22 boats)

SYDNEY 38 — 1) **Howl**, Tom Thayer, 5 points; 2) **Bustin Loose**, Jeff Pulford, 9; 3) **Animal**, Matthew Lezin, 14. (4 boats)

44th Congressional Cup

Kiwi Gavin Brady joined a rarified

group with a decisive win at the 44th Congressional Cup Presented by Acura. He became only the third person after Rod Davis and Peter Holmberg to win four times at the only ISAF Grade 1 Men's event in the U.S. Sailed at the host Long Beach YC in Catalina 37s, the event attracted an international field of



Stone Cup action (clockwise from above) — 'Criminal Mischief' looked positively ravishing in her local racing debut; 'Swiftsure II' rockin' and rollin' down the Cityfront; 'Sweet Sensation's' afterguard as seen through 'Great Sensation's' bow; 'Tupelo Honey' and 'Phantom Mist' charge upwind; 'Copenhagen' leads 'Howl' in this photo, but the dark-hulled boat rallied to dominate the weekend.

highly-ranked match racers April 29 to May 3.

Brady won 15 of 18 races in the round robins and never faltered in the semifinal

and finals. In the semis his victim was kiwi ex-pat Scott Dickson who's lived in Long Beach long enough to be the event's de facto native son. Dickson turned in

his best effort at the Congressional Cup since the event switched from an all-round robin format to the current one a few years ago, but he couldn't get a repeat of his round robin win over Brady in the best of three semifinal, falling two-nil.

Sweden's Johnie Berntsson was

THE RACING

Brady's final-match victim, falling after two straight losses, despite being on a hot streak which included a two-nil blanking of Frenchman Philippe Presti, who went on to beat Dickson in the consolation final.

Brady, who has a home in Annapolis, won the first of his four Congressional Cups in 1996 and 1997 while in his early 20s. His third came in 2006.

"We were competitive in a boat sailing fast and we didn't have to take any risks," Brady said.

Berntsson had a different take.

"They were just better," he said. A pre-start double-penalty in the first race effectively ended his race. With two penalties, Berntsson was forced to clear one immediately, removing the chance of holding off and either passing Brady or forcing him into a penalty. Berntsson never regained any momentum and had to watch as Brady and crew Chris Larson, Kazuhiko Sofuku, John Ziskind, Jim Swartz and Oakland's Rodney Daniel, high-fived their way across the finish line.

Brady figures to spend a fair amount of time aboard Swartz' new Reichel/Pugh designed STP 65 *Money Penny*, and brought the latter along for some high-intensity training.

He was probably questioning the wisdom of that choice after tangling pulpits with Frenchman Antoine-Pierre Morvan in a round robin race. After the incident, Swartz reportedly asked Brady, "Is this what you do?"

Later, Brady jokingly said, "I think I just lost my job sailing *Money Penny*."

"I'll drive *Money Penny*," Swartz said — although it'd only be fair to Brady to point out that this has been the plan all along. "This was a training mission for me. I learned a lot."



The top-ranked American match racer at the event was 26 year-old Chris Van Tol of Detroit. Van Tol won just one race in the round robins and dropped to a negative point tally after two damage penalties.

"Dave Perry wasn't kidding when he said the toughest part about racing in the Congressional Cup was paying your

damage deposit," he quipped.

Final — **Gavin Brady** (NZL) d. **Johnie Berntsson** (SWE) 2-0

Consolation Final — **Philippe Presti** (FRA) d. **Scott Dickson** (NZL) 2-0

Northern Star

Two dozen ocean racers showed up off

BEER CAN RACE RESULTS

To get your club's results in the magazine, post them on your club's website or email them to Rob (rob@latitude38.com) or JR (johnr@latitude38.com).

SPRING SUNSET SERIES (SYC, 5/13)

SPINNAKER 1 — 1) **Gammon**, Tartan Ten, Jeff Hunter; 2) **Lynx**, WylieCat 30, Steve Overton; 3) **J Hawk**, J/133, Dale Flaming. (5 boats)

J/105 — 1) **Streaker**, Ron Anderson; 2) **Hazardous Waste**, Chuck Cihak; 3) **Swoosh**, Howard Bentley. (6 boats)

NON-SPINNAKER — 1) **True North**, Baltic 42, Jeff Dunnivant; 2) **Grey Ghost**, Hanse 342, Doug Grant; 3) **Tackful**, Santana 22, Frank Lawler/Cathy Sterhoff. (17 boats)

MULTIHULL — 1) **Origami**, Corsair 24, Ross Stein. (1 boat)

Complete results: www.syconline.org

CROWN JEWEL TWILIGHTS #2 (IYC, 5/9)

DIVISION A (PHRF to 150) — 1) **Crazy Eights**, Moore 24, Aaron Lee; 2) **Uno**, WylieCat 30, Steve Wonner; 3) **Furrocious**, Wylie Wabbit, O.J. Olson. (5 boats)

DIVISION B (168 raters) — 1) **Bewitched**, Merit 25, Laraine Salmon; 2) **Phantom**, J/24, John Guilliford; 3) **Dire Straits**, J/24, Dawn Chesney. (3 boats)

DIVISION C (PHRF >150) — 1) **My Tahoe Too!**, Capri 25, Steve Douglass; 2) **(no name)**, Nightengale 210, Ned Gumbywacker; 3) **Lelo**

Too, Tartan 30, Emile Carles. (5 boats)

DIVISION D (SANTANA 22) — 1) **Meliki**, Tom Montoya; 2) **Atunamatata**, Bill King; 3) **Fun Zone**, Tom McIntyre. (5 boats)

DIVISION E (NON-SPINNAKER) — 1) **Galatea**, Aphrodite 101, Ken Viaggi; 2) **Cat Nip**, Catalina 350, Bruce Hasson. (2 boats)

Complete results: www.iyc.org

SPRING TWILIGHT SERIES #3 (EYC, 5/16)

DIVISION 1 (PHRF <126) — 1) **RYC**, GP 26, Brooks Dees; 2) **Outsider**, Azzurra 310, Greg Nelsen; 3) **Rascal**, Wilderness 30, Rui Luis. (8 boats)

DIVISION 2 (PHRF >161) — 1) **Bewitched**, Merit 25, Laraine Salmon; 2) **Joanna**, Irwin 30,



is sponsored and run by the Encinal YC.

Unlike the typical conditions that pummeled Farallones and Lightship racers earlier this year, the Northern Star offered delightful sailing, with light morning breeze topping out in the teens in the afternoon. Even the current was cooperative, with a big ebb flushing everyone out the Gate in the morning. While a slight northerly bias pushed most boats up to the Marin shore, the ones that stayed closer to the 'center divide' eventually fared best when the breeze filled in, first from the west then clocking slowly northwest.

Steve Waterloo's veteran Cal 40 *Shaman* had a great ride both ways, finishing second boat for boat behind the Beneteau 45 *Ohana*, which owes them about 50 seconds a mile. They obviously saved their corrected time on that boat, but almost got them boat for boat, too. "We finished only about 18 inches behind them," says Steve. "What a great day of racing!"

RICH ROBERTS

Kiwi Gavin Brady leads Swede Johnie Berntson around a weather mark at the 44th edition of Long Beach YC's Congressional Cup.

Golden Gate YC for the OYRA Northern Star Race on May 12. This third of six races in OYRA's spring series takes the fleet out to the North Approach Buoy, then around the Lightship, then home to the finish off GGYC. The 35-mile race

PHRO 1A — 1) **Ocelot**, custom Fox 44, Inland Sea Maritime Group; 2) **Emily Carr**, SC 50, Ray Minehan; 3) **Serena**, custom Thompson 1150, David Kuetel. (4 boats)

PHRO 1 — 1) **Eclipse**, Express 37, Mark Dowdy; 2) **Bullett**, Express 37, Michael Maloney; 3) **Petard**, modified Farr 36, Keith Buck/Andrew Newell. (6 boats)

PHRO 2 — 1) **Shaman**, Cal 40, Steve Waterloo;

Martin Jemo; 3) **Lelo Too**, Tartan 30, Emile Carles. (6 boats)

NON-SPINNAKER — 1) **(no name)**, Mercury, Dan Ouellet 2) **Iskara**, Mercury, Paul Mueller; 3) **Blueberry**, Nonsuch 22, John Foster. (5 boats)

Complete results: www.encinal.org

WEDNESDAY EVENING SERIES (StFYC, 5/7)

KNARR — 1) **(no name)**, Glidewell/Frenchy/Perkins; 2) **Svenkist**, Sean Svendsen; 3) **Gossip**, Taft/Adams. (13 boats)

FOLKBOAT — 1) **Josephine**, Eric Kaiser; 2) **Polperro**, Peter Jeal; 3) **Windansea**, Don & David Wilson. (11 boats)

WEDNESDAY EVENING SERIES (StFYC, 5/14)

KNARR — 1) **(no name)**, Glidewell/Frenchy/Perkins; 2) **Svenkist**, Sean Svendsen; 3) **Adelante**, Don Nazzal. (14 boats)

FOLKBOAT — 1) **Josephine**, Eric Kaiser; 2) **Polperro**, Peter Jeal; 3) **Windansea**, Don & David Wilson. (13 boats)

IOD — 1) **Ariel**, London/Manning/Vance; 2) **Youngster**, Ron Young; 3) **Xarifa**, Paul Manning. (4 boat)

SVENDSEN'S THURSDAY NIGHT SERIES

#4 (4/24): VANGUARD 15 — 1) **1765**, Tom Allison/Amy Lyons, 14 points; 2) **1174**, Adam Bennett/Maddy, 16; 3) **1102**, Linda Stephan/Rusty Canada, 21. (21 Boats)

LASER — 1) **156589**, Kevin O'Sullivan, 6 points; 2) **83**, Mike Rutledge, 16; 3) **170143**, Drake Jensen, 18. (13 boats)

#5 (5/1): VANGUARD 15 — 1) **1234**, Jim Barkow/Genny Tulloch, 9 points; 2) **1314**, Phillip Laby/Sarah McNaboe, 12; 3) **1174**, Adam Bennett/Maddy, 13. (21 boats)

2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Azure**, Cal 40, Rod Pimentel. (6 boats)

MORA — 1) **Always Friday**, Antrim 27, John Liebenberg; 2) **Sugar Magnolia**, Hunter 29.5, Ward Fulcher. (2 boats)

SHS (shorthanded) — 1) **Banditos**, Moore 24, John Kernot; 2) **1st Impression**, SC 27, Rick Gio/Jan Grant; 3) **Andiamo**, SC 27, Mark Sutton/Jeff Overfield. (7 boats)

Complete results: www.yra.org.

Artemis Transat

In The Artemis Transat, one of the world's preeminent singlehanded offshore races better known by a former title — the OSTAR — sailors have to battle each other, commercial shipping, fatigue, and the unwieldy breed of modern shorthanded boats they're sailing.

For Marc Guillemot aboard *Safran*, add "injury" to that list. Guillemot made it only a day and a half from the start in Plymouth on Sunday May 11, before he suffered an injury he's still working through. "I realized I had a painful rib, maybe broken," he said. "Now I'll go slowly, and I want to stay in the race. I have to decide tonight, but I do want to go Boston!"

Still suffering as of this writing, Guillemot is currently leading the second pack in the IMOCA 60 class, which other than Dee Caffari's *Aviva*, is comprised of mainly previous-generation Groupe Finot designed boats.

This year has seen some changes to the venerable classic. The course was 210 miles longer, due to the last minute inclusion of an "ice gate" — a safety precaution for another challenge on the skippers' horizons. The gate was set by race organizers to minimize the boats' exposure to an unusually heavy concentration of ice southeast of Newfoundland. There's also now a 36-hour blackout

LASER — 1) **156589**, Kevin O'Sullivan, 10 points; 2) **173670**, James Vernon, 11; 3) **170143**, Drake Jensen, 15. (12 boats)

#6 (5/8): VANGUARD 15 — 1) **1234**, Jim Barkow/Genny Tulloch, 12 points; 2) **1317**, Harrison Turner/Kristin Maberry, 12; 3) **1629**, Matthew Sessions/Avery Patton, 15. (26 Boats)

LASER — 1) **156589**, Kevin O'Sullivan, 9 points; 2) **179426**, Steve Orosz, 17; 3) **170143**, Drake Jensen, 19. (13 boats)

#7 (5/15): VANGUARD 15 — 1) **598**, Adam Lowry/Amy Lyons, 16 points; 2) **1234**, Jim Barkow/Genny Tulloch, 20; 3) **1629**, Matthew Sessions/Avery Patton, 22. (20 boats)

LASER — 1) **156589**, Kevin O'Sullivan, 8 points; 2) **0750**, n/a, 9; 3) **26644**, Jim Margeson, 26. (12 boats)

For full results, go to www.vanguard15.org and www.tilaserfleet.org.

THE RACING

period, the exact timing of which was announced after the start, during which organizers withheld the boats' position reports from the entire fleet.

This is already done during the night. A look at the race's tracking page will show that a lot of radical tactical departures have been taken after 6 p.m. UTC when the boats are far enough away from each other to be outside radar range.

On the Wednesday before the weekend of May 17, race organizers announced that the 36-hour position blackout would run from 6 p.m. Friday until 6 a.m. the following Sunday. When the 'darkness' fell, previous race leader Sébastien Josse aboard *BT* squirted ahead into a dominant position, then had to retire with a damaged mainsail track and batten cars before the positions even went back up. That followed the retirement of previous leader Michel Desjoyeaux's *Foncia* during the week, which hit an unidentified object, mashing the starboard daggerboard and possibly damaging its casing.

On May 20 Vincent Riou's *PRB* was the third race leader forced to abandon with less than 900 miles to go to Boston,



Wonder if they see us? — Steve Waterloo's 'Shaman' winning their class in the Northern Star.

after an early morning collision with an unidentified animal. *PRB* was reaching at speeds in the high teens when the boat's keel cut the beast in two. Not hearing

any cracking carbon fiber, Riou made a quick check and didn't notice any significant damage. Later in the afternoon, the breeze dropped and he was able to make a more thorough inspection only to find that one of the pins holding his fully canted keel in place was gone. The weight of the keel was being primarily carried by the hydraulic canting ram — not good. Facing the forecast of a gale with a keel that could drop away at any moment, Riou made a call to race headquarters, struck the sails and filled the boat's water ballast tanks to increase the boat's stability.

Two-time winner Loïck Peyron's *Gitana 80* was 15 miles behind when the rescue call came through, and was routed to Riou's position. Peyron successfully retrieved Riou in wind under 10 knots and a moderate sea state. In fact, the weather has been unusually moderate this year, prompting Peyron to say, "It will be the warmest ice gate I've ever seen."

As of this writing, *Gitana 80* was sailing toward Boston, and since the rescue

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THE RACING

finished in Boston. To find out who won visit www.theartemistransat.com.

Konocti Cup

Ben Landon's Thompson 650 *Flight Risk* beat out 24 boats to repeat at the 24th annual Konocti Cup, April 26. After 26 miles of zigging and zagging on Clear Lake, Richmond YC's Landon corrected out over the monohull elapsed-time winner, the Henderson 30 *Family Hour*.

First to Finish and corrected winner in the Konocti Cup multihull division was Bill Erkelens Tornado *E2 Tornado 20*.

MONOHULLS — 1) **Flight Risk**, Thompson 650, Ben Landon; 2) **Family Hour**, Henderson 30, Bilafer Family; 3) **Flashpoint**, Melges 24, Pat Brown. (25 boats)

MULTIHULLS — 1) **E2**, Tornado, Bill Erkelens; 2) **Habit 1**, Corsair 28, Paul and Laura Hastings. (2 boats)

Newport to Ensenada

This year's Newport to Ensenada Race can be summed up in one word — drifter.

A perfect example was the trip of the



COURTESY PAT BROWN

Twenty-seven boats showed up for a zig-zag tour of Clear Lake in the Konocti Cup.

Bay Area's *Sleeping Dragon*. Owner Dean Daniels, crew Paul Martson and Debi Cohn are leaving no stone unturned in

their work-up to this year's Pacific Cup. Their efforts garnered them the Emigh Family Trophy, by virtue of both a corrected and elapsed-time wins in PHRF M.

"It felt good," Martson said.

We bet! We'd feel good too after finishing a 30-hour trip to Ensenada. That's right, 30 hours from the April 25 start — in a Hobie 33, for an average speed of just over four knots.

Akela, an R/P 75 owned by Los Gatos Bill Turpin and Newport Beach's David Janes, won the President of Mexico Trophy for first overall on corrected time and finished only 11 1/2 minutes behind the elapsed-time winner, Doug Baker's *Magnitude 80*.

"We had many hours of one-knot speed," Janes said. "We really had to pay attention the whole night."

For *Magnitude 80*, which has been on a record-breaking spree of late, the slow race was especially difficult, as they'd been on a record pace until nightfall.

"At 8:57 p.m. [Friday night] we were doing 15 knots. At 9 p.m., nothing,"



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Magnitude 80's Keith Kilpatrick said. "I've never seen anything like it."

"The wind suddenly stopped as if someone had turned a switch off," said Jim Madden owner of Stark Raving Mad III. "There we were, about four or five miles offshore and in clear sight — and smell — of the Baja coast, and only about 24 miles north of Ensenada. . . ."

With a total of 380 starters and a remarkable 307 finishers given the conditions, entries were down from the 600-boat fleets of years past. Is it the economy? Or is it an apparent rise of drug-related violence along the border as some have postulate? We'd like to hear your thoughts. Email rob@latitude38.com.

Race Notes

It's official — multihulls are out of the 2012 Olympics. A vote at the ISAF council meeting in Qindao, China, on May 10 reaffirmed the decision, made last November. That means that after 32 years and nine Olympic Games, 2008 will mark the last appearance of the 20-ft Tornado catamaran — and multihulls

— in Olympic sailing. At least for the time being.

ISAF's decision was hardly an easy one: they had been tasked by the International Olympic Committee to eliminate one event from the 11-class roster. After much debate (and much hue and cry from the multihull demographic), the Tornado was voted off the island.

Six men's and four women's classes remain ranging from sailboards and singlehanded dinghies, to double and triple-handed keelboats.

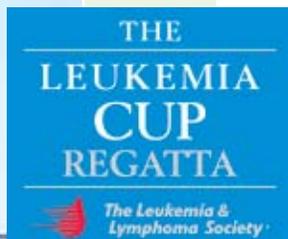


COURTESY SLEEPING DRAGON/PAUL MARTSON

'California Dreamin' — well, not exactly. This year's Newport-Ensenada Race was drifter.

"I don't want to say goodbye to any event or class," said ISAF President Goran Petersson, who tried to put the best spin possible on the decision: "No event is in or out of the Olympics for-

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Sunday, October 5

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THE RACING

ever.”

Recall that the Star Boat class was voted out of the 1976 Olympics, returned in 1980 and has remained an Olympic stalwart ever since.

What the future will bring remains to be seen. For now, the class that has earned the United States four Olympic medals (Randy Smythe and Jay Glaser won silver in 1984; John Lovell and Charlie Ogletree also won silver in 2004) — is out after this year.

Worldwide, the Tornado Class remains active — and hopeful. “We are confident the multihull event will be back on the Olympic program in the future, and the multihull community will work with ISAF to achieve that objective,” said the President of the International Tornado Association, Carolijn Brouwer.

Nationals Bound — Former *Latitude 38* 'Junior Sailor of the Year' **Brooks Reed**, who picked up that title back in 2004, qualified last month for the ICSA Co-ed Dinghy Nationals June 2-4. As his team's B-division skipper, the MIT senior helped qualify the Engineers for their first trip to the big show since 2003.



