

Latitude 38

VOLUME 376 October 2008

WE GO WHERE THE WIND BLOWS



Latitude 38

OCTOBER 2008

VOLUME 376

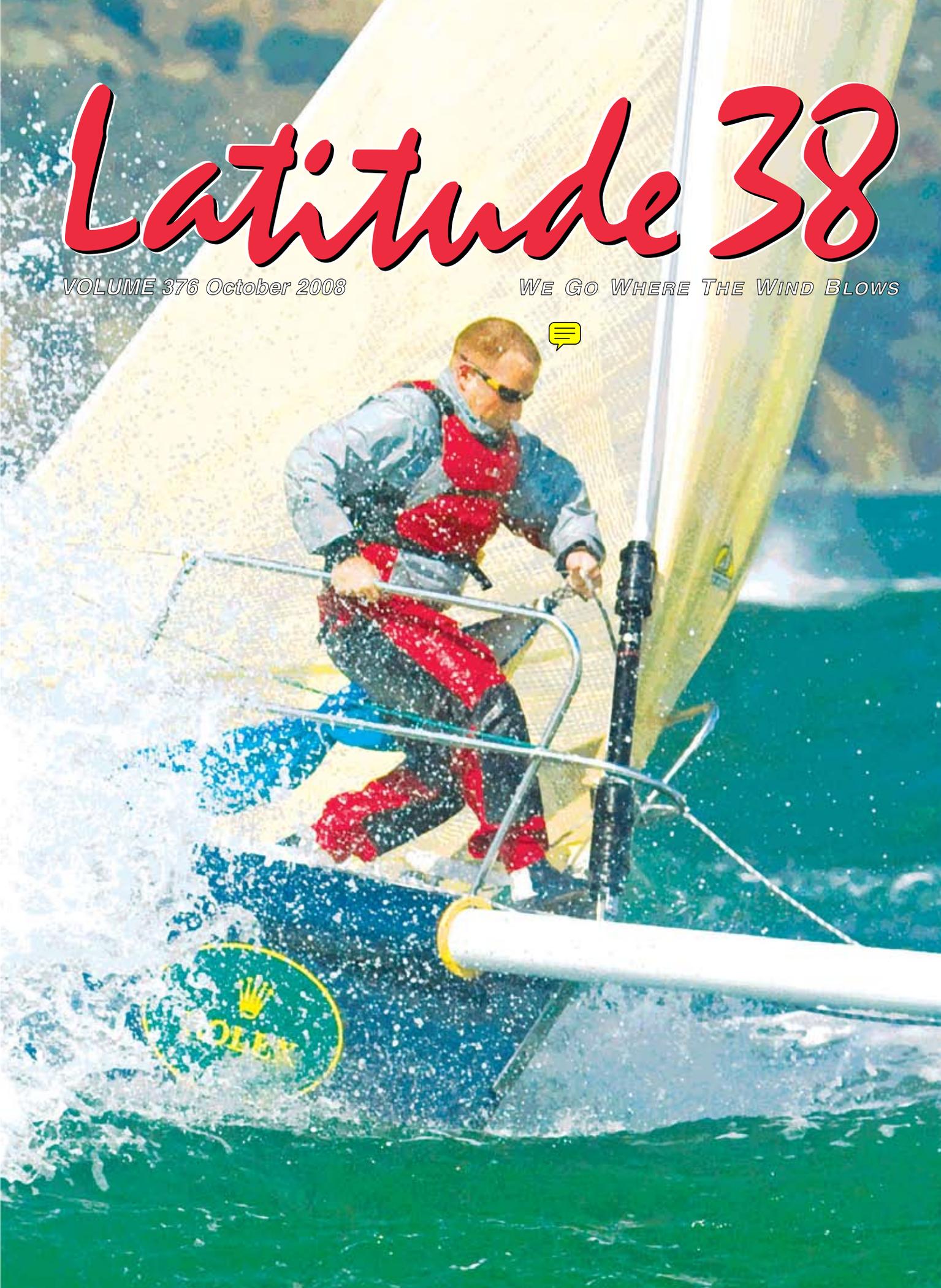




Photo by Ray Corral

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Q - for Quick and Quality

PHOTO: ERIK SIMONSON/WWW.H2OSHOTS.COM



Glenn Isaacson commissioned his 40-ft Schumacher-designed *Q* with two goals in mind: cruising San Francisco Bay double-handed with his wife, Gaby, and racing the Bay with a full crew. To make the double-handed cruising easier, the boat was fitted with a removable Hoyt boom for a self tacking jib. To make the racing faster, *Q* was fitted with Pineapple carbon sails.

Last month Glenn combined short-handed sailing with competitive racing in the Singlehanded Sailing Society's 21-mile Richmond/South Beach Race. To keep things simpler, Glenn elected to enter the non-spinnaker division. Glenn sailed double-handed with his friend and crew, Todd Hedin, and their elapsed time around the race course was less than all boats entered, save one multihull. On corrected time, they won their non-spinnaker class, as well as first over all of the doublehanded division, spinnaker boats included!

Half of all the sails we build are for committed racers, the other half for committed cruisers. But race or cruise, all our sails are carefully designed and crafted from the best materials to perform and to last. Whether you race or cruise or both, give us a call. After all, we are committed too.