LATITUDE/ROB

Not your father's Cal 20 — yet another great look from the banner weekend of May 17-18.

The Santa Cruz, St. Francis and Richmond YC member has numerous awards to his name, which should come as no

surprise, given that while in high school he wrote a thesis on Naval Architecture — with the help of mentor Tom Wylie.

“Brooks may be sailing for MIT, but his home is still 38° N,” said dad Steve.

Reed finished fourth in B-division at the Western Regional semi-final hosted by USC. He was also named to the all-New England sailing team — no small feat considering that the New England district is one of the most competitive in the country.

Getting it together — The Storm Trysail Club and the San Francisco Bay IRC Owners Association have formally announced they're teaming-up in promoting and organizing the **Northern California IRC Championship Series**. The announcement coincided with last month's Stone Cup — covered in these pages — the first event in the series.

Next up was the Spinnaker Cup, followed by the Santa Cruz YC Big Boat Regatta May 31 and June 1. After that, the series returns to the Bay for the St. Francis YC's Aldo Alessio Regatta which will also serve as the West Coast IRC

The 2nd Annual Guardsmen Regatta

Join The Guardsmen for a night of high seas action at the Corinthian Yacht Club in Tiburon.
The regular Corinthian Friday Night Races will include a special division with competitors racing for the Guardsmen Cup.
The Corinthian YC has a large viewing deck with a close up view of the start and finish line where hors-d'oeuvres and cocktails will be served.

Interested race participants contact Rob Green @ (925) 240-7759
Interested spectators contact Mark English @ (510) 499-9013
All proceeds benefit at risk Bay Area youth. To learn more about The Guardsmen visit www.guardsmen.org

Where: Corinthian YC
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(next to Sam's & Tiburon ferry terminal)
415.435.4771

When: Friday, July 18th, 2008
1st gun @ 6pm

Cost: \$100 regatta entry fee, \$25 yacht club party

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championships. Finally, Big Boat series will be the capper for 2008.

"The Storm Trysail Club was one of the early promoters of IRC in this country and IRC racing in the U.S. actually kicked off right here at the St. Francis YC's Rolex Big Boat Series," said Bay Area Storm Trysail Club member Jim Gregory. "IRC has been growing in the region ever since, and a regional IRC series will provide a focus for IRC here."

The offshore-oriented Storm Trysail Club is also a Pacific Cup Sponsor.

"The Storm Trysail Club will lend all the support it can to this series," said commodore John Fisher. "We will be able to offer help marketing the events and assistance recruiting sponsorship. We are pleased to be able to help while growing our involvement in West Coast sailing."

Youth movement — June is a big month for youth sailing here on the bay. San Francisco YC will be hosting the U. S. Sailing **Youth Championships** sponsored by Nautica from June 26 to July 1. We've asked around to see how



LATITUDE/ROB

long it's been since a Bay Area Club has hosted the biggest junior regatta in the country. Either we've been asking the wrong people or the answer is: a long time.

Over 150 of the nation's best junior sailors, chosen by virtue of their C.V.'s

A little taste of the Knarr — action at the first Berkeley Circle races of the year for WBRA.

will descend on Belvedere to compete in Lasers, Laser Radials, Club 420's and 29ers.

But that's not the only big junior event on the Bay this summer. The following week, Sausalito YC will be hosting the regatta for the **Ida Lewis Trophy**

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Address: 2100 Bridgeway, Sausalito, CA 94965
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The Marin Scuba Club

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THE RACING

— the U.S. Sailing Junior Doublehanded Women's Championship — July 7-13. Sailed in Club 420s, the event will attract as many as 40 teams from across the country.

New Sails? Who needs 'em — To gain admission to the **St. Barth's Bucket**, all you need is enough money to buy or charter a boat. Actually, make that a superyacht.

This annual festival of really remarkable sailboats isn't just a convention for conspicuous consumption. In the 'socially-redemptive' department, it hosts an auction that benefits the St. Barth's hospital. Unhappy with your corrected time in a race? Just pony up \$10,000 and get three minutes taken off.

That's what Chris Maybury, who'd chartered the 152-foot *Windrose* for the event did, despite the fact he'd already won his class. One thing's for sure. That's a whole lot cheaper than a new mainsail. . . .

Another one — Bay Area ex-pat naval architect **Mark Mills** has launched a new 69-foot IRC screamer in Europe. Mills, who now calls Ireland home, has had



LATITUDE/ROB

'Expeditious' chases 'Bullet' to Little Harding during the ODCA Spring 1 on the Cityfront.

a string of successful yachts as of late. The latest, *Alegre*, took the sailing press largely by surprise when it was launched

in late May. The svelte silver and blue boat is yet another new IRC-oriented boat to be launched in the 65-69-foot range in the last year. That size seems to be proving a sweet spot in the rule as Roger Sturgeon's STP 65 *Rosebud* handily won the Rolex Sydney Hobart Race.

America's Cupdate — *BMW Oracle Racing* has been keeping busy on a lot of fronts. On the legal one, New York Supreme Court Justice Herman Cahn issued an order that between its lines reads: work it out yourselves.

He wrote that the match is to be held 10 months from the serving of the order, and that *Alinghi* should name the venue six months prior. The soonest date would be March of 2009, not the October, 2008, date the team has been claiming to desire. Judging by the terse announcement from the normally effusive PR effort at *BMW Oracle Racing*, they were not happy about it. Due to prescriptions in the Deed of Gift, a match may only be held in the Northern Hemisphere between May and October, which would mean that the next cup would have to be held south of

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the Equator, something very few people suspect either team wants.

Closer to home, Team members John Kostecki, Tom Ehman, Melinda Erkelen, Ian Burns, Jono MacBeth and Joe Spooner made an appearance on the Bay for Opening Day. Here to do some sailing, and good old-fashioned public relations they treated local media, a few club members and a group of high school sailors from the City to a well-rehearsed talk show moderated by the team's external affairs director Tom Ehman.

So what did we learn? *BMW Oracle Racing* is building a 150-ft foiling trimaran a la Yves Parlier's *Mediatris* with stepped hulls which at rest give it a LWL of only 90 feet. . . Just kidding. We learned very little about what they're up to. Our assurances that we could keep a secret weren't enough to get more than the official story line,

"We're building a boat but we can't say what kind; we can't say how big other than that it will be 90-ft on the waterline; we can't say when or where we'll launch it. . . ." Kostecki did tell us a crane will

be required to get the mainsail aboard the boat.

One thing was apparent from the presentation — these guys are amped about sailing multihulls. "It's new and exciting," Kostecki said. "The learning curve is steep and it's just more fun when you're learning something new."

After the talk, which also highlighted Oracle Corporation's \$15,000 donation to the Golden Gate YC's high school sailing program, the sailors took the group of high school kids out for an afternoon of match-racing practice aboard the team's Swedish Match 40s — truancy notices be



GILLES MARTIN-RAGET

Weight savings? — BMW Oracle Racing tries no-handles pedestals on their new TP 52.

damned!

In the 'we know they're eager to go sailing, but. . .' category. As we went to press, the team launched their brand new TP 52 and went sailing. In their rush to play with the new toy, they skipped mounting the coffee grinder handles. We can't blame them for being excited.

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With reports this month on **Insiders Advice for Successful Chartering** and a multi-leg, educational bareboat cruise through the **Archipelagos of French Polynesia**.

New To Chartering?

Take Some Tips from the 'Pros'

We may not remember much about the algebra we took in high school or the microbiology we took in college, but the lessons we've learned while sailing have certainly stayed with us — including a lot of subtle nuances relating to yacht chartering.

The difference, no doubt, is that days spent sailing, particularly while chartering in exotic locations, are days filled with exhilaration, fascination and sensory stimulation, which almost always result in vivid, long-lasting memories. Whereas days spent in stuffy classrooms poring over tedious textbooks. . . well, you get the point.

If you're new to the concept of chartering, or have yet to experience a vacation under sail, you can probably benefit from some of the tips we've picked up along the way. As a counterbalance to the stresses of the workaday world, we make it a priority to take at least one sailing vacation a year. In fact, we're finalizing the details of our next bareboat charter trip right now.

The first tip we'll share with you is to choose your crew carefully — very carefully. It's great to share the experience (and the cost) with friends and family members, even if they are neophyte sailors. But it's better to leave a cabin empty than to recruit an 'unknown entity' who could sour the whole experience with a bad attitude. In the relatively confined space of a sailboat, sometimes even longtime friends or co-workers will show

Tools of the trade: We always bring a few essential tools, plus a handheld GPS and VHF. A little duct tape always comes in handy too.



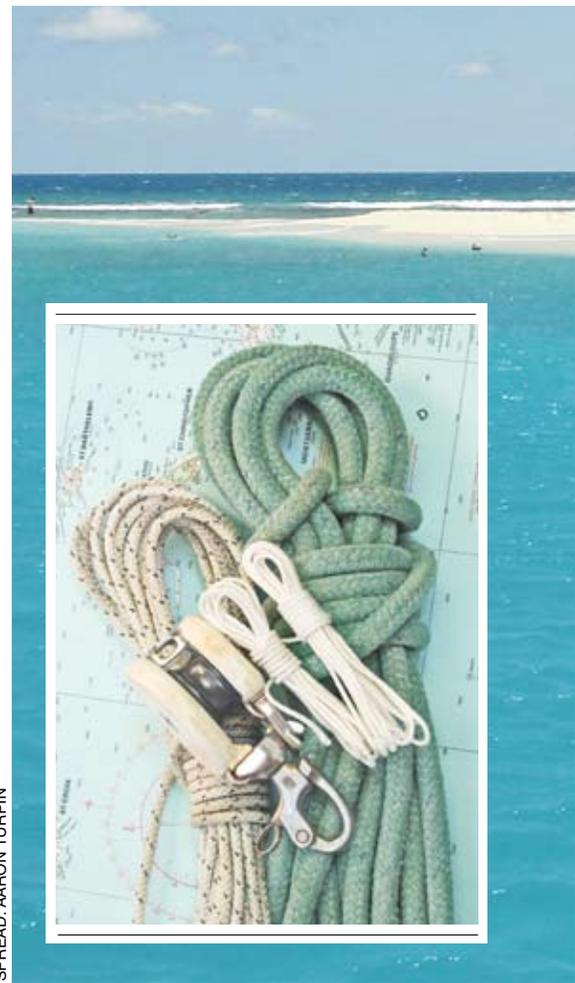
their 'dark side', exhibiting annoying personality quirks you'd never known about. Ideally, you want to choose folks whom you've sailed with or traveled with before, who will roll with the punches if breakdowns, bad weather or mishaps occur.

Even with the best of friends, we've found it's essential to get a cash deposit when they commit to joining you, so they will be invested both financially and psychologically in the plan. Otherwise, there's nothing to keep them from flaking out at the last minute, and possibly straining your friendship.

Fundamental to the success of any charter trip is that everyone have realistic expectations. As the de facto trip leader, you need to be sure that everyone is on the same page in regard to the itinerary, the sharing of boat chores and expenses, and the menu plan — including how many times you'll eat ashore. Be sure everyone gets a copy of the boat's specs in advance so they understand the cabin layout, how many heads and showers there are, and so on.

If you'll have first-timers in your crew, be sure they understand how many hours of sailing will be required each day by your proposed itinerary. And if they're not sure if they will get seasick, assume that they will. Have them bring along some Bonine (mexilazine) or other anti-nausea concoction and, especially if they're prone to motion sickness, have them start taking it *the day before* you leave the dock so their bodies have a chance to acclimate to its effects. Once someone gets really sick, it's too late for most drugs to do any good — except perhaps a phenigrin suppository. And, administering one of those to a violently ill passenger is a job that no skipper would relish. (If seasickness is a genuine concern, consider booking a catamaran.)

Speaking of things to pack, the classic mistake of many first-timers is to bring along *waaay* too much stuff, especially clothing. Assuming you're headed for the tropics, where most charter outfits are based, the daily dress code will be a swimsuit, or shorts and a T-shirt or tank top. So resist the temptation to bring fancy evening wear, six pairs of



SPREAD: AARON TURPIN

shoes and your favorite 'fashion accessories'. Remember that you'll probably be picking up a few souvenir wearables during your trip and, even though water aboard will be limited, tanks are usually big enough to allow you to rinse out a couple of shirts and/or a few pairs of underwear.

One crucial note here is to insist that all your boatmates bring 'soft luggage', ideally a rolling duffel, which can easily be collapsed for storage. If someone shows up with a massive hard case, you may have to lash it to the lifelines or stow it in the chain locker. The other advantage of packing light and using roller bags, of course, is the ease of handling. Few things can screw up your trip faster than throwing out your back while lifting over-stuffed luggage on the way to the airport.

Having said all this, there are a few specific things we never leave home without. One is earplugs, lots of earplugs. Enough for the entire crew, plus extras. Not only do they come in handy on the long flight to your destination, but they can make the difference between waking up refreshed or cranky after a night of creaking docklines, dancing rigging or



Spread: Yes, Caribbean water really is that blue. Life just doesn't get much better than lounging in 80° water off the BVI's Sandy Cay. **Inset:** A traveling sailor feels naked without having a bit of cordage. A snatch block and a length of yacht braid come in handy for 'tweaking'.

snoring shipmates.

Naturally, you'll want to bring lots of sunblock, in various SPF strengths — we like the spray-on kinds. You should also bring after-sun lotion and some antihistamine spray to dull the itch of mosquito bites, if you are unlucky enough to get bitten. (Wearing lightweight long pants at dusk is a useful preventative.) It's also wise to bring along some chewable Pepto Bismol for minor tummy aches, and perhaps even some Imodium — just in case you eat something a bit too exotic.

We have yet to see a bareboat equipped with a supply of extra lines other than docklines. So we always bring along a small supply of light cordage for lashing things down and tying things up, plus at least one snatch block and about 30 feet of medium-size yacht braid for barber-hauling genoa sheets, preventing the main boom or winging out a headsail clew — especially when sailing deep on a catamaran. It's also wise to bring a sharp

rigging knife (in your checked luggage, of course) and a multi-tool. Most bareboat tool kits are laughably deficient. Yeah, these things add a little weight, but they're worth it.

In your rush to get out of town you may neglect one very important consideration: money. Especially if you'll be arriving late at night, be sure to bring along some of the local currency, if possible. And if you haven't done much overseas travel lately, be advised that many banks will not honor transactions that are out of your normal pattern. It's smart, if not essential, these days to call your credit card company and debit card issuer ahead of time to let them know where you are going and for how long. Unless you've had your head in the sand, you probably know that Americans must now travel with passports even to Mexico and Canada.

Our final tips will be obvious to some: before you go, read up on the local culture and history in order to get

the most enjoyment out of your trip; study the chart of the cruising ground and measure the distance of at least your first day's run; and if you are not going to take advantage of pre-planned provisioning, be sure you understand what local suppliers exist. Most importantly, wherever you travel, be graciously

You'll have a much better time if you come prepared for sunburn, bug bites, upset tummies and snoring shipmates.



WORLD

respectful of the local folks you encounter. Bursting into a shop and pleading, "I'm in a rush and I need a . . ." will only create animosity. You'll have a lot more luck beginning with a thoughtful "Good afternoon" and a big smile. Above all, everybody everywhere wants respect.

— *latitude/aet*

Marquesas to the Tuamotus: A 900-mile Bareboating Adventure

San Francisco Bay sailor Robert Moon steamed across the South Pacific in naval warships during his 20-year stint as a military officer, but he'd always dreamed of sailing there. He finally got his chance this year when he joined John Connolly and a group of sailing students from Sausalito's Modern Sailing Academy. He completed ASA's top-tier courses, Celestial Navigation and Offshore Passagemaking, along the way.

There are no bareboats based in the Marquesas and Tuamotus, but Connolly made special arrangements with Tahiti Yacht Charters to organize this series of cruises, and he expects to offer a similar program — Marquesas to Tuamotus to Society Islands — next year. The following



ALL PHOTOS ROBERT MOON

The waters of French Polynesia are abundant with sealife — especially around Tuamotu islands such as Toa'u.

are excerpts from Robert's report, beginning at the Marquesan Island of Nuku Hiva:

Nuku Hiva is basically a volcano with a little land around the sides of it. It took two hours to travel the 12 miles from the airport to the hotel, which was on the other side of the island. This meant basically climbing high up on the side

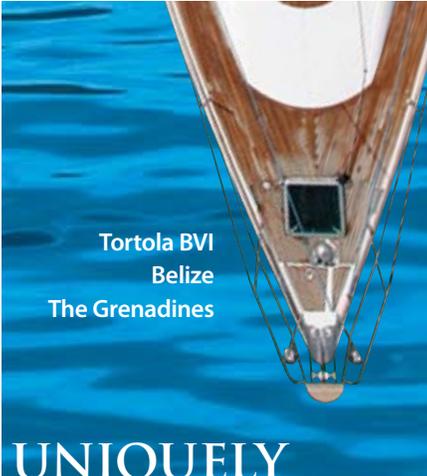
of the volcano, and back down the other side. Some of the views were stunning, and were totally unobstructed by guard rails. Also, there was no paving.

The view of the bay and mountains leading down to it was breathtaking. Perfection. Just what I had expected and dreamed of. Even from this high perch I could see a number of sailboats dotting the Bay. I asked myself, "Would I someday be anchored out in that Bay aboard my own boat, *Astraea*?"

A couple of days later it was time to move from the hotel to the boat. I had already met Holly, who was easily identified at the hotel as fellow crew, as I had spied her sitting by the pool reading the latest edition of *Latitude 38* — always a dead giveaway for a Bay Area sailor.

. . . Late morning of March 20 we were finally underway from Nuku Hiva to Ua Pou. This was an upwind trip and we were going into 20 knots of wind and 10-foot seas. Fortunately I don't get seasick, but three of the new crew did and were heaving over the side. All part of adventure sailing! We were off.

We arrived in Ua Pou where, as John



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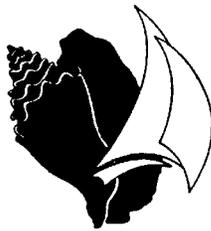
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promised, we were able to go pierside and get water. Non-potable water. I very quickly learned that this is standard in the South Pacific. You buy drinking water or you have a watermaker. If you are lucky, you can sometimes find hydrants a good distance from the boat where you can fill up your jerry jugs with non-potable water from local cisterns. We topped off all our water tanks, then went out to anchor. Later we dinghied ashore for dinner at a fantastic little restaurant on a hillside overlooking the harbor. It was right out of Bali Hai. The owners were French, of course, and the food worthy of a bistro on the Left Bank of Paris — only the fish was fresher and the view was better. We had three types of fish, chicken, rice and several bottles of good wine. This trip was off to a very good start.

The next day we were underway from the Marquesas, bound for Fakarava in the Tuamotus. For the next four days we organized into three groups for watches and learned how to balance watch standing, cooking, eating, sleeping and navigating. To experience the 550-mile sail

across open ocean was one of the primary reasons I had signed up for this leg of the cruise. The surprising part was how quickly we all fell into our routine and how fast the time and the miles passed.

I also learned that using my sextant, which I had mastered many years before as a young Ensign navigator on my first Navy ship, was quite a bit more challenging on a rolling 47-ft sailboat in the open ocean. Also, computing the results of the star sights was quite a bit different on the salon table of a pitching sailboat than in the much-more-stable chartroom of a warship. Lesson learned: know how to navigate by the sun and the stars, have a full set of paper charts, but invest in a high-quality GPS chart plotter and have a good waterproof handheld GPS stowed away for a backup, as well as for your ditch bag.