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BENETEAU 49
Rebate:
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New Models at Our docks:

Beneteau 49, 46, 43, 40, 37, 31, First 10R, 45
Island Packet 465, SP 41
Alerion 28
Wauquiez 41

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OCTOBER EVENTS

- Oct 3-5:** Beneteau Rendezvous
- Oct 9-12:** Annapolis Sailboat Show
- Oct 18-19:** Alerion Fest
- Oct 18:** Passage Yachts Open Boat Weekend
- Oct 19:** Alerion Sailing Demos (RSVP required)
- Oct 25-26:** Great Pumpkin Regatta
- Oct 31:** Blue Cup Regatta in Greece

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BENETEAU 370, '91...\$79,500



BENETEAU IDYLLE 37, '85...\$63,000



PASSPORT 40, 1986...\$134,500



SUNNFJORD 42, 1981...\$129,000



BENETEAU 400, '94...\$124,900



BENETEAU 423, '03...\$197,000



ISLAND PACKET 370, '04...\$299,000



BENETEAU 361, 2000...\$118,000

EXPLORER 45, '79..... \$130,000
TARTAN 44, '75 79,000
BARNETT 42 CUSTOM, '86 .. 135,000
TAYANA VANCOUVER 42, '79 . 89,000

TARTAN 4100, '01 275,000
CASCADE 41, '71 59,500
J/41, '85 66,000

CARROLL MARINE 1200, '95.. 85,000
BENETEAU 390, '90 94,500
BALTIC 37, '80 89,000

CS 36, '84 64,900
SEA RAY 340, '06..... 174,500
GIB'SEA 33, '01 79,900
TIARA 29, '98 94,500

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Charles Tobias

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Cover: Doin' the bowman boogie – Kevin Sullivan getting it done on 'J World' at the Big Boat Series.

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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Catalina 36	1996	\$79,900
Catalina 36	1990	\$78,900
Catalina 36	1987	\$63,900
Catalina 36	1985	\$55,000
Catalina 350	2004	\$149,000
Catalina 350	2004	\$145,000
Catalina 350	2003	\$139,900
Catalina 34	2007	\$126,000

Catalina 34	1989	\$57,500
Catalina 34	1986	New Listing
Catalina 320	2005	\$119,900
Catalina 320	2000	\$88,000
Catalina 30	1983	Coming Soon

Preowned Sailing Yachts

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Beneteau 473	2005	\$304,500

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Morgan 38.2	1979	\$57,500
Islander 36	1979	\$42,000

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Maxum 2600 SE	2006	\$59,000

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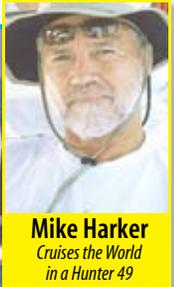
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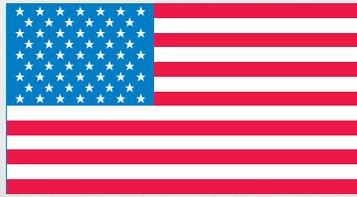
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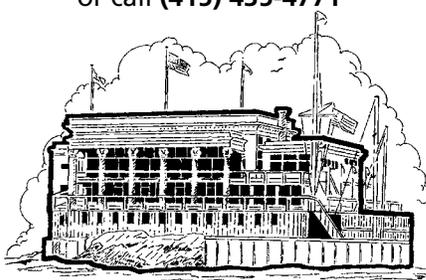
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Size Brand/ Model	Year	Price	Size Brand/ Model	Year	Price	Size Brand/ Model	Year	Price
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54 Hunter Sloop	1983	105,000	40 Roberts CC Cutter Sloop	1980	109,000	32 DownEast 32C	1978	31,000
51 Formosa Cutter Ketch	1974	138,000	39 Roberts 392 PH Cutter	1995	165,000	31 Pacific Seacraft Mariah	1979	68,000
50 Gulfstar CC Ketch	1979	139,900	38 Shannon Cutter	1980	109,900	31 Brown Searunner Trimaran	1978	32,000
49 Amazon Cutter	1988	249,000	38 Bluewater Ingrid	1974	50,000	30 Newport MK III	1984	16,500
46 Hunter 466 Ctr	2002	219,000	38 DownEast Cutter	1978	49,000	29 Bayfield Cutter	1978	25,000
47 Catalina 470 Sloop	2000	249,500	38 Hans Christian Traditional	1979	89,900	28 Bahama Sharpshooter	1950	39,500
46 Hunter 460 Ctr Slp	2000	235,000	38 Robert Ketch	1982	66,900	27 Corsair F-27 w/trailer	1991	50,000
46 Morgan 462 CC Ketch	1981	109,000	37 Hunter Legend Slp (Pending)	1992	84,900	27 Catalina Sloop w/trailer	1973	12,000
45 Hunter 450 Passage CC	1998	219,000	37 Hunter Legend Sloop	1988	69,000	20 Pacific Seacraft Flicka	1978	25,000
45 Island Trader CC Cutter	1979	142,000	37 Hunter Cherubini Cutter	1979	34,500	POWER		
44 Hylas Sloop	1991	225,500	37 Pearson Sloop	1989	59,900	61 Norlund Flybridge Cockpit	1975	199,900
44 Kelly Peterson	1979	110,000	37 Rafiki Cutter	1978	59,500	60 Gladding & Hearn Pilot	1960	219,000
43 Hunter 430	1995	159,900	37 Rafiki Cutter	1978	80,000	60 Lien Hwa Custom Classic	1980	330,000
43 Irwin Mark III	1989	114,000	37 Tayana Cutter	1976	79,000	53 Hatteras Yachtfisher	1980	224,900
43 Spindrift Pilothouse	1981	134,500	37 Tayana Ketch	1975	72,000	52 Defever Trawler	1970	135,000
43 Nautor Swan Sloop	1969	78,000	36 Union Cutter	1983	89,900	48 Tollycraft Motoryacht	1976	160,000
42 Sabre Sloop	1987	145,000	36 Islander Sloop	1980	46,500	45 CHB Sedan Trawler	1981	169,000
41 Seawind Cutter Sloop	1977	55,000	36 Chung Hwa Magellan Ketch	1979	29,000	43 Silverton Sport Bridge	2006	500,000
41 Cooper 42 US Pilothouse	1981	100,000	36 Cal Sloop	1967	20,000	42 Betram Convertible	1985	180,000
41 CT Ketch	1973	64,900	34 Catalina Sloop	1986	39,500	42 California Long Range	1979	109,500
41 Formosa Yankee Clipper	1974	92,500	34 C&C Sloop	1986	40,000	42 Grand Banks Trawler	1970	69,000
41 Morgan 414 Ketch	1974	42,500	34 Hunter Sloop	1985	44,500	40 Hatteras Convertible Spth	1968	95,000
41 Ta Chiao CT Ketch	1977	150,000	34 Cal Sloop	1977	34,000	39 Bayliner 3988 Commander	1998	165,000
41 Tartan TOCK	1976	103,000	34 Tartan Centerboard Sloop	1972	27,900	39 Sea Ray Express390	1989	80,000
41 Tartan Sloop	1973	85,000	32 Freedom Sloop	1984	59,500	35 Egg Harbor Golden Egg	1997	199,950
40 CS Sloop	2001	149,000	32 Morgan Custom Sloop	1979	TBA	32 Blackfin Combi & charter	1989	125,000
40 Passport Sloop	1982	145,000				32 Uniflite Sedan Sportfisher	1977	28,900
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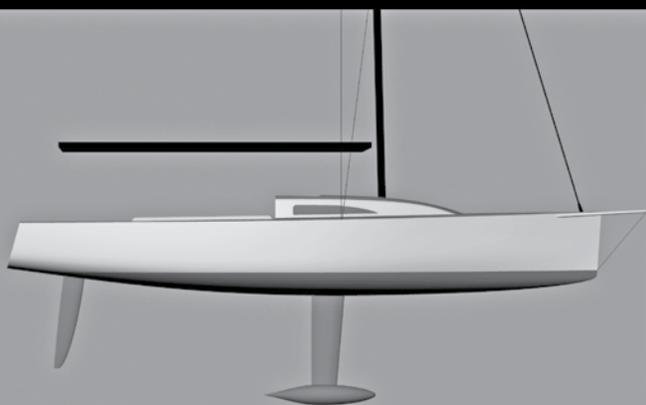
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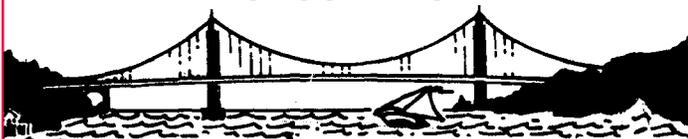
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Non-Race

Sept. 30-Oct. 20 — Safe Boating Course by Santa Clara Power Squadron at Wilcox HS on Tuesdays, 7-9 p.m. Materials \$30. Info, (408) 225-6097.

Oct. 1-29 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

Oct. 3 — Downwind Marine's Cruisers' Seminar Series kicks off with Solar Charging by Rick Cullen at Pt. Loma Assembly Hall at 7:30 p.m., \$3. All seminars at the same location. **10/7**: Surviving a Haul Out (CF Koehler); **10/14**: Cruising the South Pacific (Sam & Sally Peterson); **10/17**: Outboard Motor Needs (Tom Teevin); **10/21**: Cruising the Sea of Cortez (Heather Bansmer & Shawn Breeding); **10/24**: Cruising Mexico with Charlie (Margo Wood); **10/28**: Staying Friends with Your Diesel Engine (CF Koehler); **11/6**: Cruising Self Sufficiency (Paul Mitchell) & Cruising Woman's Round Table discussion (Susan Mitchell); **11/11**: Cruising on 12 Volts (Barry Kessler); **11/13**: Offshore Marine Safety (Bruce Brown); **11/18**: Pressure Cooking for Cruisers (Capt. Steve Ford); **11/20**: AIS (Steven Gloor). Info, www.downwindmarine.com.

Oct. 5-26 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Oct. 6 — Ron Holland to speak on yacht design at Richmond YC, 7 p.m. \$25 fee covers dinner. RSVP to (510) 237-2821.

Oct. 9 — 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.

Oct. 9-14 — Fleet Week, including the Blue Angels. The sailors are in! Details, www.fleetweek.us.

Oct. 11 — Chula Vista Marina's Swap Meet, 7 a.m.-1 p.m. Info, (619) 691-1860 or www.chulavistamarina.com.

Oct. 11 — Roy Disney's *Morning Light* premieres at the Mill Valley Film Festival. Info, www.mvff.com.