Hands-on sail training was an important element of Modern Sailing's inter-island circuit. ASA certifications were earned en route.

The only thing more exciting than sailing away from a harbor for an extended crossing is seeing the next harbor come into view. After four days of sailing everyone was up on deck the morning of day five to catch the first sight of Fakarava on the horizon. As we neared the island, however, there was something coming over the horizon that was unlike anything I had seen anywhere in the world in my years at sea or while sailing on the Bay. We all took turns watching this

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unusual object through the binoculars. It looked like three huge vertical poles, all the same size. Then, over the horizon came the hull and yes, there was no mistaking, it was the 289-ft *Maltese Falcon*, owned by Bay Area mogul Tom Perkins. As we made our way into the harbor the famous yacht passed close by and anchored out, some distance away from the harbor.

As it was early in the season, there were no other sailboats in Fakarava other than *Maltese Falcon*, so we were actually able to go pierside in the little village. After four days at sea it was an unexpected treat to tie up and to be able to step off onto the shore. The dreaded no-no's (bugs) did not materialize, nor did any mosquitoes, so we remained at the pier for the two nights of our stay.

Fakarava is *not* a large established harbor like Nuku Hiva. We were berthed in a tiny little village of Rotoava with one small grocery store, one incredibly beautiful little open-air restaurant, and one nice *pension* that also had a fixed menu dinner. This was my first experience on a motu (islet) with only a small



ALL PHOTOS ROBERT MOON

At Rangaroa the crew enjoyed a splendid lunch on the beach, featuring several types of fresh-caught fish.

village and it was wonderful. The people were all friendly, like everywhere in French Polynesia. However, there were few supplies to be had, and everything was outrageously expensive. Another lesson learned: When sailing in French

Polynesia, bring money. Lots of it.

The scenery, however, was unbelievable, the food at the one restaurant good, and the snorkeling was fantastic. The coral formations were breathtaking. Two days here were *not* enough. Already, I was deciding that yes, I think I do want to come back here with my own boat.

After two days in Fakarava we were underway for Toa'u, a totally different kind of visit because Toa'u is a deserted motu. It was also very small with very tight navigation inside the pass. I was the navigator going in, and it was hairy! Very narrow channel within the lagoon. However, thanks to an accurate GPS and two-minute fixes, we made it and anchored off a totally deserted beach. After a short dinghy ride to shore and more great snorkeling it was time to have a nice meal and some good French wine, while watching the sunset over the motu. Lesson learned: When anchored off of a beautiful island in the South Pacific, the only place to sleep is topside.

Early the next morning Holly and I decided to do some exploring ashore.

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OF CHARTERING

The island was classic South Pacific with curving sand beaches, palm trees and lots of crabs and other beach wildlife. There was one old deserted hut, but no other sign of human existence. We walked down the beach and decided to cross over to the ocean side. As we were crossing through the jungle we were walking along this tidal pool and suddenly about 100 yards ahead, on the other side of the narrow pool, we saw two huge wild boars! I would guess they would tip the scales at 1,000 pounds each. And one had tusks! We stopped, they stopped, and we stared at each other across this little stream. My thought was "how fast can I climb a palm tree?" Fortunately, the boars chose flight over fight and walked away into the jungle.

We crossed over to the ocean side and I was exploring some of the lava formations when I heard Holly scream. The daughter of a Navy Seal, she is normally fearless. She snorkels all over the world, including the Great Barrier Reef, and she laughs at sharks. Apparently, however, she had startled a 4-foot eel which

was lounging in a tidal pool when she walked up on it. Unlike the wild boars, the eel chased Holly over the rocks on the beach for about 20 feet! She was running and screaming! Afterwards we were both almost rolling on the sand laughing.

Too soon we were back on the boat and underway for Apahaki, a nearby island that has a small fishing village. As we neared the pass there she was again, *Maltese Falcon*, anchored just inside the pass. We altered course to pass close aboard and wave to the crew.

We had an incredible time leaving Tao'u. The seas in the pass were about 15 feet with five-second intervals. It was like riding one of those mechanical bulls one sees in the movies. Incredible! I was at the helm and we all just held on for



In French Polynesian waters, making a landfall is always a spectacular experience. The easterly trades result in sweet sailing.

dear life and prayed that the diesel gods would keep our engine running until we got out into the ocean. Even John, who has been sailing professionally for 40 years, said it was one of the roughest passes he had ever sailed through. It was awesome! I was totally stoked. Interestingly, I felt no fear, just sheer joy, total exhilaration. We were holding on for dear life! Lesson learned. My Cheoy Lee 41

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and I can do this.

We were making eight knots toward Apahaki when the *Maltese Falcon* started coming up astern of us. We watched as she unfurled row after row of her sails without a soul on deck. Soon she was in full sail and passing us at something like 20 knots. It was one of the most beautiful sights I had ever seen.

Apahaki was another amazing island. It had a small village with a small store, but no water. We were able to go alongside the small pier. Most of these villages have a pier for the supply ships to come in. Otherwise they could not exist.

We had lost our gas tank for the dinghy during our wild bronco ride out of Tao'u. So Holly and I paddled the dinghy out into the reefs to do some snorkeling. We found out later, though, that the best snorkeling was right along the pier where the boat was moored. It was Holly's birthday, so John and I found this little *pension* and arranged a big dinner for all of us, including a chocolate birthday cake. The owner, whose name was Friday (no kidding), really did it up for us. We had raw fish, grilled fish, chicken, rice,



ROBERT MOON

Sadly, some popular chartering venues are over-fished, but sealife is prolific in French Polynesian waters.

we brought our own wine, and we had "chocolate gateau" for dessert. Friday even had his wife carry the cake out and he accompanied it singing *Happy Birthday* while strumming his guitar.

On March 29 we departed Apataki and did a fantastic overnight sail to

Rangarora. We had 20+ knots of wind and sailed at 8 knots most of the night. I had the 0400-0800 watch and was able to view the sunrise on my final day of sailing. It was, to my good fortune, a fantastic sunrise. By late morning on March 30 it was time for the rest of the crew and me to bid goodbye to John and await our flights back to the real world.

... Thanks to this two weeks of sailing in the South Pacific, most of my questions about a future cruising adventure on my own boat are now answered. Most importantly, yes, it will be worth it to make a lifestyle change, retire, and sail *Astraea* to the South Pacific, and perhaps all the way around the world.

After this much-too-short taste of cruising in the South Pacific my plans are to retire in time to make the Baja Ha-Ha in 2009 and the Puddle Jump to French Polynesia in 2010. After that I'll go where the winds take me. Thanks to John and my two weeks and 900 miles of South Pacific sailing, I am confident that my boat and I are up to the challenge, and we can do it safely and have fun.

— robert moon



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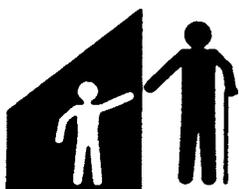


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CHANGES

With reports this month from **Destiny** on bargain dinners in Punta Mita; from **Mita Kuuluu** on the bar conditions being not so bad at Bahia del Sol, El Salvador; from **Migration** among the moai at Easter Island; from **Moorea** on almost being 'famous' in Indonesia; from **Arabella** on ships 'rotting' on the hard in Fiji; from **Cocokai** on a delightful Puddle Jump; from **Swell** on Liz Clark's solo surfing safari under sail; and **Cruise Notes**.

Destiny — Catalina 42 John and Gilly Foy Delicious and Inexpensive Food (Punta Mita, Mexico)

For those who worry that it's no longer possible to find the combination of nice ambience and reasonably priced food in the increasingly upscale Punta Mita area of Banderas Bay, we've got some good news. The two of us, along with Barritt Neal and Renée Blaul, who have cruised both Mexico and the Caribbean for many years aboard their San Diego-based Peterson 44 *Serendipity*, have nothing but good things to say about the newly opened Lupita's Restaurant. It's run by a delightful young woman named Erica, who took over what had been Art's Luna Cafe.

Although Erica was born in Denver and spent quite a bit of time in the States, she has come back to her Mexican roots armed with her mother's recipes for all of us to enjoy. Lupita's offers authentic Mexican cuisine with different specials every night for the unheard of price of 35 pesos, which is a bit less than \$3.50 U.S. For example, the four of us had a tamale appetizer, along with carne asada (beef) and carne abodada (pork) main courses, for the astounding price of less than \$10 per couple. The fact that we also ordered a couple of bottles of wine brought the price up to \$55 dollars, but that's still not bad for four people. Those cruisers on extreme budgets might want to do their drinking before or after dining out.

John and Gilly, Barritt and Renée — they all recommend Lupita's for inexpensive but delicious Mexican dinners at Punta Mita.

Anyway, we hope cruisers will patronize Lupita's — and remember that you can dine very inexpensively in Mexico if you eschew the tourist joints and eat where the locals eat. Although the high cruising season is over, we're headed up to Chacala — and perhaps more restaurant recommendations.

— john and gilly 05/10/08

Mita Kuuluu — Irwin 37 Bill Yeargan and Jean Strain Raising the Bar at Bahia del Sol (Honolulu, Hawaii)

After a year in Hawaii and nine months in Mexico, we've just returned to beautiful Bahia del Sol, El Salvador. As many *Latitude* readers know, getting into the estuary where Bahia del Sol is located requires crossing a bar. We and eight other boats this year have had uneventful crossings.

Things have changed some since we first visited in '05. The pilot boat provided by the hotel used to stay on the inland side of the bar and talked skippers across. Now, in a better system, the pilot comes out across the bar, meets the boat, and leads the boat(s) across the bar and into the estuary.

In another change, the Hotel Bahia del Sol now has 12 floating slips — although most boats anchor in the estuary in front of the hotel for free. The holding is very good. The hotel still offers specials exclusively for cruisers. For example, there is a cruiser discount of 30% on bar and restaurant bills. The only exception is beer, but that's only \$1 a bottle in the first place. There is a \$15/week charge for use of the dinghy dock, but that comes with the use of the two pools, the showers, and garbage collection. What's more, the hotel management makes it clear that they're happy to do whatever they can to make cruiser visits more enjoyable.

Boats can be hauled by Travel-Lift in a nearby yard for just \$7/ft. in and out, and labor is only \$20/hour. Independent workers in the area also offer services such as hull polishing



Erica of Lupita's Restaurant

for \$1.50/ft., with bottom cleaning, wood fabrication, and similar services at more than reasonable rates.

There are a number of waterside restaurants where you can dinghy up and have breakfast for \$3 or dinner for \$4. Bus service to the larger towns, including the capital of San Salvador, is available for around \$1, and you can rent a taxi or a van for around \$60 for all day. We found these prices to be a refreshing change from Mexico.

But we think the biggest attraction at Bahia is the opportunity to interact with the locals. The people of El Salvador are warm, friendly, outgoing — and happy to see Americans visiting their country. It seems that everyone wants to learn English, and one of the local English teachers is always looking for volunteer teachers to help at the local school. One of the best ways to learn Spanish is by teaching the locals English!

Over the last few years many boats have bypassed Bahia in favor of Barillas Marina due to rumors of boats being damaged trying to cross the bar at





Bahia. According to locals, there have only been two incidents at the bar. One boat did hit the bottom pretty hard. Another got sideways to the waves, which allowed the dinghy in davits to fill with water, causing significant damage. On the other hand, in '05, we watched over 30 boats cross the bar in both directions with no problem, and the pilot says no boats have had problems this year. We're not suggesting that crossing this or any other bar should be taken lightly, but we do think that rumors about the dangers at Bahia have been grossly overstated. We highly recommend Bahia as a place for cruisers to stop.

— bill and jean 04/15/08

**Migration — Cross 46 Tri
Bruce Balan & Alene Rice
Easter Island aka Rapa Nui
(Northern California)**

A crowd of boats at Easter Island, which, because it's more than 2,000 miles from the population centers of Tahiti and Chile, is one of the more remote places on earth? Well, there were

The Canadian Hallberg-Rassy 'Rogla' proves that while 'bar-hopping' can't be taken lightly, it is possible, particularly with a guide.

six other boats with us at the Hanga Roa anchorage at Rapa Nui — which is the real name for the island, the people, and the language. According to one of the few local sailors, who came out to take a photo of the crowd, he's never seen so many boats there at once.

Three of the boats — *Ariel IV*, *Nightwind*, and our *Migration* — had arrived from the Galapagos. Four others — *On Verra*, *La Flaneuse*, *Spindrift*, and the trawler *Egret*, arrived from Chile via Juan Fernandez Island. An eighth boat, *Pagos*, was moored in the tiny Hango Piko harbor.

Located at 27°S, Rapa Nui is in the heart of the variable wind zone, so, unlike in the trades, the wind doesn't blow consistently from one direction. That means you always have to be prepared to leave one anchorage for another. In the three weeks

that we've been here, we've twice had to leave anchorages because of changes in the direction of the wind. But thanks to excellent weather forecasting — the GRIB files have been dead on — we've yet to be surprised.

Although the anchoring here isn't really worse than other places, it can still be difficult. You have to set your hook in 50 to 70 feet of water, and you still have to watch out for rocks and coral. We also

Yellow flowers, green vegetation, gray skies, and plenty of moai. What great ambience for one of the most remote places in the world.





Forget piddling old Stonehenge! Bruce and Alene get 'stoned' near one of the 887 fabulous moai that have been found on Rapa Nui.

spent five days at Hotuiti, a spectacular anchorage on the east side of the island after strong westerlies made Hanga Roa untenable. It took Alene an hour of snorkeling to find a patch of sand in which to place the anchor — but it was worth it. There were volcanic cliffs to starboard; waves breaking over a lava point to port; the crater which holds the quarry where the moai were carved to the west; and on shore in front of our bow was a line of 15 huge and upright moai.

It helps that the water is crystal clear and that the visibility is often 100 feet or more. We dove on the north side of the island recently, and it was like swimming through a miniature Bryce Canyon.

We absolutely love Rapa Nui! It's a 12-mile by 6-mile island that features three extinct volcanoes and is home to just under 4,000 very friendly people. It's also home to the 887 famous moai or stone monoliths. Many are still in the quarry, but the ones that have been carefully placed around the island all face toward the sea. Historians say it took an average of one year to carve each moai,

and then up to 250 men to drag them to their positions.

Easter Island is held up by some as an example of an ecological disaster caused by the actions of men. The claim is that the building of the moai required the destruction of the forests and other vegetation, so that there was no longer enough food to sustain the then 10,000 residents. Others claim the original residents of Rapa Nui were extraterrestrials and that there are other explanations for what's happened.

We hitchhiked into town today because we had to move our boat to the Anakan anchorage on the north side of the island due to a shift in the wind. We were hoping to send

higher resolution photos to *Latitude*, but the connection at the internet cafe was just too slow. Plus we had to rush, as we'd done all of our provisioning, and the Armada had offered to give us and all our stuff a ride back to the anchorage. After that, we're going to have to ferry various officials to and from our boat in our Port-a-Boat dinghy so we can clear out of Chile. Clearing out is a lot of work, but it's not as bad as it could be because everyone is so nice. Our next stops are Pitcairn Island and the Gambiers.

— bruce 05/10/08

Readers — There is still controversy with respect to the origin of the inhabitants of Rapa Nui. Some believe there were always two very different groups of people; one being the Polynesian 'short ears', and the other being fair-skinned, red-headed 'long ears'. What's this about ears? When Dutch explorer Jacob Roggeveen stumbled

upon Rapa Nui on Easter Sunday in 1722, the first man he met had very long ear lobes that had been lengthened by "round white pegs as large as his fist." In fact, his ear lobes hung down to his shoulders, something that Roggeveen noted was not uncommon among island residents. The drooping lobes were often so long they interfered with a man's labor. In such cases, the pegs were removed, and the long lobes were flipped up and over the upper edge of their ears.

Moorea — Dufour 35 Kelly and Kelly Waterhouse Off The Beaten Path (Seattle)

Our four-day sail from Darwin, Australia to Kupang, Indonesia, started up with a brisk 17-knot southeast wind. After building for two days, the wind lightened, and we unfortunately had to run the engine to reach our destination. Even though the passage involved 10+ hours of monotonous droning, our spirits were high as we reached port. Having been one of four boats to opt out of the Darwin, Australia, to Kupang, Indonesia, cruising rally, our goals in Indonesia were to perfect our surfing skills and sail some of the less beaten cruising routes of this amazing country. We were to have both good and bad experiences in this country made up of 17,000 islands.

The first indication that we'd stepped into a very different environment was the reaction we received from the locals while walking through the streets of Kupang. If you ever wondered what it would be like to be famous, with endless smiling strangers coming up close and giving you their undivided attention, just drop yourself into a Third World city like Kupang. The people approached, sometimes in a swarming group, and practiced the English phrases they'd learned in school on us, such as, "How are you?" or "Where



are you going?" Or, they'd yell from afar, "Hello Mr.!" The latter phrase was used no matter if they were yelling at a male or female.

Many of the locals were surprised to learn that we're from the United States, as most Caucasian visitors come from nearby Australia. Their response was positive. "America good!" was the typical reaction from this country of 222 million, where there is a Muslim majority.

Leaving Timor Island behind, we decided to catch up with our buddies on Roti Island, our first surf destination in the area. We stopped at Nembrala village, where the locals make their living gathering seaweed. We watched small figures hunch over the reef at low tide, collecting the plump green strands, then placing them on drying racks. After the dense water has evaporated, the seaweed is transformed into a feather-light grassy vegetable that's ready to eat. Unfortunately, the gatherers received only pennies per kilo. But the novelty of this location is the surf, which draws intrepid surfers from the far corners of the world. Surfers can view the break from a handful of small surf resorts located adjacent to the seaweed platforms. But we, anchored between the two reef breaks, had the best view of all.

We never realized how big the surf scene was in Indonesia until we'd migrated through the southwestern islands of Lombok, Bali, Sumatra, Mentawais, and Nias, where surf charter boats dominated the anchorages of the well-known surf spots. These islands are home to big wave breaks such as Scar Reef, Periscopes, and Burger World, and are where novice surfers can cut their teeth with the experienced dudes used to riding such barrels.

But as we moved through these places, Indonesia became more than just a place to surf. We were to have many

pleasant and exciting adventures. For example, we watched Komodo Dragons eating fish thrown to them on the beach by the fishermen. Even more exciting was anchoring near Anak Krakatoa, where we planned to hike to the crater of the famous volcano. After being dormant for 14 years, she chose that occasion to let loose with smoke and thunderous noises. It was better than any fireworks that either of us had ever seen. And we'll certainly not forget visiting Bali, watching the traditional dances, touring temples, and leaving the tourist island exhausted.

The only negative side to our trip was having to learn how to deal with corrupt officials. One guy, for example, kept our passports until we paid him a ransom for them. And when clearing out of Padang, the officials claimed that our tourist visa from the Indonesian Consulate was somehow wrong. If we paid them \$250 each, somehow the problem would go away. Fortunately, Bruce, from *Ohana Kai*, finally managed to convince the officials that we were tourists and not a charter boat for surfers. After that, the bribe was reduced to just \$20/person. By the way, Bruce and Lisa Martin, and their sons Tristan and Matthew, with the Port Orchard, Washington-based Catalina 42 *Ohana Kai*, have been buddyboating with us.