Oct. 11-12 — 16th Annual Northern California Women's Sailing Seminar with keynote speaker Linda Newland at Island YC. Info, www.iyc.org/wss.htm.

Oct. 14 — Full moon on a Saturday night.

Oct. 18 — Martinez Marina Nautical Swap Meet, 8 a.m.-noon. Spaces are free! Info, (925) 313-0942.

Oct. 18 — SF Maritime National Historic Park's Sea Music Concert Series aboard *Balclutha* at Hyde St. Pier, 8 p.m. Enjoy Ida Red's harmonies and acoustic arrangements. \$14 tickets. Info, (415) 561-7170.

Oct. 19 — Ha-Ha Welcome to San Diego Party hosted by Downwind Marine at Pt. Loma Assembly Hall, 12-4 p.m. Info, (619) 224-2733 or www.baja-haha.com/dates.html.

Oct. 19 — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Oct. 21, 1772 — Samuel Taylor Coleridge, author of *The Rime of the Ancient Mariner*, was born in Devonshire.

Oct. 23 — Sailmail Marine Communication seminar by Jim & Sue Corenman and Shea Weston at Pt. Loma Assembly Hall, \$50/person or \$75/couple, 8:30 a.m.-4 p.m. Info, www.downwindmarine.com.

Oct. 25 — Galvanic Corrosion & the Hot Harbor workshop at Oakland YC, 9 a.m.-noon. Free but space limited so RSVP to cvong@oaklandyachtclub.com or (510) 522-6868.

Oct. 27 — Baja Ha-Ha 'Fabulous Fifteen' Cruisers Rally starts from San Diego! Info, www.baja-haha.com.

Oct. 31 — Host a Halloween party on your boat!

Nov. 1 — Modern Sailing School excess sailing gear sale in Sausalito, 10 a.m.-2 p.m. Info, (415) 331-8250.

Nov. 2 — Daylight Saving Time ends.



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CALENDAR

Nov. 2 — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Nov. 9 — Downwind Cruisers' Kick-Off Potluck BBQ at Shelter Island Beach in San Diego, noon-4 p.m. Info, www.downwindmarine.com.

Jan. 13-29 — BoatSmart course by Marin Power & Sail Squadron in Novato on Tuesdays and Thursdays, 7-9 p.m. Materials \$50. Info, (415) 924-2712.

Racing

Sept. 27-Oct. 3 — A-Cat NAs. SCYC, www.scyc.org.

Sept. 27-Oct. 4 — IOD Worlds. SFYC, www.sfyf.org.



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October, 1978 — It Was Thirty Years Ago from the article *Suburb Sailor: Tom Blackaller* by Marilyn Yolles:

From the way people talk, you'd think a Blackaller was a unit of measurement. "I'm no Blackaller" is a favored expression, which said emphatically, may actually mean any one of a number of things: 1) I have to work for a living; 2) I'm not married to one boat; or 3) I'm a gentleman on the race course.

Who is this disreputable character, whose name engenders hostility from all corners of the sailing community? He is the handsome and vital 38-year-old world Star and 6-meter champion who, by virtue of his stellar sailing record and personal flamboyance, is "a presence" if not "the presence" in the Bay Area racing scene.

Tom Blackaller, the manager of the North Sails loft in Alameda, earns much of his adverse press because he's a screamer. He hollers his way through a race shouting obscenities to those who foul his air. You have to be thick skinned to qualify as his crew. Says one associate, "If you are in a room with Blackaller, you know that he and his enormous ego are there." But maybe some of the reaction would be less strong if Blackaller weren't always the guy up front you keep your eye on during a race.

Tom is a charmer in a one-on-one situation. He is an engrossing conversationalist, attentive and responsive. He has a lively sense of humor and can be self-effacing.

Blackaller and the Star boat are extensions of each other, like George Burns and his cigar. "I think about sailing my Star almost every day of my life," says the divorced father of two, whose first boat was built by his dad. His mom, a stage mother if ever there was one, is still his chief supporter.

Childhood summers were spent in Inverness on Tomales Bay. Tom was crewing on a Star at 13. By 15, he was a cocky young skipper at Richmond YC announcing to those who would listen that he would one day win a Gold Star like champion Glenn Waterhouse. "You might say he threw down the gauntlet at an early age," says Jocelyn Nash Carrick.

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Oct. 3 — Big Team Regatta, an all-day corporate sailing challenge and party held at OCSC to raise money for Treasure Island SC's youth and adaptive sailing programs. Info, www.bigteamregatta.com.

Oct. 3-4 — 45th Annual San Diego to Ensenada Yacht Race. Southwestern YC, www.southwesternyc.org.

Oct. 4 — Kathryn Eavenson Regatta, for all-women crew and skippers. FLYC, www.flyc.org or (916) 635-3911.

Oct. 4 — 5th Annual VNA & Hospice Regatta on Monterey Bay. MPYC, www.mpyc.org or (831) 402-3181.

Oct. 4 — Hardchine Regatta for Snipes and Mercuries. RYC, www.richmondyc.org.

Oct. 4 — Fall Series #2. SSC, www.stocktonsc.org.

Oct. 4-5 — SSS Vallejo 1-2, a mellow way to end the short-handed season. Info, www.sfbaysss.org.

Oct. 4-5 — XOJET SF Leukemia Cup Regatta, PHRF and one design racing to benefit the Leukemia and Lymphoma Society. Hosted by SFYC. Info, www.leukemiacup.org/SF.

Oct. 4-5 — Islander 36 Nationals. GGYC, www.ggyc.org.

Oct. 5 — El Toro Stampede. RYC, www.richmondyc.org.

Oct. 5 — Berkeley YC Chowder Series begins and continues every Sunday through March, except during Berkeley Midwinters. Paul, (510) 540-7968.

Oct. 10-12 — International Master's Regatta, a J/105 regatta/reunion for seniors. StFYC, www.stfyc.com.

Oct. 11-12 — YRA-HDA Yankee Cup. IYC, www.yra.org.

Oct. 11-12 — YRA-ODCA Champion of Champions. IYC, www.yra.org.

Oct. 11-12 — Olympic Finn Pre-Nationals hosted by Coyote Point YC. Robert Carlen, (831) 336-2672 or carlen@jps.net.

Oct. 11-12 — South Bay Championship. SeqYC, www.sequoiayc.org.

Oct. 12 — 28th Annual Women Skippers Regatta to benefit youth sailing. SYC, www.syc.org or lareenie@yahoo.com.

Oct. 17-19 — IOD Team Races. SFYC, www.sfyc.org.

Oct. 18 — YRA-OYRA Jr Waterhouse. RYC, www.yra.org.

Oct. 18 — YRA-WBRA Olympic Circle. YRA, www.yra.org.

Oct. 18 — El Toro Corkscrew Slough Regatta. Sequoia YC, www.eltoroyra.org.

Oct. 18-19 — Jessica Cup, fleet racing for big woodies. StFYC, www.stfyc.com.

Oct. 18-19 — Joe Logan (Mercuries) & Calvin Paige (Stars) Regattas. StFYC, www.stfyc.com.

Oct. 19 — Lady's Skipper Race. PresYC, selavy01@msn.com or (415) 333-1687.

Oct. 25 — Jack & Jill Race. MPYC, www.mpyc.org.

Oct. 25 — Red Rock Regatta and Costume Party. TYC, www.tyc.org.

Oct. 25-26 — Great Pumpkin Regatta, a Halloween tradition. RYC, www.richmondyc.org or (510) 237-2821.

Oct. 25-26 — Fall Dinghy & Olympic Classes. StFYC, www.stfyc.com.

Nov. 1-2 — Perry Cup (Mercuries) & Kelp Cup (Shields).

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35' J/105, Hull #519, '02**.....	\$119,900
35' J/105, Hull #617, '04**.....	\$127,500
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CALENDAR

MPYC, www.mpyc.org.

Nov. 1-8 — Dry Creek Vineyard Pro-Am Regatta on Virgin Gorda, hosted by Bitter End YC. Info, www.beyc.com.

Nov. 2 — Jack & Jill + 1, the women-skipped triple-handed race on the Estuary. IYC, www.iyc.org.

Nov. 7-13 — Long Beach to Cabo San Lucas Yacht Race. LBYC, www.lbyc.org, raceoffice@lbyc.org or (562) 493-5173.

Nov. 18 — YRA Year-End Trophy Party, www.yra.org.

Nov. 25 — The Big Sail: Stanford vs. Cal in J/105s. More fun than football! StFYC, www.stfyc.com.

Remaining Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 10/3, 10/17, 10/31. Dan or Kelly, race@bbyc.org.

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

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

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

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

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

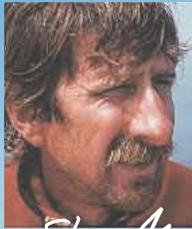
Please send your calendar items by the 10th of the month to calendar@latitude38.com. If you're totally old-school, mail them to *Latitude 38* (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941 or fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related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

October Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	HIGH	LOW	HIGH	LOW
10/04Sat	0429/4.1	0844/3.3	1448/5.4	2153/0.5
10/05Sun	0547/4.0	0943/3.5	1536/5.2	2253/0.6
10/11Sat	0321/0.6	1011/5.2	1553/1.7	2157/5.2
10/12Sun	0356/0.8	1036/5.5	1631/1.0	2250/5.2
10/18Sat	0337/4.6	0756/2.9	1410/6.4	2110/-0.9
10/19Sun	0448/4.5	0858/3.2	1507/6.1	2215/-0.6
10/25Sat	0314/0.8	1002/5.9	1603/0.8	2219/5.0
10/26Sun	0354/1.2	1033/6.0	1645/0.3	2316/4.9

October Weekend Currents

date/day	slack	max	slack	max
10/04Sat		0227/2.8F	0559	0803/1.7E
	1110	1403/1.7F	1641	2015/3.7E
10/05Sun	0022	0323/2.5F	0658	0853/1.3E
	1200	1454/1.4F	1728	2107/3.4E
10/11Sat		0153/3.5E	0543	0842/3.1F
	1148	1428/3.0E	1806	2054/2.7F
	2350			
10/12Sun		0241/3.6E	0620	0916/3.2F
	1219	1508/3.7E	1847	2140/3.2F
10/18Sat		0140/4.0F	0517	0725/2.2E
	1019	1319/2.5F	1557	1936/5.1E
	2334			
10/19Sun		0240/3.7F	0619	0821/1.9E
	1117	1415/2.2F	1654	2033/4.8E
10/25Sat		0200/3.3E	0532	0837/3.3F
	1130	1437/3.6E	1809	2110/3.2F
10/26Sun	0000	0252/3.1E	0616	0916/3.2F
	1206	1514/4.0E	1855	2158/3.5F