Nonetheless, we left Indonesia with more pleasant than unpleasant memories. The quiet anchorages in remote locations, interacting with locals in the villages, and a chance to see areas of Indonesia that only a handful of people have the luxury to visit. Get off the beaten path when you can; it's worth



Spread; One of two Kellys does a little shopping in Indonesia. Lower left; A Komodo Dragon's bacteria is worse than his bite.

it.

By the way, it's true that both our first names are Kelly. We left Puerto Vallarta to do the Puddle Jump in '06 aboard our 34-year-old boat and are currently in Egypt. We plan to cruise the Med, but with a quick stop to Bosnia, another off-the-beaten-path kind of place, then cross the Atlantic. Once back we get to the East Coast of the U.S., we plan to top off our cruising kitty by taking menial jobs.

— kelly & kelly 06/12/08

**Arabella — Swift 40
Mike and Barb Fulmer
Six Months On The Hard In Fiji
(Channel Islands)**

What happens to a boat that gets left alone on the hard for too long? It's not pretty.

Having left our boat in Fiji, with her keel set in a hole to reduce the chance she'd get blown over by a tropical cyclone, we expected to return to find mold growing on almost every surface. That's because we knew there would be very few nice days for our boat-minder to air



CHANGES

her out, and we'd already been informed that the controller for our solar panels had gone kaput, meaning the batteries would be flat and therefore the fans wouldn't work. Since the engine couldn't be started, we expected there would be some problems there, too.

Even though we expected such things, the reality was so shocking that we doubt we'll ever leave our girl alone like that again. The bottom line is what we've always known: the worst thing you can do to a boat is not use her for a long time.

Getting *Arabella* cleaned up wasn't really too hard. We just wiped everything down with bleach, and she was good to go. And luckily our four golf cart batteries were tough enough to be brought back, because replacing them would have run about \$500 each down here. The new controller for the solar panels was a cinch to install, too.

Most of the pumps and various motors still ran, which was good, but the bilge pump float switch had given up the ghost. But we had a spare, so no problem there. Then came splash day. The short trip from the Travel-Lift to the berth would have been comical if it weren't so stressful on poor Barb. There really wasn't a practical way to test the engine before we hit the water besides a quick crank, or at least that's what I thought. So there *Arabella* was, hanging in the straps, with me cranking the old Isuzu, running down below to bleed some more fuel, try to start her again, and so forth. All the while the very patient lift operator was wishing we'd hurry up and either shit or get off the pot.

It's true, we could have gotten a tow to our berth, but no, I thought to myself, I've gotta get this beast going. Finally there was a cloud of smoke and she sputtered to life. Whoopee! Happy times now that she smoothed out and purred like a kitten.

'Arabella' sit in her 'tropical cyclone hole' in Fiji. When a boat doesn't get used, her systems frequently go south — at least temporarily.

The transmission, which I tried before we went into the water, seemed to be fine, so off we went on the 200-yard voyage across the little lagoon that is the marina here.

"Why is all that smoke coming out of the cabin?" Barb suddenly shrieked as we pulled away from the launching area.

"It's nothing major," I replied, having taken a quick look and seen that the belt was slipping a little. Just then the engine alarm started buzzing loudly.

"That's not a problem either," I said while reaching for the kill switch, which had become rusted solid and unmovable, "put her in neutral and we'll coast in."

But as you might have guessed, the transmission level no longer wanted to move, so we were stuck in forward, unable to take the engine out of gear or shut her down. And we were headed right for the sea wall.

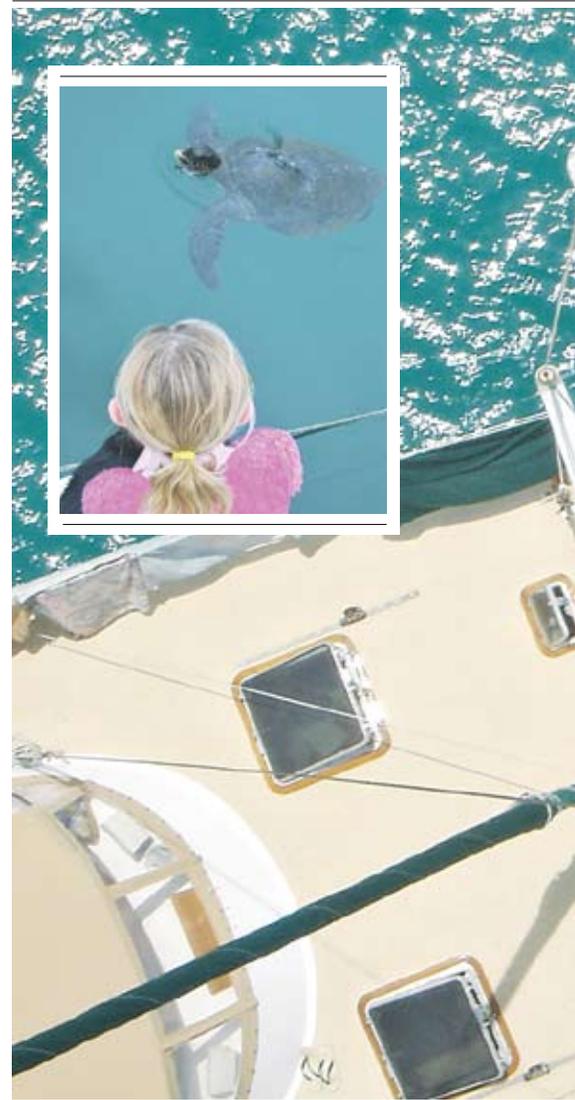
Fortunately, we were able to do a quick 180 turn before hitting the wall, and I was eventually able to somehow budge the kill switch enough to shut the engine down. After further investigation, I discovered why the engine alarm had gone on: the alternator had rusted solid, and the belt that turns the water pump had melted down on the pulley.

Amazingly enough, after going through an entire can of WD-40 and Tri-Flow, everything seems to be running well again, and we may actually get out of here in a week or so. Nonetheless, I think both Barb and I grew a few new gray hairs that afternoon.

— mike 05/15/08

Cocokai — 65-ft Schooner The Coco-nuts The Puddle Jump (Long Beach)

We had a blast at both San Cristobal and Isabella Islands in the Galapagos during our two-week stay. At both islands we were anchored in bays with sleepy villages and resident wildlife that was fearless. Wreck Bay at San Cristobal was our first stop, and what we first thought were goats bleating on shore turned out to be sea lions angling for their favorite spot in the sun on a rock. Duh! Ducky chased a sea lion off the swim step one morning — and went for a swim herself. Then it was her turn to be chased around by an unfamiliar large animal in its element. She sure got out



fast.

Our dive/snorkel trip to Kicker Rock was one of the best experiences, as we swam with schooling hammerhead sharks, Galapagos sharks, white tip reef sharks, manta rays, eagle rays, turtles, and countless schools of other fish. There was so much sea life that we didn't know where to look. Coco was very proud of herself, as it was the first time she'd swum — knowingly — with sharks. After diving, we snorkeled with sea lions on the way home. The young sea lions especially liked Coco, who twisted and twirled right along with them. Three or four followed her the whole time, and one particularly cute one played fetch, picking up a large sand dollar Coco would throw.

One of my favorite moments was when Coco and I were in the cockpit doing schoolwork. Out of the corner of my eye I saw what I thought was a bunch of yellow trash floating by. But when I looked closer, it turned out to be a school of sev-



IN LATITUDES



BOTH PHOTOS COURTESY COCOKAI

Spread; The mighty Cocokai, as seen from on high. Inset; Young Coco communes with nature, this time in the form of a turtle.

eral hundred golden rays. They moved together like a large cloud through the crystal clear water. Fantastic!

After a week, we sailed onto Isabella, where we added penguins, nesting right by the boat, and pink flamingos to our list of unusual animals that we'd seen. After more snorkeling, diving, exploring and general amazement at the quantity and fearlessness of the local creatures, we sadly took our leave for the Marquesas.

Here's an excerpt from our log:

"We're in the middle of the South Pacific, about 1,200 miles from the Galapagos with only 1,800 more miles to go until we reach the Marquesas. We are under full sail — meaning five sails are set — and are sailing along at 8-10 knots in lovely tradewinds conditions. We recently had our best 24-hour run

— 202 miles. So far it's been a fairly uneventful passage — except for having to fish the spinnaker out of the water twice. The first time was because the halyard sheave bolt broke, the second time was because the halyard chafed through the splice. It was a challenge to clean things up, as the spinnaker and sock both made effective sea anchors. But there were no worries, as we had plenty of crew to pull the chute and sock out, as well as to send to the top of the mast to make repairs. It was G2 who earned his chocolate rations as an eager volunteer to go aloft. While taking care of business, he actually managed to take some great photos of *Cocokai* under full sail.

"We've had some sea life adventures out

here, too. Two whales as long as the 65-ft *Cocokai* surfaced near us with a loud exhale. Then they dove in what appeared to be slow motion, their flukes seeming to pose for photos before disappearing. What a tremendous sight! It was also fun to watch the dolphins from the bowsprit when there was lots of phosphorescence, as after dark they looked like green torpedoes. Then Emma, our 19-year-old Dutch backpacker, got beamed by two flying fish and one squid during a busy night watch.

"One of the big challenges has been figuring out all the different ways to serve tuna. We've have tuna salad, peppercorn baked tuna, tuna mac & cheese casserole, curried tuna salad with sourdough baguettes — and are trying to come up with more ideas.

Here's another log entry:

"After 20 days at sea, we made our landfall at the beautiful Bay of Virgins at Fatu Hiva, the southernmost island in the Marquesas. Originally the bay was called the Bay of _____ (fill in the name of a prominent part of the lower male anatomy), because of the large erection-like volcanic protrusions surrounding the anchorage. But then the missionaries came along and decided such a name was too racy, and curiously changed it to the Bay of Virgins.

"There's a small village at the Bay of Virgins with about 200 inhabitants — about 80 of them children. About a dozen of them were playing in the water by the dinghy landing when Greg and I (Jen) kayaked ashore. The kids quickly took over the kayak, and had a great time piling on, falling off, and dragging it around. They were laughing so hard that I was sorry when we had to take the kayak back to the boat. One little boy was especially cute. He was wearing

From left; Emma, Jennifer, 'G2', and young Coco savor the afternoon sun halfway between the Galapagos and the Marquesas.



COCOKAI

CHANGES

a fancy pair of swim trucks — with the behind completely torn out.

"Coco has been in seventh heaven, as there are three other boats around with kids her age. One of them, Maddy, a little girl from a San Francisco-based boat, was even born on the same day! Coco did the four-hour hike to the waterfall with five of the other kids and a few parents. All the other young girls turned back early, but Coco hung in there to the finish with the older boys. That's my girl!

"Tonight we're heading ashore for a dinner to be prepared by some women from the village. I gather that we will be sampling all the best of Marquesan cuisine — taro root, breadfruit, and maybe a roast goat. I just traded a \$4 bottle of wine to a couple of men in a *panga* for a beautifully carved wooden manta ray. It must have been a good deal for them, too, as they threw in a bunch of oranges for good measure. It turns out that Fatu Hiva is a dry island, so I guess that vino is extra precious. But I'm still looking for that bucket of black pearls that one cruiser supposedly received in return for a bottle of rum!"

For those who like facts, here are some specifics on our crossing:

We left Isabella in the Galapagos on March 23, and arrived at Fatu Hiva in the Marquesas on April 12, after 2,978 miles and 19 days and 16 hours of sailing. We were escorted into Fatu Hiva by dolphins, too.

We had two 200+ mile days, which was a first for all of us. We did 206 miles and then 202 miles beam reaching in the trades. Wow! Our top speed for the trip was 10.8 knots.

The most sails we flew at one time was five — main, main staysail, fisherman, staysail, and spinnaker. That was cool.

We ran the engine for just 17 hours, and that was in the first day out of the *During the 20-day crossing, Greg 'G1' King only caught nine fish. But three of them, including this one, were delicious dorado.*

Galapagos.

We caught nine fish, including three dorado, one wahoo, and one yellow fin.

There were six of us aboard for the trip. Greg 'G1' King, the captain, from Long Beach; Jennifer Sanders, the owner, from Los Angeles, and her daughter Coco; Nicole Quinn; Greg 'G2' Fish; Emma, a Dutch gal; and Ducky the wonder dog.

We had four significant things that broke, and three of them had to do with the spinnaker:

1) The spinnaker halyard axle bolt sheared — despite having been inspected by G1 the day before — in just seven knots of wind. 2) The fairly new spinnaker halyard parted at the shackle twice. We were able to repair it both times. 3) A spinnaker ripped when the boat rounded up after 'Rocko', our Raymarine autopilot, went into 'Standby' mode all by itself one night. The inexperienced crew on watch wasn't able to catch the mistake in time to save the chute. Our autopilot seems to go into standby mode by itself every few days, and other boats have reported the same problem with theirs. What a great feature! 4) The radar mysteriously stopped receiving targets, which made it more difficult to avoid the nighttime squalls. Curiously, the radar now seems to be working fine.

— *the coco-nuts* 04/29/08

Swell — Cal 40

Liz Clark

Solo Surfing Safari Under Sail (Santa Barbara)

As I mentioned at the end of the last installment, no matter how many miles I add to *Swell's* logbook, leaving the safety and comfort of port always rattles my nerves. And with me having no more excuse to not head north to escape the tropical cyclone season, I was going to have to finally leave Papeete.

On the third of my four hand-cart provisioning trips from Carrefour, the Tahitian version of Wal-Mart, I began to cast lustful looks at the row of glittering beach cruiser bicycles. In what may end up to have been a hasty purchase, I bought a true beauty of a bicycle the day before I was to set sail. How could I justify the purchase on my tight budget? I'd heard there was a surf spot that took a north swell



on the atoll I was eventually headed for, and that spot was a fair trek from the anchorage. I would need transportation. So unlike when I had to walk my provisions with a cart, with my bike I was now able to keep pace with the cars on the Papeete Highway on my way back to the marina — this despite a sack of bulbous, but long-lasting squash, and a case of boxed milk dangling from each handlebar. I deposited the goods at the dock — and then took off in a flash around the marina parking lot, happily throwing a shaka and a screeching burnout skid on each lap to Teave, the bored security guard at the entrance gate.

But soon it really was time to leave. The bike was given a temporary resting place in the forward cabin. I gave farewell hugs and high-fives to the boys, had a lovely dinner with the crew of *Traveler*, and that was it. As *Swell* slipped out through the Tapuna Pass the next morning, the drone of sportboats and the forest of masts gave way to the whistle of the trades and an uninterrupted horizon. I let out a sigh from deep within — but my relief was short-lived as I came to the realization that I didn't really know





LATITUDE/RICHARD

Think you know the world of cruising? Then where is this rock formation — complete with human size opening? No, it's not Moab, Utah.

where I was going. With no parameters or restrictions on my way to Kiribati, I decided that I would let the wind, weather, and swell direction chart my path.

The passage to my first stop, which I can't name because it had good surf, was pleasantly uneventful. And before long, I had *Swell* tucked inside the comfortable cradle of a fringing reef. In an impulsive move that characterizes my nature, I'd hardly shut the engine down before I grabbed my new J7 board and attacked the half-mile paddle to the head-high left that had distracted me while I was navigating through the pass. I was so excited about getting to the waves that I couldn't even take the time to launch my dinghy.

When I finally reached the break, there was a single surfer sitting deep. I quickly picked off a series of long and perfectly rippable wave morsels. As the sea continued to smooth out, the size of the waves and the consistency of the sets increased. Before long, there were six of us in the line-up — Tahitians,

Californians, folks from the other side of the world — but there were waves for all. The lefts I'd been surfing before had been square and challenging. These were much easier, allowing me to link high-speed drives, exaggerated bottom turns, vertical snaps, and fluffy floaters. My confidence soared. Give me a backside lip to hit, and I wouldn't let you down.

For the next three days, I was in surfing utopia. The conditions couldn't have been better, as not a breath of wind disturbed the surface of the water, and the swell direction was perfect. The waves were so compelling that I never got around to launching my dinghy. All my energy was directed to either riding waves or resting up in order to ride more waves.

In those three days, I shut out the rest of the world and allowed surfing to rule me. I used candles and headlamps so I didn't have to bother with running the generator, and put only enough effort into cooking to replenish the calories I'd expended that day. I felt I'd earned the total mental and physical vacation into this surfing bliss, so I gorged myself. To do otherwise would have seemed sacrilegious.

Then while relishing the delicious

simplicity of a grilled cheese sandwich one evening, and silently replaying the best waves of my session on my mental television, I heard a shuffling noise from above the settee bunk. To my indescribable horror, I looked over to see two enormous cockroaches on top of the magazine rack. After finally having gotten rid of all species of ants, and acquiring a new gecko to keep things under control, I was nearly inconsolable at the sight of these nasty stowaways. I'm not sure why cockroaches are so completely repulsive to me, but they are.

In a hyperventilating frenzy I searched for an object with which to launch an immediate attack, and came up with a found volume of Mark Twain's 700-page *Following the Equator*. My first blow took care of one of the cockroaches, but his conspirator escaped into the jumbled recesses behind the canvas lee cloth. After disposing of my still-writhing, three-inch-long victim, I gathered my bedding and hauled it up to the cockpit, praying the rain would hold off for the night. I was too exhausted to hunt down the other one, but too disgusted at the thought of sleeping in his company. As I lay under the stars, I theorized that the adventurous duo must have crawled out one of the docklines while *Swell* was tied at the marina in Papeete.

I ended up sleeping outside for a week, and each day poured boric acid into every nook and cranny, and sealed off all possible sources of food. There were three subsequent confrontations — two victories and one loss — but I am happy to report that 10 days passed without an-

Before Liz took off from Santa Barbara two years ago, people wondered if she had what it takes. Nobody wonders anymore.



COURTESY SWELL

CHANGES

other sighting. In the aftermath of these battles, I would venture to say that Tahitian cockroaches are as proportionally strong and tough as Tahitian men, but the sight of their bronze bodies weakens my knees for entirely different reasons!

Surfing is one thing in my life that I admit to being powerless to resist. Sometimes I look around and realize that I have unconsciously constructed entire agendas correlating to the angle, arrival time, and forecasted wind direction of a swell. I don't think this is a bad thing, as we all need something to prod us in moments of indecision. With the holidays just a few days away, I easily could have stayed and shared a meal with the delightful crew of travellers that I'd met at the left hand break. But I decided that, since I couldn't be with my family for the occasion, I'd dedicate the holiday to surfing. And with the next swell not due to arrive for three days, and the weather only good for travelling for the next two, I knew where I wanted to be next.

When I took off and sailed through the pass that had blessed me with such great waves, *Swell* sliced through the flattest sea I'd ever seen in the South Pacific. But with a beautiful breeze square on her beam, she seemed delighted to do all the work while I rested my weary muscles in a pocket of shade. Although the wind would gradually back off during the night, I refused to motor. I woke every 20 minutes to scan the horizon, then drifted further off course in the stillness of the night. Once dawn broke, I slept for a full 90 minutes, confident that all

Liz has a lot of compassion for all living things, so she let a big bull dorado off the hook. This guy wasn't so lucky.



other boats would be able to see me.

When I could no longer stand the heat, I pulled the sweaty sheet off my eyes, put the sails in order, tossed my lucky pink lure behind the boat, and filled half a papaya with yogurt and nuts for breakfast. At the moment the papaya skin I'd thrown hit the water, the finishing line screamed. Before long I saw a gorgeous mahi launch his blue-green body into the air in protest. I pulled in the headsail, readied the tail-tie, the gaff, and the 'fish towel', then went to work cranking on the big reel mounted to my stern pulpit. In the time it took me to reel the fish to the boat, he displayed a lust for freedom — leaping, dancing, and shaking — the likes of which I've never seen before. The tenacity of his spirit meant that I couldn't help but feel affection for him.