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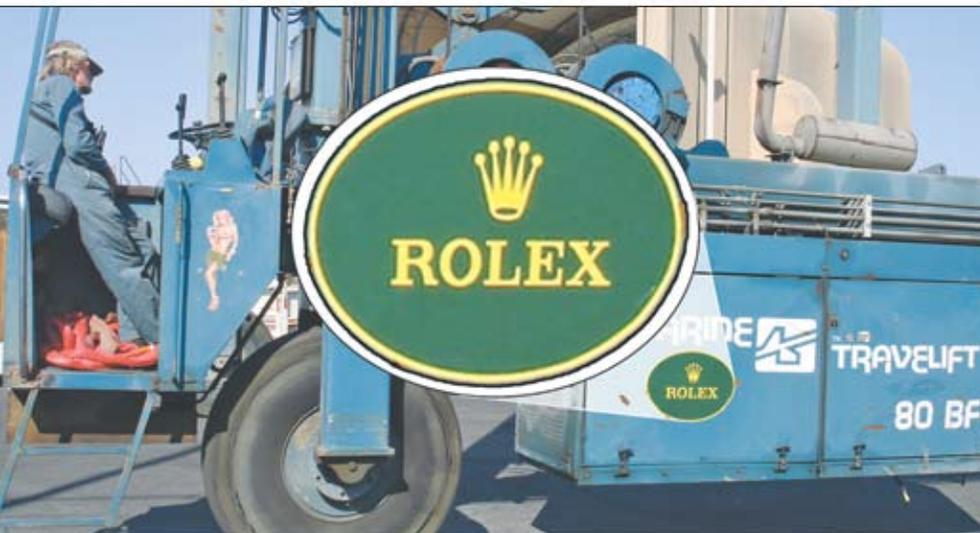
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HERB CRANE



SOME ASSEMBLY REQUIRED The rigging and intricacies of assembling a sailboat are quite remarkable ... as many Latitude 38ers well know ... but how does one commission a 72' Marquis Carver Power Yacht? Its not quite as simple as Part A ... plus Part B ... plus Part C ... but its not as far away as you might think!! Check it out at kkmi.com to see how the Carver and KKMI team assembled this yacht in less than 4 hours. I mean ... it's taken me longer to put together furniture from Ikea!

▶▶▶

GOT PILOTING? This month, KKMI opens up the Boathouse to Capt. Tuuli Messer-Bookman for a Seminar on Basic Piloting. A foundational skill ... required of all prudent mariners ... this seminar teaches low-tech basics that will relieve you from relying on electronic chart plotters.

Capt. Messer is a tenured, full professor in the Marine Transportation Department of the California Maritime Academy, where she has taught all aspects of navigation, training professional licensed mariners since 1995. For details and more information ... please visit our website ... or contact Erica at KKMI to reserve your space. (510) 307-7901 erica@kkmi.com

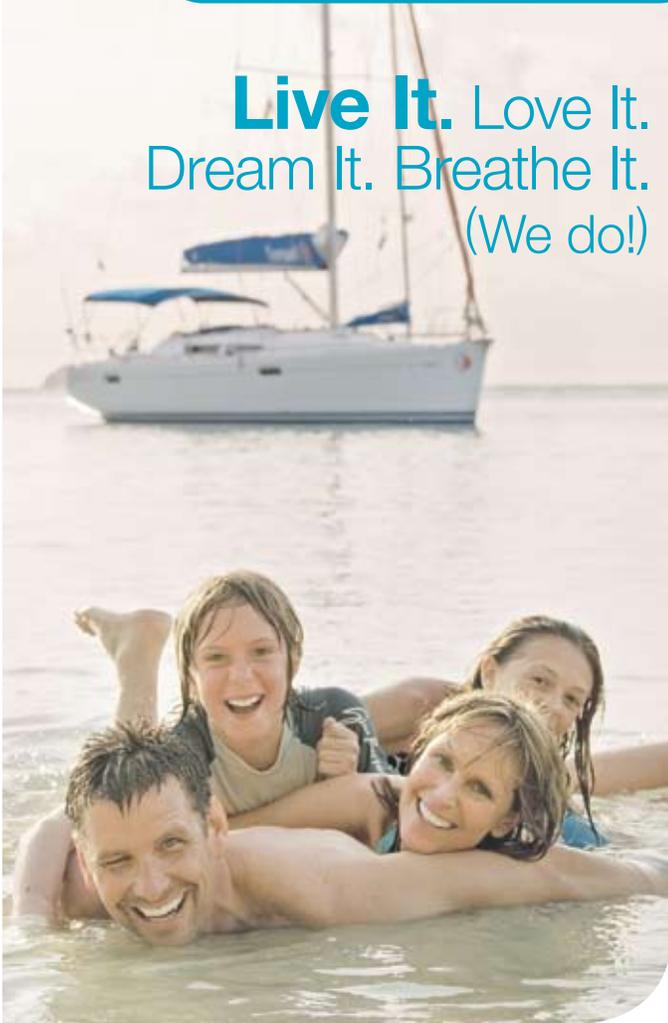
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CALLING ALL YACHT BROKERS Did you know that KKMI was started because the founders, who were also brokers, weren't happy with the service they were getting from existing boatyards? Yep, true story. If you've been dissatisfied as well ... think about suggesting KKMI to your client. They have a "HHL Special" ... short for Haul, Hang & Launch which costs less and is done during the yard's lunch break so your client will not incur additional travel lift charges. And ... since they know how difficult it is to have a smooth transaction ... they'll do everything they can to assist you ... even help arrange transportation back to your cars ... now that's a deal!