I usually maintain a reverent, yet practical mindset when faced with killing my own food. When the mahi was within a few feet of the boat, I was awed by the length of his body and the breadth of his bulbous male head. We were easily equal in size and strength. His flanks undulated between neon greens and limey yellows. As far as I could tell he was hooked well and would provide a great Thanksgiving substitute for turkey. Yet a part of me didn't want to deal with such a large fish. With a pulse of adrenaline and gaff in hand, I reeled in the final length of line. He swam on his right side, and I swear he looked me straight in the eye

before — in one final burst of instinct and strength, he leapt from the water just a few feet from *Swell's* port quarter. He shook the hook free and rapidly disappeared into the blue. I was happy, for neither of us had spilled blood, and because I pictured him as free again, and, like me,



roaming the sea.

— liz 10/25/07

Cruise Notes:

While enroute from Ecuador to Mexico, Robert and Ginny Gleser, aboard the Alameda-based Freeport 40 **Harmony**, found themselves in Costa Rica having to deal with Papagayos. These are the offshore winds that don't quite blow the dogs off the chains like Tehautepeck'ers do, but are less predictable. "Having studied the Papagayo phenomenon for a week, we started to see a pattern," they write. "The forecasts would call for 15 to 25 knots, which, because there are gusts and lulls, is just the median, so the wind blows twice as hard for part of the day or night — or both. For example, despite such forecasts, we've had 36 knots, and other friends reported 41 knots. So take the weather reports with a big grain of sea salt. Noticing that the wind sometimes lightens a taste in the late afternoon and early evening, we decided to make a 25-mile sail around Punta Santa

There are lots of islands in the Pacific, but some of them, such as this one, have to remain unidentified because they have great surfing.





What motivates Liz Clark? A big part of it is the fact that countless tasty waves such as this one, gone unriden in the warm Pacific waters.

Elena on April 19. Setting a reefed main and a small jib, we roared downwind between the Murcielago Islands, sailing at 8+ knots, and even hitting a new boat record speed of 8.8 knots. Fortunately, the wind roaring down from the mountains gave us following winds. Once we got the hook down, we spoke with a fellow cruiser who had been coming the other direction, and he'd been miserable because he'd had heavy winds and seas on the nose.

"As a result of major natural events such as this," the couple continue, "we had time to imagine, philosophize, and cogitate. And we decided that we humans have for the most part taken a step away from being a part of nature and many of the cycles of life. We've somehow put ourselves above it all, and taken control, when, in fact, we're just one of the small, new-to-the-scene ingredients in the whole stew. It's been an amazing feeling to be subjected to these winds, to enjoy the phases of the moon, to see the dolphins play with our bow wave, and

to have birds and insects sing us to sleep. As soon as we just let go and become a small part of it all, we enjoy a greater appreciation for life and all that the earth has to offer. There is no room for us to pollute, wage war, and do all those other things that wreck the pristine world that otherwise works so

well on its own. When you think about it, we humans have amazing arrogance. Becoming aware of our place in this universal cosmos is a humbling and awesome experience."

"Some readers may remember our record-breaking — and infamous — 55-day crossing from Hawaii to Washington, which included Chuck's personal best of 21 straight days of seasickness," write Chuck and Laura Rose, plus Bree the cat, of the Honolulu-based Vega 27 **Lealea**. "We then spent five months in Port Townsend, re-rigging, re-fitting, repairing and restoring our boat with the help of the Port Townsend Shipwright's Co-Op and PT Rigging. With *Lealea* then better than new, we set off under power for Friday Harbor, where Laura has been shanghaied by West Marine to manage their WM Express store. The Port of Friday Harbor is a first rate facility, and the staff are the best. We were assigned a slip on G dock, and noticed a familiar boat just across from us. She is **Mystery**, which was moored next to us on the 800 row at the Ala Wai in Honolulu. It turns out that owners David and Megan Gnome were forced to abort their planned cruise

to the South Pacific, and ended up buying a house here. Anyway, we're looking forward to this year's Vega Rendezvous at Maple Bay, British Columbia, on August 20th. As we're starting from a much closer point, we're confident

that we'll be able to make it this year."

"I've taken a few more pictures to

add to my dolphin photo collection while here in the Sea of Cortez," reports Heather Corsaro, who is cruising the Sea of Cortez with David Addleman on his Monterey-based Cal 36 **Eupsychia**. "My more recent shots have been of the playful bottlenose dolphins, which fooled around with us for 30 minutes. I've noticed that we saw mostly pantropical spotted dolphins over on the mainland, but in the Sea we've mostly seen bottlenose dolphins. Unlike the dolphins, we'll be doing the Bash soon."

And now this, from an entirely different philosophical part of the cosmos than the Glesers on *Harmony*:

"Hello again, this time from San Pedro on Ambergris Cay in Belize, where we're anchored in six feet of clear water just inside the world's second longest barrier reef," reports

Bob Willmann of the Golden, Colorado-based Fountaine-Pajot Casamance 44 cat **Viva!** "The tourist trade here is based on diving, and as many of you know, diving puts a lot of pressure on the brain. In a perhaps unrelated observation, an alarming number of the divers here come from Texas, which may account for many of the fraternity-like pranks that get pulled by otherwise fairly normal-looking adults. The Texans seem to love liquids, for when they're not in the ocean, they're consuming the local beer. Speaking of beer, the local bars serve Belikin, Belikin Stout, and Lighthouse Lager, all made by the same company in Belize City. The beer only comes in bottles, all of which have a logo that features a Mayan temple. All the bars charge \$2.50 for a beer. The bottles are either 8 ounces or 9.5 ounces, but they make up in alcoholic content — between 4.8% and 6.2% — for what they lack in volume. So life is good for a lot of people."

"There's live music — usually reggae — in some beach bar every night," Willmann continues. "On Monday nights one of the bars has crab racing, which is a betting game around here. They draw a ring in the sand and dump a bucket of crabs, each of which has a unique number on its back, into the middle of the ring. If the crab with your number makes it outside of the ring first, you



HEATHER COSARO

A bottlenose in Baja.



CHANGES

win the pot. Everyone is permitted to yell at the top of their lungs at the poor crabs. Apparently this helps, because everybody does it. But my favorite event is the Chicken Drop on Wednesday nights. After many adult beverages are consumed, everyone chooses one of the numbered squares drawn in the sand. Then, at the appointed time, the bar management tosses a similarly fortified live chicken into the area, and people start yelling intermittently. The idea — and we're sure that PETA would lend its full support to this activity — is to literally scare the crap out of the chicken while he's standing over your square. Go ahead and laugh, but a \$5 bet can win you \$100 — which is the equivalent of 20 small but strong beers. I can only assume that the pressure on the brains of divers must be intense for people to do the things they do down here."

"My wife Sherry and I are former San Francisco Bay racing sailors, but are now ex-pats living here in Belize, where we have the Lagoon 47 charter cat **Aubisque**," writes Cliff Wilson. "We recently had San Rafael's Tom and Nicky



NICKY MURPHY

Having apparently not gotten enough time in the cockpit for United Air Lines, Tom Murphy gets some more 'air time' in Belize.

Murphy aboard for a nine-day trip to Guatemala's Rio Dulce and back. This was their second trip with us, and this time the excuse was to help celebrate Nicky's 40th birthday. Tom started the

trip back from Guatemala by catching two little tunny and a cerro mackerel, which naturally became sushi treats. He followed that up by catching a large cobia, which turned into dinner. We then stopped along the way at South Water Cay, a good place to kite sail. Tom is a pilot for United, but he's also an active kite sailor who can be found crashing the big winds and waves at Stinson Beach, Fort Mason, Ocean Beach, and even the San Rafael Channel. He loves his air time, and South Water Cay was a perfect place for him to get high. The accompanying photo tells the story."

In May we had a fun telephone chat with Jan and Ramona Miller, who left Santa Cruz four years ago on their Peninsula-built Odyssey 30 **Jatimo**, for what would be a four-year cruise across the Pacific that would take them as far as the east coast of Australia. Their favorite spot was New Zealand, where they spent nine months, and would have spent more time if the government had allowed it. "New Zealand is like one big national park," Jan explained, "and, except when they're

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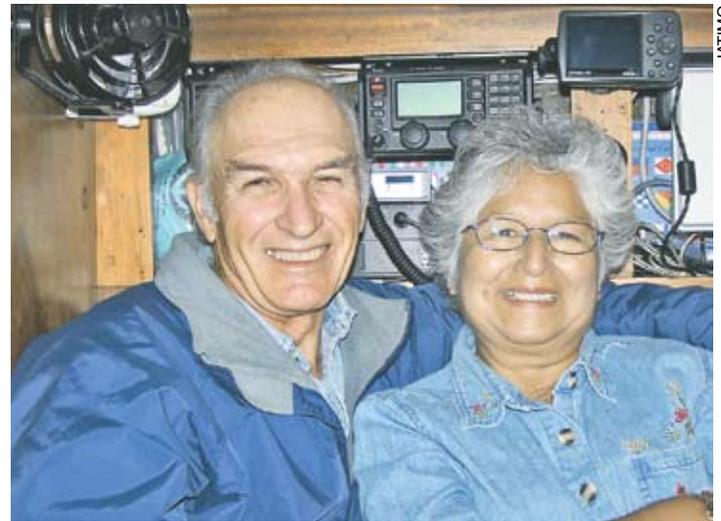
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driving, the Kiwis are really friendly. In fact, they treat you like long lost relatives." The couple might not have come back were it not for health issues with parents and the arrival of grandkids. While in Sydney, somebody gave them a copy of *Latitude 38* which noted a sailing of a Dockwise Yacht Transport ship from Sydney to Ensenada last July. So the couple, and a number of other cruisers, signed up for it. But a week before the ship was to set sail, they were informed that the trip was cancelled! This threw the spanner into the works for a lot of cruising couples. A Sydney shipping agent tried to 'help' out by putting them on another ship. The problem was that it would have cost twice as much and the boat would have been dropped off in Panama. Gee thanks, but no thanks. Rolling with the cancellation by sailing up to the Queensland coast of Australia for six months, Jan and Ramona finally got *Jatimo* on a Dockwise ship that arrived in Ensenada in February. "We got 20% off for signing up five months in advance, and 5% more off for having our

originally scheduled trip cancelled," reports Jan. "It came out to \$12,000 and change. It helped that we had a smaller boat, because the price quickly goes up with boat size. A number of friends with larger boats couldn't afford to ship their boats, and had to sail them all the way back home."

Once *Jatimo* arrived in Ensenada, the couple rented a mobile home in the Rancho Mi Refugio campground outside of Ensenada so Baja Naval Marina could paint the boat and do a few other jobs. When Miller last had the boat painted 18 years ago, he stripped everything off the boat that he could, then had Nelson's Boatyard spray it. This time he told Baja Naval to just mask everything off — and



After recently finishing a four-year South Pacific cruise on their *Odyssey 30 'Jatimo'*, Jan and Ramona might take off again this winter.

was pretty happy with the result. Getting the deck, topside, and bottom painted, as well as some other relatively minor job, came to \$10,000. The only thing that bothered Jan was that he wasn't allowed — supposedly because of insurance reasons — to do his own mechanical work on the bottom. As it was, he had

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to sneak in and show the workers how to do a couple of things.

The couple are soon to head north to their Half Moon Bay mooring, for which they've continued to pay \$45/month while they were gone. Before they left, they used to anchor the boat off the Santa Cruz Wharf for free — as did about a dozen other boats — and were then able to get a transient berth in the marina during the winter. They're not sure that's still an option. After all these years of owning the same boat and a just-completed four-year cruise, what's up next for the two? "There's a pretty good chance we'll be sailing south in the winter," says Jan. "We've never been south of Acapulco, so maybe we'll go down to Panama and South America. And who knows, there's always the Med." Jan says their six-ton 30-footer is comfortable at sea, and he's happy with the sailing performance, but admits there is no such thing as modesty on a boat that size. But a smaller boat means they've been able to cruise on \$2,000 a month, despite the fact they're been doing all the tourist things and have had to buy plane tickets home for weddings and such."



JATIMO

'Jatimo' was dwarfed by the other boats on the Dockwise yacht transport vessel from Australia to Ensenada. But she paid less, too.

Market forces win out at Banderas Bay — at least temporarily. After a spring of what most cruisers took to be unreasonably high slip fees at the new **Nayarit Riviera Marina** in La Cruz, a paucity of

tenants, plus the input of marina manager Christian Mancebo, have combined to convince the board of directors to reduce the slip fees. According to Mancebo, the summer rate will be 35 cents/foot/day for stays of one month or more. Check our math, but we think that works out to \$420 a month for a 40-footer. Shorter stays will be 50 cents/foot/day. This is a major reduction in slip fees, but we wonder if it's not going to be a case of a little too late for the summer, as most boats are either in their summer slips or have moved on. The folks at Nayarit Riviera Marina don't need our advice, of course, but we're hoping they won't make the same mistake with ultra high slip fees next winter. If they price the slips competitively, we think they'll get a lot of takers — plus lots more activity at their store, restaurant, and bar. The time to raise rates is once the marina is filled or near filled. That was the formula that Marina Costa Baja employed so successfully in La Paz to fill their marina from zero to a packed house — even in summer — in just a couple of years. Well, that yield strategy plus an excellent staff

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One of Mexico's chronic economic problems is that the government has long allowed monopolies to dominate business sectors — and therefore charge high prices. Nowhere is this more evident than in the case of Mexico's **Carlos Slim**, who for a time was being touted as the world's richest man. Slim acquired both Telmex, the fixed-line telephone company, and Telcel, its mobile sister, at such low prices he that almost immediately made billions. As if that wasn't enough, his companies control 90% and 80% of their markets respectively, which — surprise, surprise — has resulted in Mexico having some of the highest calling rates in the world. We don't mind seeing the big yachts of guys who made fortunes — such as many of the players in the computing and software industries — by saving their customers time and money. But motoryachts, such as Slim's, which have been paid for by gouging the poor, just don't look so attractive to us. Fortunately, Santiago Creel, president of Mexico's upper house and a member of President Felipe Calderon's National

Action Party, has been charged with changing the monopolistic situation. "We cannot continue to be a country of small elites that benefit from enormous privileges," he said, noting that the lack of competition is one of the reasons the prices of many things are so artificially high in Mexico. We know his battle will be tough, but we wish him success.

"The 12th annual **Loreto Fest**, held on the shores of Puerto Escondido, Baja, the first weekend of May, was another fun event in Mexico for Ed and me," reports Cornelia Gould of the Half Moon Bay-based Valiant 42 **A Capella**. "Approximately 250 people attended, with many of them coming from the 115 boats moored or anchored in the area. It was the right number of people to have a



Two McQueens. Other than the beach and bay clean-up, nothing was taken too seriously at Loreto Fest at Puerto Escondido.

good party but not feel overwhelmed by a crowd. For Ed and me, the highlights were the music, provided by cruisers and various locals, spirited sporting and game events, the Saturday evening Toga Party, but most of all the camaraderie. The event began on Thursday, with a potluck and musical jam session. The

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next morning there was a swap meet followed by games and seminars, and an evening Chili Cook-Off won by Jose and David, sons of Lulu from the local Singlar operation. This was followed by an excellent evening of music featuring Rick and Marilyn of **Tortuga**, and Michael and Cecy of **Ramble On Rose**. The Bay Clean-Up — which was the reason Loreto Fest got started 12 years ago — was held on Saturday. This year it was organized by Dave and Merry Wallace of the Redwood City-based Amel Maramu **Air Ops**, who did the '07 Ha-Ha with us. Despite the prior years of cleaning up, lots of stuff was still collected from under the waters of the bay and along the shore. After more sporting events and games, Kenny Nordstrom, Commodore of the sponsoring Hidden Port YC, prepared a delicious spaghetti dinner. Everyone was encouraged to wear togas to the evening festivities, where Dave and Merry were named the King and Queen of Loreto Fest. Sunday featured a pancake breakfast with bloody marys, a Mexican food fund-raiser for lunch, and more fun and games. Loreto Fest was



NIKI WIKI

If it looks like Terry Morris might have put on a few pounds because of the tortillas in Mexico, remember that appearances can be deceptive.

put together by Connie 'Sunlover' and various committees, and the proceeds will be used to support the education of local children."

Also having a great time at Loreto

Fest were Jonesy and Terry Morris of the Chula Vista-based Gulfstar 50 Sail-Master **Niki Wiki**. "After two seasons of cruising as far south as Zihuatanejo, we decided to head north up into the Sea of Cortez for the first time in April," they write. "What a marvelous idea that was! The anchorages in the sea are calm, the weather benign, and the scenery is breathtaking. We are so glad that we listened to the advice of seasoned cruisers here in Mexico and spent these two months cruising the Sea. Our favorite spot? Caleta Partida, where the turquoise waters are clear, the snorkeling is excellent, and the nights quiet. We're now headed back to Paradise Marina in Nuevo Vallarta to wait out another summer hurricane season. Next November we're heading off to Central America."

Quiet nights at Caleta Partida? We presume you weren't visited by Mr. Coromuel — the name for the evening winds that blow out of La Paz and into Caleta Partida and other west facing anchorages — while you were there.

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cal situation back in the States, John Bean of the Winchester, Oregon-based Catalina 42 **Cool Breeze** had to do a singlehanded Baja Bash — and continue singlehanded all the way up to Oregon. We'll have more on that next month, along with other stories of this year's Bashes, but John had something surprising to report when he checked out of Ensenada for the States: "My clearing out of Mexico went smoothly — because I'd fortunately purchased Mexican liability insurance at the Ha-Ha party in San Diego last October. Assuming that I wouldn't need to show the policy to Mexican officials when I was checking out in Ensenada, I left my copy of the policy on my boat when I went ashore to clear out. It was an incorrect assumption. The officials gave me two choices before I'd be allowed to check out — I could either show them a copy of my policy or I could buy an entirely new policy!

"I've played a variety of musical instruments — piano, flute, guitar — in my life, but none recently," writes Nancy Potter Tompkins of Mill Valley, who

has been cruising the South Pacific with her husband Commodore for the last several years aboard their Wylie 38+ **Flash-girl**. "But I love music, which is the universal language. So while in Tahiti in '05, I bought a ukulele at the big open air market in Pa-peete. It was a case of love at first sight with the instrument, as it's also a work of art, having been made from a breadfruit tree and having an unusual carved design. By the way, when compared with Hawaiian ukuleles, the Polynesian ones have the sound box opening in the back of the instrument and an easier action on the fretboard. I didn't know any tunes when I bought my uke, but I enjoy just



Most cruiser-muscians like to jam with others. Nancy generally prefers to strum her uke alone — au naturel — in the aft cabin or the cockpit.

strumming it and the sounds it makes. The uke is a happy instrument. In fact, I'd often bring it on deck during light air conditions and just strum . . . for fun. When we first went ashore in the Marquesas, I heard music. Recognizing a musical opportunity, I excitedly rowed back to the dinghy to get my uke. One of the local musicians placed my fingers on

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the keyboard to show me where to play, and then he played along on his guitar. Wow, we were jamming Marquesan music! As I don't speak French and he didn't speak English, music became our language. I was hooked, and carried my uke around and asked musicians I met to show me chords. It always brought a smile to their faces. And what an ice breaker! Before long, I learned that the Polynesians only use a few chords, and that most of the variety in their music comes from the rhythm of the strumming. Once we got to the cooler climes of New Zealand, I didn't play my uke at all. And when we got to Tonga and Fiji, I found they don't have the same musical thing going, so I didn't play there, either. But last month I flew to the Cooks for a wedding, at which time the uke thing started all over again. I've since picked up some sheet music and now have a small repertory of tunes that I hope will grow. I know that as a group cruisers have a lot of jam sessions, but it's just not my thing. I mostly like to play alone during quiet moments aboard *Flashgirl*, bring lighthearted music to the air and



Patti Critchfield at the nature preserve of Isla Isabella, her favorite stop. Note that she's wearing protective headgear — always a good idea.

a joy to my heart."

"We're now living in a rented house in the Sabalo district of Mazatlan, and our daughter Phoebe is in a bilingual

school program at Instituto Britanico," report Jeffrey and Patti Critchfield of the Pt. Richmond-based Oceanis 423 **Paxil**. "Because Easter in Mexico lasts for two weeks, and their schools took another day off the following Monday, we had nearly three weeks to go cruising along Mexico's Gold Coast. We got as far south as Chamela, which is 65 miles south of Banderas Bay, and was a good place to practise anchoring and beach landing. In Mexico, it seems that everybody heads to the beach on holidays, so all the hotels were full, the beaches were full of people camping out of cars and in tents, and the restaurants blared music late into the night. It was the same spectacle at all the mainland anchorages we visited for the duration of the trip. Mexico is often thought of as being a place with light winds, but we logged our fastest passage on the 52-mile leg from Ipala to Chamela, as we did it in just under six hours under main alone! It was blowing a steady 27 to 30 knots, and we saw a top gust of 43 knots. The swell was about 10 feet, with four-foot wind waves, the combination

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of which had us surfing down waves at up to 12 knots! We arrived safe and sound, but what a rush! Actually, we did have one incident, that being when the preventer and traveller sheet failed as a result of an accidental jibe. The main and boom came across with such force that the sail tore when it hit the leeward spreader. The good news is that when we later came into La Cruz, Russ and Debbie, good friends on the Pt. Richmond-based **Zephera**, were there, and Russ is a rigger/sailmaker who was able to solve our problems in one day. But the highlight of our three weeks was the time we spent at the wildlife preserve of Isla Isabella, about 25 miles offshore some 85 miles south of Mazatlan. Just don't look up when you're on the island!"

Having done a circumnavigation from '95 to '07 aboard their Beneteau First 456 **Klondike**, Don and Katie Radcliffe of Santa Cruz are still out there. "We spent last summer on the East Coast of the U.S.," the couple write, "then dropped down to Trinidad for Carnival. Next we crewed for Ralwe Barrow at the

Bequia Regatta, where we took first place in the cruising division with his Beneteau 38 **Petite Careme**. Don later won the Singlehanded Around Bequia Race with **Klondike**. We then moved north to Antigua, where we crewed on

a ferro cement schooner — with Lynn Davis of Tiburon — for the Classic Regatta, then did Antigua Sailing Week aboard Stephen Schmidt's unique SC 70 **Hotel California, Too**, which he has been cruising in the Caribbean for many years. We just arrived in Bermuda on our way to Maine for the summer, but next winter's plans include another Carnival



It does our heart good to know that Stephen Schmidt, originally of Saratoga, is still gracing the Caribbean with 'Hotel California, Too'.

in Trinidad."

"We've been at sea for 15 days since leaving the Bay of Islands, New Zealand," report Dan and Carol Seifers of the Northern California-based Seawind 1160 **Caprice**. You may remember the couple previously reported they gave up the cozy retired life and sailing on the

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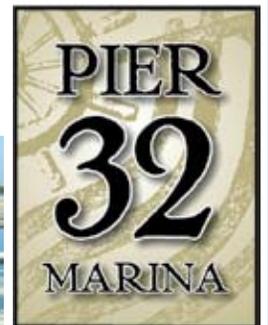
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Delta late last year when they bought *Caprice* in Australia. "During our passage to Tubuai, the southernmost of the Austral Islands, we experienced everything from near calms to 47-knot winds and 15-foot seas. Nonetheless, cruising in our Seawind 1160 has been a dream. We've found that we can average about seven knots while on a beam reach in 12 knots of wind. Our fastest day was 178 miles, during which time we carried the chute all day and night, but our average has been 125 miles a day.

But forget the speed, it's the comfort that we've found to be marvelous. We can cook, shower, and read comfortably, all because the boat sails level. For example, Admiral Carol prepared a delicious filet mignon meal, finished with 'boat made' ice cream for dessert, to celebrate our reaching the halfway point. We've also been enjoying mahi mahi. We've always been of the opinion that ocean crossings are more adventures to be endured rather than fun — but this trip has proven to be different. Everyone aboard — which includes our fine crew Tom Hanson and Ted Stuart — is truly enjoying the cross-

ing itself. In fact, just the other day Ted was lamenting — ". . . it can't get any better than this, I don't want it to end yet" — that we were coming to the end of our passage. It didn't hurt that he said this on a sunny, 85-degree day, with 12-knot winds. After a few days in Tubuai to stock up on vegetables, fruits, bread (although we've been making our own), and fuel, we'll make the hop up to Tahiti 350 miles to the north. After a few days in Papeete, we'll visit Moorea, Raiatea and Bora Bora before heading north to the Tuamotus."

Nothing makes us laugh out loud more than when owners of mega motoryachts say they care about the environment, or when the Monaco Boat Show for mega motoryachts proudly proclaims itself to have been "carbon neutral since '05". At the Yacht Vision '08 Symposium in Auckland, Russell Bowler of Farr Yacht Design laid it on the line: "Large motoryachts are simply fossil fuel hogs." This was not disputed by Michael Peters,

who designs high-speed motoryachts for a living, and who suggested that the owners of such yachts are going to come under intense social pressure in the upcoming years to prove that they actually are 'green'. For a megayacht that burns 100,000 gallons of fuel a year — supposedly a typical amount — Peters claims the owners could plant 3,100 trees a year to be neutral. If that doesn't sound like buying indulgences, we're not sure what would. After all, it's not just an environmental issue, it's also an energy shortage issue.

For the record, a typical 70-ft motoryacht preferred by hedge fund managers in the Northeast, and which wouldn't even qualify as a mini-mini-megayacht, burns 120 gallons an hour while roaring around at 27 knots. In other words, in just one hour, such boats burn about twice as much as the 65-ft schooner **Cocokai** did in her 20-day passage from the Galapagos to the Marquesas, or nearly 10 times as much as Alameda's Wayne Meretsky used while sailing his S&S 47 **Moonduster** 3,000 miles from Mexico to the Marquesas.

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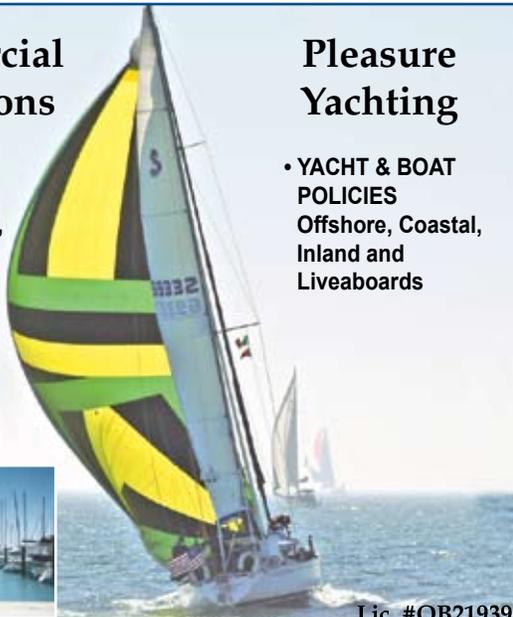
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ISLANDER 26, 1971. Excellent Bay boat with tall cabin and roomy cockpit. Must see to appreciate the quality workmanship and solid construction. Sturdy boat in great shape. \$8,900/obo. Photos, movie(s) and details: <<http://mytitle24.appspot.com/stellaforale>> Call (415) 864-4224 or ewalstad@gmail.com.



NEWPORT 28, 1981. Excellent Bay boat with large comfortable cockpit, safe access forward, Harken roller furling system/split racing drum and foil, all halyards led aft, six bags of sail including 97% Mylar racing jib and spinnaker, full instruments, Autohelm, Universal diesel, tiller, complete galley, full headroom and 6 bunks. Located Sausalito. \$7,900. Call Roger (415) 472-1400 or rlongo@longo.com.

RANGER 26, 1973. Awesome Bay boat. Well maintained, just hauled. New bottom (two coats), 9.9 Honda outboard, mainsail and spare, 3 jibs, Horizon compass, DS, KM. Cushions, propane grill. \$5,000/obo. Rick (510) 325-7643. Have pictures of haulout. Must see.



CATALINA 27, 1977. Great Bay boat, good condition, ready to sail. New bottom 09/06. Newer standing rigging, Harken traveler, lines led aft. Main and 110% good condition. Private head with Y-valve. 15-gallon holding. Compass, VHF, ground tackle, more. We've enjoyed several great Delta trips with our family of four and many great days on the Bay. \$4,000. Call John (415) 381-6891 or email: fairlead@comcast.net.

RANGER 26, 1971. New bottom and full-batten mainsail 8/07. New 125% tape-drive genoa 3/08. 2 spinnakers and gear. Spare Dacron #2, 3 and 4 headsails and mainsail. Harken roller furling. Self-tailing primaries. VHF, GPS, Autohelm, safety gear. Clean. \$5,500. (831) 840-0200.

DUFOR 27, 1974. This solid coastal/Bay cruiser is well maintained, very clean, and priced to sell at \$6,900. Standing headroom, galley with 2-burner alcohol stove, freshwater-cooled Volvo diesel, VHF, full sail inventory. Call Dick (408) 358-0384.

EXPRESS 27 SAILBOAT WANTED. Would like to buy a good Express 27 with trailer to race against 'Mike' again. Prefer Northern California or nearby. Call (530) 318-3230 or rossgroelz@aol.com.

CONTEST 28, 1976. Rarely found on west coast, known throughout Europe as a great, strong boat. Currently equivalent of \$24,000 in England, asking \$15,000. More info at: <www.rlaron.com/contest28> including review Feb. 2008 *Sailing Today*. Call Robert (415) 637-2008 or robert@rlaron.com.

CATALINA 27, 1978. Atomic 4 engine runs great. Custom teak interior, dinette model. 2-burner alcohol stove, 2 anchors, rain roof, sail cover, more. Ready to sail. Price reduced for quick sale, bought bigger boat. Pix available. \$6,500. (415) 331-2044 or buysailboat@aol.com.



FREE TO GOOD HOME: Classic wooden 'Neptune Cruiser'. Swedish racing sloop and trailer. Workshop where would have been restored gone to development. Re-fastened, new sails never out of the bag. Very similar to Knarr. (510) 390-2960 or cnicholas@alamedanet.net.

PEARSON TRITON 28.5, 1962. 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. Reduced to \$10,000. Certified check only.

29 TO 31 FEET

PACIFIC SEACRAFT MARIAH, 1979. LOD 31', LOA 36', LWL 25', beam 10'9", draft 4'5", displacement 16,000 lbs, ballast 6,000 lbs. SA 596 sq ft, headroom 6'5". Fiberglass hull double-ender, full keel, cutaway forefoot. Wheel steering or emergency tiller. Staysail, roller furling foresail, fully battened mainsail. 30-hp Yanmar diesel, full service 12/07. Survey 12/07. New standing rigging 9/03. Bottom paint 4/07. Radar, GPS, VHF, SSB/Ham, Muir windlass, more. Loch Lomond Marina. \$69,000/obo. Richard (415) 927-2765.

CATALINA 30, 1982. New dodger, newer sails, canvas, GPS/chartplotter. Dinette layout, Atomic 4, h/c water, refrigerator. Second owner, lying in Alameda. \$20,000/obo. Call Deborah (650) 714-7482 or dtinna@yahoo.com.

CATALINA 30, 1985. 21-hp diesel, wheel steering, autopilot, sleeps 4-5, dodger, spinnaker, gennaker, roller furling, bow/stern ground tackle, fridge, CNG stove, cabin heater, side curtains. Very good condition. Channel Islands Harbor. \$23,000. (661) 822-8106.



HUNTER 31, 1984. Excellent condition, professionally maintained. Full dodger, roller furler, custom designed Quest 150 genoa, new mainsail cover, double spreader mast, spinnaker pole, Raymarine radar/chartplotter, Raymarine autopilot, teak cockpit table. Yanmar diesel, well maintained, low hours. VHF radio, recently upholstered interior, CD with 6 speakers, 120-volt wired with internal charger, low-wattage inverters, 2 deep-cycle 12v batteries, 2006 bottom paint no blisters, new head, H/C pressure water system, 2-burner alcohol stove and oven, microwave, BBQ, all safety required equipment, 5 inflatable lifevests, new inflatable mini-dinghy with electric motor, radar detector, extra mainsail and genoa, two 30-amp dock electric cords, two Danforth anchors. \$26,000. Call Carlis (775) 626-2679.

BUCCANEER 28.5 SLOOP. Trailer, center cockpit, wheel, positive flotation, diesel, Autohelm, depth gauge, GPS, roller reefing genoa, solar, swim platform, 6'2" headroom. 10'Avon with 3.3-hp Mercury ob. This is a fully equipped cruiser. Pictures and specs: <www.rhmarx.com> \$27,500. (928) 684-9606.



RARE 30-FT NONSUCH CLASSIC. Rugged, amazingly roomy cat-rigged cruiser built to high standards by Hinterhoeller. Wide beam provides room down below, almost like a 36-footer. Cockpit can seat 8 comfortably. Easy to singlehand, for Bay sailing or cruising. Fully loaded, including chartplotter, radar and more. Sausalito berth. Call (415) 860-4215 or email: steveschneiderman@comcast.net.

KNARR 30 SAILBOAT. Good condition, fiberglass hull, race ready. New rigging and mast in 2003. Full cover. \$19,900. 5-hp Nissan longshaft sold separately, \$650. Call Reid Casey (510) 715-9943.

30-FT WOODEN ONE-DESIGN BIRD. Outstanding condition. Good race record. Nothing sails like a Bird. \$15,000. (415) 302-7490.

CATALINA 30, 1978. Original owner, new rig 2003, rebuilt Atomic 4 2003, new cushions, main and 135 jib very good, spinnaker good, genny fair. Wheel steering, VHF, new wind direction/speed/depth, spare parts, sound system, more. SBYH. \$14,800. (408) 210-6686.

J/29, 1984. Originally *Smokin' J*. Great Bay boat. Set up for shorthanded daysailing. Harken furling jib, lazyjacks, fractional rig, Yanmar inboard diesel. Racing gear off boat but available. Standing rigging replaced 2003. Sausalito berth. \$19,500. Email: timsalz@sbcglobal.net.

PACIFIC SEACRAFT MARIAH Mk II, 1979. Factory-finished liveaboard model with full-size pullman berth, extremely well found, lovingly maintained, lying Mazatlan. \$59,900/obo. For full specs and photos email: jhallorion@netzero.net.



CAL 30, 1963. CRUISE READY. Fully loaded for cruising or liveaboard. Comes with permanent slip in Santa Cruz Harbor. \$18,000/obo. Brand new: 185w solar panels, refrigeration, Lewmar windlass, Furuno radar, GPS chartplotter, Horizon depth/knot electronics. Custom hard dodger. Raymarine autopilot, Schaffer roller furling/130 headsail, new mainsail, spinnaker and sock, Volvo Penta MD2B diesel, electric tabernacle, new standing and running rigging, 3x to Mexico vet. LectraSan head, 2-burner stove, gas and charcoal BBQ, 1,000w inverter/charger, EPIRB, safety gear, tons of extra gear, solid fiberglass boat. Call John (831) 818-4161 or (831) 479-7678 or email for pics: jdeworken@hotmail.com.

OLSON 30, #44. Newer mast, double spreader, boom, Lewmar hatch, Lewmar vang, Harken traveler and mainsheet. Sail inventory: 2 mains, #1, #2, two #3s, #4 and 2 spinnakers. Includes trailer, 6-hp ob. Possible Santa Cruz sublet. \$12,500/obo. (831) 426-4755.

DOG STAR CUTTER, 1985. Beautiful example of this Phillip Rhodes double-ended design. 31' LOD, 37' LOA, 10'2" beam, 14,900# displacement. Carvel planked, bronze fastened, custom bronze hardware, Honduran mahogany house, teak decks. \$56,500. Photos and details email: 676687@gmail.com.



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CATALINA 30, 1978. Yanmar diesel, dodger, tiller, custom interior, autopilot, depth, GPS chartplotter, head, CNG stove/oven, much more. Standing headroom for 6'2". Illness forces sale. Berkeley Marina upwind slip. \$12,000/obo. (510) 610-4430.

CORONADO 30, 1972. Yanmar diesel, dodger, depthfinder, 110-volt refrigeration, water heater, new topside paint. Cockpit cushions, extra sails, spinnaker, club-footed jib, microwave, head, lifelines, lazyjacks, 2 anchors, stainless steel swim ladder, marine radio. \$10,500. Call Dean or B.J. (925) 458-1937.



TASHIBA 31, 1987. Do you want to join the Baja Ha-Ha or Puddle Jump this year? This Bob Perry-designed, Ta Shing-built bluewater cruiser is ready to go. *Felicity* is in excellent condition, complete refit with top-of-the-line equipment in 2000, meticulously maintained since. Systems and gear you'd expect to find on a 40+ foot boat including: watermaker, weatherfax, SSB, autopilot, Monitor windvane, radar, full set storm sails, asymmetrical spinnaker, Adler Barbour refrigeration, Espar forced-air diesel heater, Grohe galley sink, double stainless sinks, custom v-berth mattress, ultrasuede upholstery, dodger, bimini, custom full boat cover, plus much more. \$125,000. Full specs and photos see: <<http://www.svfelicity.com/sale>> or call (425) 869-6266.

ISLANDER 30 Mk II, 1971. Fully restored in pristine condition, set up as a classic racer with six bags of sails, two spinnakers. For more info: <<http://bristol-yachts.blogspot.com/>> or call Stephan (415) 867-5085.

S2, 9.2A, 1978. Monterey slip. Yanmar 12D, 5 sails, dive set, sail dinghy. \$14,700. (831) 655-4422.

CATALINA 30, 1991. Lake Tahoe. Wing keel, walk-thru transom, 3-cyl diesel, furling headsail and main, VHF, instruments, Autohelm, dodger. Includes concrete slip in Tahoe Keys Homeowners section. Excellent condition. \$42,500. (775) 825-9382.

CAL 2-29, 1975. Boat is clean. Kissinger dodger, older Pineapple sails. 18-hp gas engine, like new. Berthed in Stockton. Seller purchased to live aboard until house was ready. Propane cooktop, microwave, refrigerator, pressure water. Motivated seller. Make cash offer. (209) 406-8316 or email: nmvrldgig@comcast.net.

32 TO 35 FEET

CORONADO 32 CENTER COCKPIT, 1972. \$6,800. Good condition. Lots of room, great liveaboard and Bay cruiser. Atomic 4 runs good. New Force 10 stove, 2 new heads with holding tank, new hot water heater, new depthsounder. No blisters, new gray gel coat on sides. Sails in fair condition. (209) 598-1338.