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LETTERS

↑↓ IS LATITUDE MARKETING TRENDY RUSSIAN GIRLS?

I'm writing regarding the September 17 *'Lectronic*, specifically the story called *Vik's Greatest Summer Ever Ends*. I read *'Lectronic* and usually enjoy the stories and photographs, as it's



ANDREW VIK

Yes, girls like to have fun by doing things like posing in conservative bikinis for "cute guys."

a welcome distraction during a busy day. However, as a woman and someone keenly aware of, concerned, and outraged by the growing multi-billion dollar industry of human trafficking, I was alarmed by the above-mentioned article. Is Vik — or the *'Lectronic* editors — wanting to discuss sailing related stories, or are you marketing "trendy," "beautiful" Russian girls who "loved to party through the night," and Eastern European girls who "love to pose" in Croatia?

In case you didn't know, the *U.S. State Department Trafficking in Persons Report* from June, 2008, states "Croatia is a source, transit, and increasingly a destination country, for women and girls trafficked for the purpose of sexual exploitation . . . Women and girls from Romania, Bulgaria, Serbia, Bosnia and Herzegovina, and other parts of Eastern Europe, are trafficked to and through Croatia for the purpose of sexual exploitation."

Of course, not every "beautiful," "trendy," partying "Russian" girl is a victim/survivor of human trafficking — thank goodness! However, one must not be mistaken by a smile on a face. That smile may hide the atrocious realities these women endure daily as slaves: desperation, intimidation, violence, death threats — on her and her family — debt bondage, and so forth.

Please be mindful of this reality when publishing your stories. Do not further enable the objectification of women and hence fuel the demand for sexual slavery.

Kathy Hargitt
Sonoma

Kathy — There have been well-documented cases of human trafficking in the Bay Area and Los Angeles. Should the



ANDREW VIK

Chronicle, the L.A. Times, all California magazines, and Hollywood therefore not publish photos of attractive young women, even if they are smiling?

Two young Russians looking and behaving normally — not like sex slaves.

*With all due respect, we think your accusation is outrageous because you have no reason to believe that any of the women in the *'Lectronic* photos were victims of sex trafficking — and plenty of reason not to. Victims*

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LETTERS

of sex trafficking need to pay off debts through prostitution. As such, they tend to dress the part, and would hardly be encouraged to hang out with Vik, who had no trouble meet-



COURTESY GEJA

Exactly how is this young woman being 'objectified'?

ing lots of attractive women at his 50 different stops during the course of the summer, and wasn't exactly dripping in extra money. The truth of the matter is that young women — particularly those from the Eastern European hinterlands — like to try to dress up and socialize with adventurous young guys such as Vik. If you do a little research on Croatia — such as in the Women's Travel Directory — you'll read that not only is Croatia considered to be a safe place for women to travel, but that most young women in Croatia tend to spend almost

all their money on fashion, and almost all of them choose to sunbathe topless. If Vik, or we, had wanted to play up the sex angle, why wouldn't we have run photos of topless women on Croatian beaches?

As for your accusations of objectification, we find them to be ridiculous. Of the seven photos in that 'Lectronic piece, four of them featured women in one way or the other. One had a woman posing on a rock in a relatively conservative bikini. A second photo had two Russian women, neither dressed provocatively, sipping cocktails. The third was of a demurely dressed Russian woman in a 'we're just friends' pose with Vik. The fourth was of one of Vik's Danish friends, dressed just as any other young woman would for a warm weather sail, driving Geja in lovely sailing conditions.

If you're looking for publications that present women as objects, may we direct you to Cosmopolitan, the world's most popular women's magazine, which is published in 34 languages and distributed in 100 countries. Everybody knows about the covers, which tend to be on the 'see how slutty I can make myself look' side, but check out some of the articles. They'll make your hair stand on end. No wonder the magazine is even banned in Singapore. And what about the way Sex In The City portrays women, or how 'celebrity sluts' are prime time television staples? Please be mindful of the work of those international media powerhouses before you start accusing little old Latitude of fueling the worldwide demand for sex slaves.

Latitude and 'Lectronic are about sailing and cruising. That



ANDREW VIK

Not a sex slave, but one of Vik's Danish friends.

means if a young guy buys a boat on the cheap in Europe and does a three-month trip, during which time he stops at 50 different places and has 21 different male and female crew, that's right up our alley. And if the young skipper happens to bump into lots of lovely young women on the way, and they all have a lot of fun, well good on the whole bunch of them! Young folks need to meet members of the opposite sex, and they deserve to have some fun while they are young. By

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LETTERS

the way, did you notice that not once did Vik mention or even suggest any sex acts?

For a more extensive account of Vik's "greatest summer ever," please see this month's Changes.