1986 HANS CHRISTIAN 33 CUTTER. Original owner, good to excellent condition, new bottom 10/07, 80-gal fuel, 90-gal water, Kenyon tapered spars, Navtec backstay adjuster, all rigging and winches oversized, Sea Tiger windlass, 1 Bruce and 1 CQR with 75' chain/rode. Seaward stove/oven/heater LPG, Cool Mate refrigerator, microwave, Yanmar 3QM30 freshwater cooling, Icom IC-725 SSB, weather fax, Icom IC-M55 VHF, Autohelm 7000, Raytheon R20 radar, Raynav-570 Loran, Si-Tex A310 satellite navigator, Harken Mk III jib furling, new Sutter sails 2003, 3/4-oz. reacher drifter, 1/2-oz. spinnaker with 4" pole and rigging, 130 genoa, 75-amp alternator, True Charge battery charger, 2 battery banks, Sony stereo/CD player, 2-man raft, more. \$100,000. Located Lake Tahoe, CA. (775) 287-9360 (days) or (775) 852-0321 (eves) or kathi.kunze@gmail.com.

WESTSAIL 32 HULL, DECK, all lead ballast, rudder and steel cradle. Custom LaFiel mast and boom, custom stainless steel bowsprit and boomkin, ABI portlights, two shipmate stoves (one for parts). NIB Aries windvane to fit the boomkin and NIC Sabb model G 10-hp variable-pitch prop diesel and misc. parts. \$22,000. Call (831) 239-2914.



DOWNEAST 32 CUTTER, 1979. Good condition. 24-hp Universal diesel, furling jib, bimini, davits, radar, refrigeration, autopilot, solar. New running and standing rigging, hardshell dinghy, older Achilles inflatable, 3-hp Evinrude. Lying LaPaz. \$33,500. (949) 500-0652 or dgroverman@aol.com.

2000 J/105, \$99,000. Sail #357 with wheel. Yanmar 18-hp engine, Lewmar winches and deck organizers. New boom in 2007. Some new rigging. Boat in charter and professionally maintained. Racing spinnaker and jib, several extra mains and jibs. Call (707) 654-1257 or email: carms@csu.edu.



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1990 VISION 32 BY HUNTER. Well loved, beautiful boat, loaded and in excellent condition. Unstayed aluminum mast, new fully battened Pineapple sails, main on hard-track. Roller-furling jib, all lines led aft. Custom stainless bowsprit with dual rollers, Bruce anchor with 200 ft of chain on a two-way electric windlass. Autohelm, Tri-data, Raymarine SL 70 CRC 7" color plotter with GPS, VHS all at the helm. Galley: alcohol stove with oven, microwave, Adler-Barbour cold fridge. Head: LectraSan. Cabin: mounted 17" LCD TV, radio/CD player with Bose speakers in cabin and cockpit. Many more features and equipment included. \$49,500. For details email: sailbydesign@yahoo.com.

CATALINA 34, 1986. First \$43,000 takes this beautiful boat. Great condition. Radar, GPS, VHS, depth/knot/wind, autopilot, new bottom paint, new ss rigging. Sails good shape. Perfect for Sea of Cortez. (520) 232-2391.



CORONADO 32, 1973. Center cockpit safe for children, hard dodger with handrails, removable bimini. New 22-hp Beta Marine diesel, 170 hours, new fuel tanks. Full-batten main, Dutchman retrieval system. Furling genoa. Depth/knot meters. VHF radio. Autohelm 4000 autopilot. Forward and aft cabins each sleeps 2. Spacious closed head forward stateroom. Head and washbasin aft stateroom. Force 10 propane stove, oven, broiler. Force 10 cabin heater. Hot/cold pressurized water. Spacious refrigerator producing ice cubes. Fortress anchor, 30' of chain, 150' rode. New bottom paint and zincs 4/25/07. Berth in San Rafael, CA. Very clean throughout and ready for immediate enjoyment. \$23,900. John (916) 358-5405.

WESTSAIL 32, 1977. Well equipped and maintained. Excellent condition. Outfitted for cruising. 28-hp Volvo 2003. Dual Racors. Stove and oven. Refrigeration. Documented. Tools and many extras. Located Sausalito. \$48,500. Call (415) 729-6127.

MORGAN 35. Recent haulout one year and over \$30,000 in new gear and overhaul of systems. Get a great bluewater cruising boat for a great price. SSB, roller furling, rebuilt 2007 Yanmar 3HM, new rigging, every spare part imaginable, BBQ, solar panel, new canvas, new fridge and range, Monitor windvane, boat is loaded and ready to go, more extras than can be listed. Email: jcb47769@yahoo.com for all details. No phone calls, owner in Med.

CHALLENGER 32, 1973. Solid and roomy, 13'6" beam. Like-new North sails, inboard with low hours. Lots of extras only \$20,000. Boat at Coyote Pt. Marina. Call George (925) 984-5655 or email: gleatham@aol.com.

OFFSHORE ONE DESIGN 34, 1980. Doug Peterson, Jeremy Rodgers construction. Excellent condition. Carefully maintained and improved with many recent upgrades. Exceptional value at \$39,000. Call (415) 388-2582 or (415) 552-0860 for more info. Photos and details at: <http://yacht.milagro.googlepages.com/home>

ERICSON 35 Mk III, 1984. New sails, new upholstery inside and out, radararch, SSB, GPS, VHF, HF, LectraSan head. Too much gear to list. This boat is fast, comfortable and well rigged. A steal at this price. \$39,000/obo. For more information: (209) 986-5906 or email: vwmnpaul@yahoo.com.

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.

ALLIED SEAWIND 32 KETCH, 1976. Fully ready to head south. New sails 2007, 4 new batteries, solar panels, 42-hp Westerbeke 1997, OEM spares kit, SSB/Pactor, VHF, GPS plotter, radar, EPRIB, rewired, liferaft, watermaker, pressure hot and cold water, refrigeration, massive stowage, holding tank, cabin heater, hard dodger, Sailomat windvane, autopilot, 4 anchors, windlass, spinnaker and snuffer, cushions, covers, loads more. Recent survey available. Ventura, CA. For full specs and photos email: davej@hotmail.com. \$46,000. Call (480) 600-8720.

36 TO 39 FEET

ISLANDER 36, 1977. Perkins 4-108, new rigging 2002, 2 self-tailing Harken 44s, 2 self-tailing Barlow 25s. Dodger, covers, holding tank, macerator, propane stove/oven, radar, chartplotter, VHF, bowroller, 2 anchors/chain and rode, carpets/curtains, Avon/ob. Alameda Marina #204. \$55,000/obo. Arnie (415) 999-6751 (cell) or (415) 383-9180 (hm) or email: arnoldgallegos@comcast.net.

CATALINA 36 Mk II, 1996. Universal diesel, 600 hours. New bottom Dec. 2007. New dodger and bimini, roller furling, three headsails. Garmin chartplotter, autopilot, wind direction/speed, depth. Meticulously maintained, beautiful interior, like new, must see. No disappointments. \$109,000/obo. (925) 228-2852.

CATALINA 36, 1990. Walk-thru transom, new electronics and batteries. Dodger, davits. \$83,500/obo. Email for pictures: tombar@gmail.com or (408) 223-2505.



38-FT SLOOP, 1970. Canadian-built Hughes. Asking \$27,000. Sails well, has new diesel inboard engine. Located in Monterey, CA. (831) 915-4984.

X-119, 39-FT FRACTIONAL racer/cruiser, 1989. New UK sails 2007, new running rigging 2008. Excellent condition. Available after 2008 Pac Cup. Price and detailed info upon request. Email: steenmoller@sbcglobal.net.

MUMM 36, 1994. HDA Champion. New North 3DL main, 3/07 sprayed-on racing bottom. Yanmar saildrive, Flex-o-Fold prop, GPS with cockpit repeater, full Sunbrella boatcover. Rod rigging, regularly owner-dived. Newer lines/halyards. Sleeps 6. \$56,000. Full specs/photos, contact info: <http://mumm36forsale.com>



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.

GULFSTAR 37, 1978. Great boat to sail, roomy, comfortable and very stable. Needs cosmetic work. Extensive mechanical rehab in 2002, new standing and running rigging, through hull fittings, roller furling, head and holding tank and lots more. \$50,000. Berkeley. (510) 717-6931.

FREYA 39. GANNON. Ready to cruise. Yanmar with 1,500 hours, Monitor windvane, Profurl, cruising spinnaker, SSB. New: standing rigging, dodger, radar/chartplotter, Spectra watermaker, fuel tanks and lines, batteries, galley range, cushions recovered. In San Rafael. \$80,000. Please call (415) 717-5815.

ISLANDER 36, 1978, CYGNET. Hull #495. In tip-top, turnkey condition. Meticulously maintained. Original owners. Never raced. Many extras. Roller furling. One of the nicest on the Bay. Asking \$55,000. Remember: 'You get what you pay for.' Please call (415) 601-9457.

ISLANDER 36, 1977. Major recent refit including teak and holly sole, headliner, cushions, Profurl jib. Sound system, dodger, covers, boot, fathometer and speedo, new ports, 3-cylinder Yanmar diesel. New FW heater and pump. Great boat, excellent condition. \$54,000. Sail away. (415) 332-2500.



FREYA 39, IMMACULATE. World class cruiser. All necessary cruising and safety gear plus more. Hard dodger, cockpit enclosure, Aquapro RIB, scuba compressor, radar. Currently in New Zealand, ready to cruise the South Pacific. \$129,000. Call (707) 328-8758.

1999 PACIFIC SEACRAFT CREALOCK 37 cruising sailboat. Has been recently upgraded and sailed to Alaska in 2007. Ready to go anywhere. Has radar, SSB, chartplotter, etc. *S/V Rocinante* is currently moored in Portland, OR. \$220,000. Call Bill Murdock (503) 803-7688 or email: mudcarts@gmail.com for more information.

CATALINA 36, 1986. Radar, below-deck autopilot, electric windlass, 4# anchor and all chain, refrigeration, propane oven/stove/BBQ, high-output alternator, inverter, dodger, bimini and more. Ready to sell. \$55,000. (510) 219-9116.



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.

CRUISE-READY PEARSON 365. Immaculately maintained turnkey boat. Located in Swantown Marina, Olympia, Washington. For more information see: <www.sailstrella.com/polaris> or email: sell.polaris@gmail.com.



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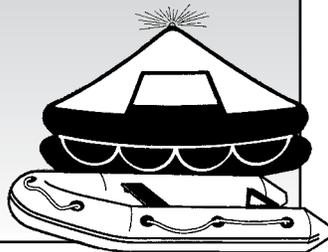
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ISLANDER 36, 1975 at Pier 39. Yanmar diesel. Many upgrades and lots of gear. New standing rigging, mast step, lifelines, Maxprop, backstay adj, great sail inventory with spinnaker, new stow, head and much more. John (415) 602-8416.



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CUSTOM 38 CUTTER-RIGGED blue-water sailboat. Hauled and painted two weeks ago with three coats Micron Extra. Yanmar with 760 hours. PUR 80 watermaker, below-deck hydraulic autopilot, Raymarine radar, color chartplotter, ST 60 depth, wind, speed, remote autopilot, wireless autopilot. Force 10 propane stove, Newport diesel heater for salon, custom bluewater sails, ST Lewmars all around, custom stainless arch for radar, GPS 125, new rigging, electric Lewmar windlass, AirMarine wind generator, two 80-watt solar panels, on and on. There is just way too much to talk about here. If you are seriously looking for a world cruiser, give me a call. If you are just learning about sailboats, this is not the boat for you. Fair winds. \$145,000. (650) 867-2145.

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ISLANDER 44 CUTTER. Lapworth design, 1975. Major refit 1996, upgrades 2006, blister-free hull, Australia vet. Perkins diesel, Furuno radar, 6-man liferaft, wheel steering, SSB, furling, dodger, elec. windlass, MaxProp, Hypalon inflatable. Includes Moss Landing liveaboard slip. \$47,000. Chris (831) 423-4076 or email: boatbrain@gmail.com.



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BILL TRIPP COLUMBIA 43. Achilles inflatable with 9.9 Evinrude. 2 Garmin plotters, 2 sounders, refrigeration, Ray autopilot. Good condition in northeastern Panamanian Islands. \$45,000/obo. (928) 910-2288 or rockndammer@yahoo.com.

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PETERSON 44 CENTER COCKPIT cutter, 1977. Two staterooms, two heads. New Yanmar, LP, fuel tanks. Robertson autopilot, radar, dinghy, ob. \$109,000. San Carlos, Mexico. Call or email for complete list and photos. (520) 742-2727 or svbetcha@aol.com.



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CELESTIAL 48, 1986. REBA. Spacious, well-built center cockpit ketch. Fantastic boat. Excellent condition. Many special features. Fully cruise ready. Great value. See overview and details at: www.celestial48.com.



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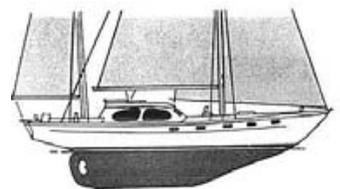
BENETEAU 423, 2003. Excellent condition, like new, deep keel, 2br/2ba, color GPS, Raymarine instruments, LINK 1000 inverter, folding MaxProp, engine under 200 hours, 2nd anchor, EPIRB, dodger, full Delta boat cover, extras. Haulout March 2007. \$202,500. (510) 579-2984 or email: hcben88@gmail.com.



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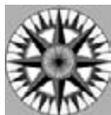
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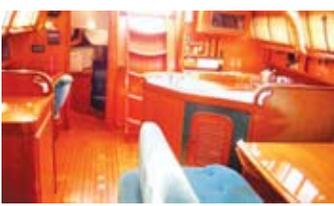
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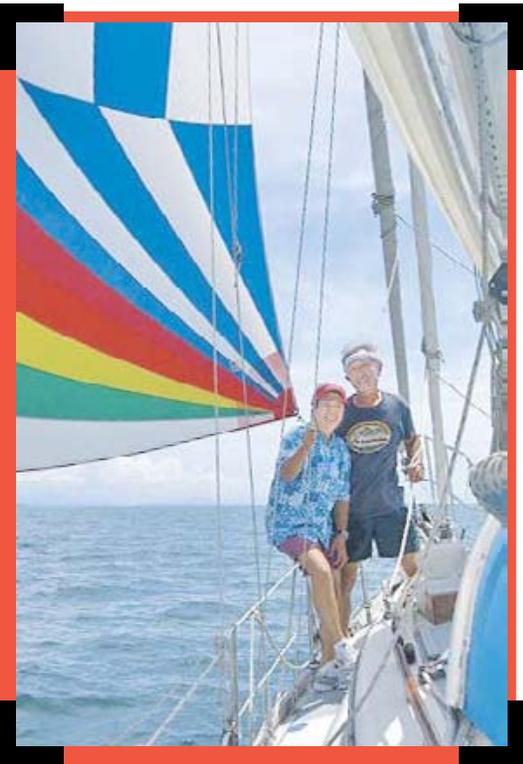
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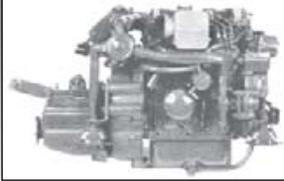


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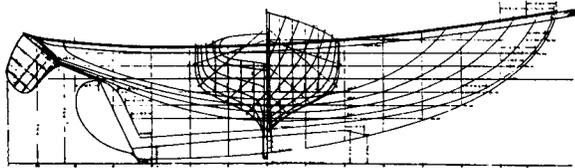
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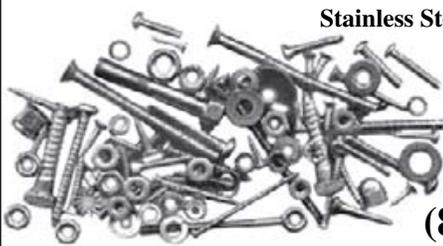
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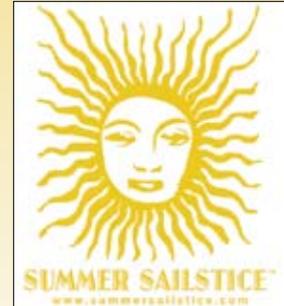
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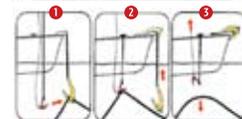
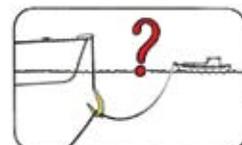
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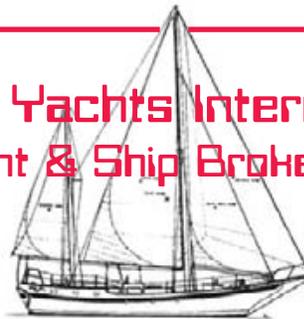
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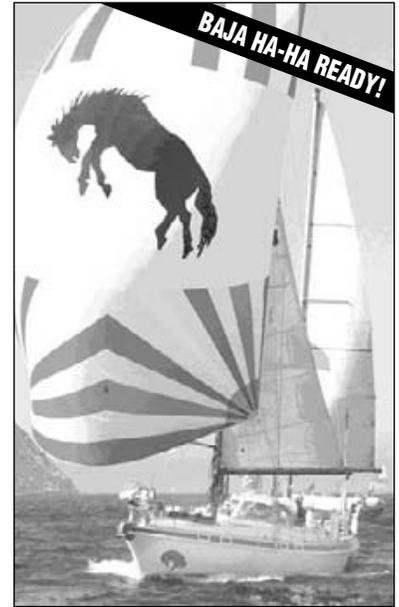
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29' Cal, 1976 \$17,000

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51' CHB PILOTHOUSE LRC, 1978 Twin Ford Lehmans, full flybridge, dual steering, 2 staterooms, washer/dryer, pilothouse with dinette & berth, strong offshore cruiser, rare offering, great price. Call Listing Agent Gary (415) 613-0712.



37' TAYANA CUTTER, 1981
Robert Perry design. 40 hp Yanmar dsl, Raymarine chart plotter/radar, autopilot, SSB, dodger bimini. Many upgrades past two years. Ready to cruise! Asking \$110,000



47' VAGABOND KETCH, 1986 Ford Lehman diesel, genset, chart plotter, radar '06, AP '06, SSB, 12' Avon, dodger. Stunning condition. Top condition. You won't find a better Vagabond. At our docks. Asking \$239,000



51' COOPER PILOTHOUSE, 1982
Lehman 80hp diesel, chartplotter, GPS, radar, three staterooms, good interior layout, excellent offshore cruiser. Asking \$174,900



47' VAGABOND KETCH, 1984
William Garden design. Perkins 85 hp diesel. Radar, autopilot, washer/dryer. A true bluewater cruiser. Asking \$175,000.



44' KELLY PETERSON C/C, 1978 Westerbeke 60 hp dsl, radar, autopilot, chart plotter, dodger, Avon dinghy, 6 hp OB, modified full keel. Clean and accommodating for world cruising! Asking \$109,000

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43' MORGAN CENTER COCKPIT SLOOP, 1985
\$122,500



44' NORSEMAN 447, 1983
Robert Perry design. 2007 refit. Swift, elegant & reasonably priced. \$228,000



39' MAINSHIP 390 TRAWLER, 2002
Dual stateroom cruiser. Single 350 Cat diesel with less than 300 hrs. \$197,500



32' RADON DIVE BOAT, 1992
Includes a dive tank air station. \$94,000



45' CHRIS CRAFT YACHT HOME, 1985
Rare ocean-going yacht home. Perfect Delta get-away. Clean. Just \$108,000



47' MCKINNA SEDAN, 2000
Shows like new. \$349,000



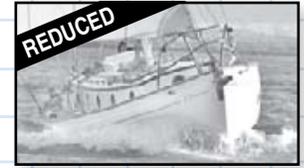
45' PRIMA, 2001
Close to new condition. \$239,000

POWER

114' Vosper Thornycraft	'88	3,995,900	37' Maxum SCR	'00	179,000
109' Heesen-Diaship MY	'99	5,900,000	37' Sealine F-37	'00	249,000
94' Harbor Boat Co.	'95	2,999,900	37' Silverton Convertible	'84	69,000
70' Johnson Motoryacht	'96	749,000	35' Chaparral Signature	'04	199,000
63' Viking Custom Stabilized	'90	835,000	34' Sea Ray Sundancer	'06	239,900
60' Cape Island Trawler	'94	329,000	33' Formula 330 Sun Sport	'05	161,990
60' Lien Hwa Motoryacht	'80	300,000	33' Maxum 33 SCR	'00	95,000
60' Nassau Pilothouse MY	'04	1,100,000	33' Monterey Express Cruiser	'00	89,000
57' Mckinna Cockpit PH	'01	640,000	33' Knight & Carver Sport	'93	138,000
56' Cruisers Express	'04	785,000	33' Wellcraft Scarab AVS	'00	129,000
52' Californian Aft Cockpit	'88	275,900	32' Maxum 3200 SCR	'96	44,900
52' Defever	'70	135,000	30' Chaparral Signature	'04	138,000
51' Symbol/Spoiler CPMY	'84	168,000	30' Chaparral Signature	'03	97,000
50' Delta Adv. Yacht	'76	482,000	40' Symbol Aft Cbn Sundeck	'90	235,000
48' American Mrn Grand Banks	'73	149,000	39' Bluewater Yachts Trawler	'80	88,000
47' Mckinna Aft Cabin	'97	347,500	30' Donzi Daytona Ctr Console	'00	49,000
47' Meridian 459 Aft Cabin	'05	449,000	30' Wellcraft Scarab Sport	'94	36,000
47' Sealine T-47	'02	495,995	29' Sea Ray Sun Sport	'01	79,950
46' Sea Ray 460 Hard Top	'01	495,000	29' Wellcraft Scarab	'97	49,995
44' Pacifica Sportfisher	'76	299,000	28' Bayliner 2855 Cierra LX	'01	47,000
43' Gulfstar MkII Trawler	'75	135,000	28' Formula 280 SS	'05	105,000
42' Californian LRC	'81	98,000	28' Parker 2820 XI	'05	119,000
42' Cruisers 4270	'99	239,900	27' Grady White WA 274	'00	79,900
42' Glen-I Argosy	'86	250,000	26' Monterey 262 Cruiser	'99	35,900
42' Grand Banks Trawler	'74	139,500	25' C-Dory Cruiser	'05	90,000
42' Grand Banks Trawler	'73	89,000	25' Chris Craft Launch	'06	89,000
42' Sea Ray 420 Sundancer	'91	145,000			
41' Lurs Sportfisher	'05	489,000			
41' Maxum 4100	'97	129,000			
41' Silverton Convertible	'93	149,000			
41' Viking Sportfisher	'74	169,000			
40' Bluewater Yachts LRPH	'79	175,000			
40' Carver 400CMY	'79	179,000			
40' Marine Trader Trawler	'78	79,000			
38' American Marine Laguna	'73	89,500			
38' Carver Santiago	'90	109,000			
38' Rodman Flybridge	'03	275,000			
38' Sea Ray 380 Sundancer	'04	249,000			
37' Cruisers 3672 Express	'01	189,950			

SAIL

78' Custom Gaff Schooner	'71	595,000
61' Custom NZ Motorsailer	'91	600,000
51' Mason Offshore Yawl	'58	99,000
47' Kettenburg Sloop	'58	99,000
46' Hunter 460	'00	217,500
44' Norseman 447	'83	228,000
43' Peterson Serendipity	'81	76,500
42' Catalina Tri-Cabin	'96	119,000
40' Piver Victress	'69	37,500
38' Lagoon 380 Millennium cat	'01	309,000
38' Hans Christian MkII Cutter	'83	135,000
32' Freedom Yachts Cat	'85	48,000



37' RAFIKI CUTTER, 1978
Designed to cross oceans, heavy-duty double-ender. New decks, LPU. \$58,000



50' DELTA, 1976
Safe, strong family adventure yacht Coast Guard-certified for 49 passengers. \$482,000



48' MCKINNA 481 SEDAN, 2002
Perfect. Only 217 total engine hours! \$399,000



48' AMERICAN MARINE GRAND BANKS
\$149,000



42' GRAND BANKS TRAWLER, 1974
\$139,990

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NEW LISTING



See at:
www.marottayachts.com

45' ISLAND PACKET, 1998

In very nice shape and well equipped for cruising: three recent Quantum sails, new storm trysail and spinnaker, Hydrovane autopilot and internal B&G 12V autopilot, Fisher Panda 4kw genset, Switlik six-person liferaft, Icom SSB, and more. Just hauled and detailed and shows very well. Lying New Zealand.

\$265,000



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-ft Caribe RIB on nicely executed stainless steel davit system.

\$199,000



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 and main, heavy duty custom hardtop dodger and full Raytheon electronics, much more.

Transferable Sausalito Yacht Harbor slip.

\$199,000



See at:
www.marottayachts.com

39' GRAND SOLEIL, 1986

Over \$300,000 (this is not a typo!) spent upgrading this Swan look-alike over the past few years: new Yanmar engine with less than 200 hours, sails, rigging, winches, dodger, electronics, interior all redone, much more. Transferable Sausalito slip.

\$109,000



See at:
www.marottayachts.com

39' COLUMBIA CENTER COCKPIT, 1979

This 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 ABL stainless steel, new custom hard dodger, etc.

\$89,000



See at:
www.marottayachts.com

34' SUNSET SLOOP, 1967

This full keeled little jewel was designed as the ultimate Bay daysailer and built like a piano by Al Silva shortly after he left the legendary Stone Boat Yard. Fully restored, she's one of the finest boats of this era we've ever seen, everything's done to showboat standards.

\$69,500



See at:
www.marottayachts.com

36' ISLANDER FREEPORT, 1978

Rare B plan interior with Pullman double berth! Note raised cabin top, deep comfortable cockpit with step-thru transom, keel stepped mast, skeg hung rudder and wide decks with anchor well – all were very innovative back in the late 1970s. Very nice shape and only one on West Coast.

\$61,900



NEW LISTING

See at:
www.marottayachts.com

37' WAUQUIEZ CHANCE, 1971

The Chance 37 is a classic performance cruiser, and unfortunately rare in the U.S. Which is a shame because with a draft of 6', the boat's a blast to sail on the Bay. This particular example is very nice inside and out, is competitively priced and lying in a transferable Sausalito Yacht Harbor slip.

\$49,000



See at:
www.marottayachts.com

35' PEARSON, 1985

Built in the U.S. (back east in Rhode Island) to typical high Pearson standards, this is one of the last 35s to be built. She's been a local boat since 1993 and is in very nice shape (just detailed, and the brightwork is bristol), priced right and lying in the Sausalito Yacht Harbor – all in all, a nice turn key package!

\$34,800

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3 HANS CHRISTIANS



43' HANS CHRISTIAN, 1989
Cutter, Telstar, low hours.
\$215,000

Also: 38', 1980...\$99k • 33', 1986...\$112k

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PASSPORT 40, 1986
New main, new hull, Awlgrip, Pullman.
Super clean. \$183,900



36' PALMER JOHNSON, 1974
Cruise or race ready. Many sails.
\$46,000



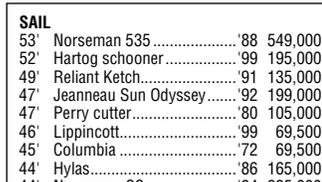
36' SWAIN (pictured), 1997...\$98,000
Also: 43' CORTEN, 1984...\$99,000
39' MOTA HUTA, '80...\$29,000



HYLAS 44 Center cockpit, two large double cabins,
SSB, radar, AP, FB main, RF, davit/dinghy, more.
Price Reduction ~~\$183,000~~ to \$165,000



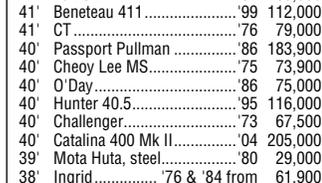
32' WESTSAILS (Two)
Both in great shape. Passagemakers.
1977...\$52,500 & 1979...\$61,500



36' SWEDEN, 1984
Trade in. Think Swan. Beautiful interior.
\$69,000



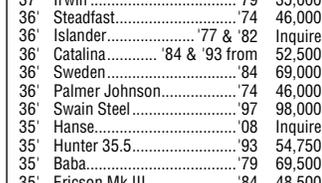
37' C&C, 1982
All updated UK sail inventory w/spinnakers,
electronic package, cruiser/racer. \$64,900



35' J/105, 2001
\$125,000



85' BROWARD, 1981
Aluminum. Mexico to Kodiak, Alaska. Meticulously
maintained. Newer engines.
\$965,000



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QUALITY, STRENGTH & PRICE.

53' Norseman 535	88	549,000	30' Islander	75	15,000
52' Hartog schooner	99	195,000	30' Lancer	80	32,500
49' Reliant Ketch	91	135,000	30' Golden Gate	91	34,500
47' Jeanneau Sun Odyssey	92	199,000	29' Hunter 29.5	94	33,500
47' Perry cutter	80	105,000	29' J/29	83	25,000
46' Lippincott	99	69,500	28' Newport	81	9,700
45' Columbia	72	69,500	26' Alden	33	11,000

44' Hylas	86	165,000	85' Broward Alum.	81	965,000
44' Norseman CC	84	225,000	67' Stephens Alum.	80	795,000
43' Corten steel SS	84/08	99,000	65' Pacemaker, cert.	71	299,000
44' Islander Schooner	80	85,000	65' Elco Classic MY	26	450,000
43' Hans Christian	89	215,000	57' Chris Craft	65	135,000
42' Baltic DP	84	189,000	53' Hatteras MY, new engines	76	259,000
41' Beneteau 411	99	112,000	50' Stephens	65	135,000
41' CT	76	79,000	50' Whitcraft	74	118,000
40' Passport Pullman	86	183,900	48' Dutch canal barge	50	219,000
40' Cheoy Lee MS	75	73,900	45' Chris Craft	73	149,000
40' O'Day	86	75,000	44' Marine Trader CP	84	159,000
40' Hunter 40.5	95	116,000	44' Defever	82	200,000
40' Challenger	73	67,500	44' Gulfstar MV	79	147,000
40' Catalina 400 Mk II	04	205,000	43' Viking Sundeck	77	95,500
39' Mota Huta, steel	80	29,000	41' Hatteras	61	Inquire
38' Ingrid	'76 & '84 from	61,900	41' Hatteras, nice	65	149,000
38' Hans Christian	80	99,000	40' Sea Ray Sundancer, dsl	97	169,000
37' Pearson	82	44,500	38' Holiday Mansion	89	38,500
37' Alberg, equipped	72	70,000	38' Chris Craft	65	66,000
37' Rafiki, new engine '07	77	57,000	35' Cooper Prowler	86	78,000
37' Irwin	79	35,000	34' Atlantic SF	89	79,000
36' Steadfast	74	46,000	34' Mainslip	81	48,000
36' Islander	'77 & '82	Inquire	34' Sea Ray Sundancer, dsl	01	155,000
36' Catalina	'84 & '93 from	52,500	34' Kevlcat	97	160,000
36' Sweden	'84	69,000	34' Silverton Express	91	Repo
36' Palmer Johnson	74	46,000	34' Tolly Craft	72	29,000
36' Swain Steel	'97	98,000	32' Bayliner 3288	89	54,900
35' Hanse	'08	Inquire	32' Uniflite, t/d	77	37,500
35' Hunter 35.5	93	54,750	32' Silverton FB, 370 hrs	98	55,500
35' Baba	79	69,500	30' Sea Ray	88	34,500
35' Ericson Mk III	84	48,500	29' Boston Whaler	99,000	
35' Fantasia Mk II	79	50,000	29' Monterey	95	29,000
34' C&C, nice	80	37,500	28' Mako CC	96	32,500
34' Sabre	83	46,000	28' Cruiser, nice	86	28,000
34' J/105	01	125,000	27' Seaport w/trailer	96	90,000
34' O'Day, new Yanmar	84	31,000	26' Osprey long cabin	03	85,000
34' Chinook	72	20,000	26' Osprey	02	98,000
33' Hans Christian	86	112,000	24' Chaparral, trailer	94	19,000
32' Westsail (two)	'77 & '79	52,500	24' Orca, inboard	99	59,950
32' Odyssey, #10	67	75,000	24' Osprey	96	69,500
31' Pacific Seacraft Mariah	79	69,000	22' Grady White 222 w/trlr	02	59,000
30' Catalina (two)	'75 & '81	16,500	17' Marlin, '91, & OB, '02 w/trlr	29,500	



47' JEANNEAU SUN ODYSSEY, 1992 3 state-
rooms, master is Pullman, upgraded beautiful interior,
RF main, 75hp Yanmar. Worth seeing! \$199,000



BENETEAU 411, 1999
Tri-cabin.
\$112,000



HANSE 350, 2008
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Ready to go sailing.
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100' ADVENTURE CHARTER YACHT & BUSINESS in PANAMA. Successful, operating Adventure Tourism business w/ high-endurance, stand-alone luxurious & extremely seaworthy steel vessel. 16 overnite pass., tenders/speedboats, surfing, diving, fish, explore & ALL THE TOYS. **Try \$2,250,000USD**



130' CAMCRAFT PASSENGER SHIP USCG inspected & certified for 33 overnight guests in 17 stms, SOLAS, low hrs 3508 CATS, 2,000 gph watermaker, MSD & gray water treatment. Inverter banks for silent eyes, 8 days min. endurance w/o reprovisioning. Lying Pac NW. **Ask \$2,000,000**



58' ALDEN BOOTHBAY MOTORSAILER center cockpit ketch. Dsl, genset, air/heat, new upholstery, much recent refitting & refinishing. Loaded w/cruise gear, AP, radar ++. Great comfortable bluewater cruising 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 Asking**



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**



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 \$199,500**



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! **\$138,950/Offers**



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 \$29,950**



40' CHEOY LEE GULF 40 PH Sloop 56hp Yanmar dsl, varnished teak hull, copper rivet fastened. Good sail inventory incl. 2 spinnakers, AP, radar, chart/GPS, more! Fresh haulout & ready to go! Washer/dryer ++. **Asking \$44,950**



36' 52 11 Meter Sloop An excellent vessel from a fine builder. 35hp inboard diesel Saildrive, galley, enclosed head with shower, pulpits and lifelines, well maintained, more! VERY NICE BOAT. **Asking \$47,950**



45' COLUMBIA Center cockpit sloop. Diesel, 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**



75' NORTH SEA TRWLR YACHT. Awesome Bluewater World Cruiser. Massively built in SCOTLAND to go to sea & stay there. CAPE HORN vet. Impeccable total refit & yacht conversion. Fully found & loaded incl. strong, economical & long lasting Gardner dsl main & much more. **Ask \$825,000**



42' SPARKMAN & STEPHENS Slip 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
 100' MEGA Slip. Custom offshore performance cruiser. Comfort & luxury with LOTS of room & berths & nearly new. MUST BE SEEN!..... Asking 1,500,000
 51' FORMOSA Ketch. Aft cockpit. Good project. Fiberglass, diesel and lots of extras..... 54,950/Offer
 50' CAULKINS Slip. A project, but all there. Dsl, strip plank, ocean racer..... Try 15,000
 45' COLUMBIA CENTER COCKPIT Sloop, dsl, fiberglass, roomy, comfortable cruiser with good light & visibility down below, 2 heads, shower & more. These are well respected for cruising & living aboard. We have two, starting at..... Asking 39,750
 42' SPARKMAN & STEPHENS steel custom cutter by Olin Stephens. Major upgrades. Center cockpit, aft cabin, diesel and more. FULL REFIT NEARLY COMPLETED: BEAUTIFUL!..... Asking 87,900
 39' FREYA Double-ender, steel, dsl, drink o/b, new paint, solar, furling, radar, AP, cruise equipped & more!..... Asking 57,950
 38' INGRID Ketch by Wm. Atkins. Great glass double-ender cruiser. Diesel, vane, furling, radar, EXTRA STOUT! Much recent upgrading. Let's go cruising!..... Asking 60,950
 37' GULFSTAR center cockpit, aft cabin, dodger, diesel & more..... 43,950
 37' VILLENAVE Cruising Ctr Blue Water Euro Performance. Loaded..... Asking 43,950
 36' STEEL HARTOG ketch, double-ender cruiser. Great potential, reduced to 9,900
 36' NIELSEN classic 1918 Danish aux. sloop. Nice condition..... Asking 15,000
 35' CHEOY LEE by Robb. Dsl, teak...17,950
 34' ONE DESIGN 11 Meter, F/G racing sloop by R. Holland. North/Kevlar sails plus 2 spinn. 56 k recent upgrading. Fast & fun...Ask 9,950
 30' NEWPORT Sloop. 1/B, AP, F/G...11,950
 30' YAMAHA Sloop. Diesel, wheel steering, lifelines, pulpits + MORE! Nice boat and READY TO GO!..... Try 17,500
 29' PEARSON TRITON. New diesel. Total refit nearly done..... Asking 15,950
 28' MORGAN Out Island sloop, 1/B, shower and more! A Great Boat at a Great Price!..... Asking 8,500
 26' CONTESSA Sloop. F/G, inboard Saildrive, outstanding condition. Famous pocket cruiser..... Asking 7,200
 25' CHEOY LEE FRISCO FLYER, teak...8,000
 23' HERRESHOFF Classic PRUDENCE Sloop with 2003 Honda..... 7,500

POWER
 130' CAMCRAFT Passenger Ship. Certified for 33 passengers overnight. Booked for the season. Virtual turnkey: Money and opportunity..... 2,200,000
 65' STEEL YTM TUG. Beautiful condition. Work her or excellent broad-shouldered yacht conversion. 510 hp Cat gensets ++ more!..... Asking 65,000
 65' CLASSIC MOTORVACHT by WHEELER, 1931. Much recent major struct. rebuild, twins, 3 doubles, crew's qtrs & huge salon. Excellent restoration project...BARGAIN: 49,950/Offer
 63' FERRY conversion, 671 diesel, 19.5' beam, excellent cond..... Asking 28,000
 60' MATTHEWS MY, '65, twin diesels, big, comfortable liveboard cruiser with South SF berth..... Asking 215,000
 45' STEPHENS 1929 classic. Beautiful Gatsby-era motor yacht 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..... Asking 69,450
 42' GRAND BANKS twl. Aft cabin, F/B, Onan, twin dsls, radar. Excellent..... 121,000
 41' CHRIS CRAFT CONSTELLATION. Aft cabin. Great liveboard, full Deha canvas, new shafts, smooth running, dinghy w/ outboard & MORE! Great potential! GREAT LIVEBOARD! REDUCED! Asking 12,950/obo
 37' HATTERAS 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' DEFEVER TRAWLER by North Sea. Dsl, F/G, F/B, 2 heads, showers, radar, gen., thruster, GPS/map & MORE! Very nice...Ask 88,950
 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
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