↑↓ SECRET O' LIFE IS FOR SALE

Do you remember the last time you saw Terry Bingham and me aboard *Secret O' Life*? We were anchored in La Paz,



LATITUDE / RICHARD

Tammy and Terry aboard 'Secret O' Life' at La Cruz.

and the Wanderer/Poobah and Doña de Mallorca sailed by on *Profligate*. You swung by to say hello, and we both got some nice photos of each others' boats. It was probably the spring or fall of '05.

By now, you are familiar with Terry's untimely passing from complications due to pancreatitis while we were on an inland trip to Bolivia. He had many more miles to sail and places to see. Next on our agenda was to sail *Secret O' Life* up to the Las Perlas Islands and Panama City for December and January. Then Terry was going to sail singlehanded to Easter Island and Chile. Alas, it was not meant to be. Terry was so full of life that it's incredibly hard to believe he's really gone. I'm working on it, but it's very hard.

Secret O' Life is to be sold. We left her at anchor in Bahia de Caraquez, Ecuador, where she is being lovingly watched over by a number of our cruising friends. I will be returning to her, along with some of Terry's children, in late October to retrieve personal items and make her ready for sale and/or sail. We have had many generous offers of help in moving her north, and the general consensus is that she would sell better in Mexico than where she sits in Ecuador. But if anybody is interested, she's ready to go cruising right now. We did a big haulout in April in Costa Rica, so she's good for two years on that score. Plus, she has a brand new mainsail, only used on the passage from Costa Rica to Ecuador. Terry, you see, was somebody with big plans rather than somebody ready to check out. But sometimes life just isn't fair.

I'm serving in an advisory capacity to Terry's children,



COURTESY, SECRET O' LIFE

Cruise ready, 'Secret O' Life' is available now for \$80,000.

who are ultimately responsible for deciding whether to move *Secret O' Life* or try to sell her from where she sits. She will be sold, so that is not in question. I would be interested in any suggestions, thoughts or advice you might have on the subject. We definitely could put together a crew to sail her north to Golfito, and put her on Dockwise or YachtPath, or possibly even sail

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LETTERS

her all the way up to Mexico. Of all the places in Mexico, I think Mazatlan or Puerto Vallarta would be our top places to store and sell her.

Tammy Woodmansee, First Mate
Secret O' Life, Union 36
Seattle

Tammy — We're so very sorry to hear of Terry's passing. He was a most accomplished sailor and a great guy. And we do remember swinging by Secret O' Life in '05, but it was while you were on the hook at La Cruz, not up in La Paz.

In our opinion, it would be best to sail Secret O' Life to Puerto Vallarta or Mazatlan and put her up for sale there. Ecuador is farther than most boat buyers are willing to travel to see a single boat. If anyone is interested in the '87 Union 36 where she is right now, she's up for sale for \$80,000. Call (360) 421-0346 or email Tammy at tammy1wood@hotmail.com for details.

↑↓LET'S SET THE RECORD STRAIGHT

I'm writing to set the record straight, and in the hopes that it might be helpful to people heading offshore with their boats.

About a week into the Singlehanded TransPac, my boat lost the ability to generate electricity. As a result, my batteries died, so I couldn't start my engine. I did have a wind generator, but it didn't make enough power to bring the batteries up to a sufficient charge to use my SSB radio. That left me unable to communicate with anyone. The only electronic devices I had that still worked were my little Magellan GPS, my handheld VHF radio and my EPIRB.

I wasn't worried for myself, but I was worried that my wife might think I was lost at sea or something. So it was with great regret that I headed back to the mainland as fast as I could from 860 miles out. Because nobody could communicate with me, I had no way of knowing that Hurricane *Faustus* had swung north and was waiting for me. After two days of getting bombarded by it, my stout ship and I were 150 miles from the West Coast, my three sails were in shreds, my windvane had come off the wheel, and naturally I had no juice to run the autopilot. Most surprising of all, the propeller shaft had come off due to all the vibration.

Despite all these problems, I was somehow able to still make easterly progress during the day. I would then tie a bungee cord to the wheel at night and try to get some sleep. But



LATITUDE / LADONNA

Wen Lin aboard 'Wenlemin' at the start of the Singlehanded Transpac.

when I woke up, I always found that I had drifted back to the west. By this time, I was really worried that my wife would think something had happened to me. I was still too far to call on the VHF, so I activated my EPIRB. When a Coast Guard plane flew over, I was able to radio them to call my wife and tell her I was fine and sailing toward the Bay. I had no way of knowing that she'd already called the Coast Guard and asked for them to tow me in.

Two days later a Coast Guard cutter arrived, and 24 hours

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LETTERS

later my boat and I were back at the Corinthian YC dock. I had no idea how tired I was until I reached the dock!

The lesson of my experience is that it's critical to test all your electronics and your electrical system before going offshore.

It's true that although I was still 1,260 miles from Kauai when I decided to turn back, it would have been easier had I just continued on to the island. After all, I would have been going with the wind and current, and I wouldn't have been hit by *Faustus*. The problem was that my boat needed major services, and I didn't know if I could get them in Kauai. So turning back was, regrettably, the right choice.

I've also two observations. First, there really should be a device other than an EPIRB with which to communicate with family and authorities when you're not in a life and death emergency. And second, a boat's stability is critical in rough weather. When I was in the remnants of *Faustus*, I was being hit by 20- to 30-ft waves, with occasional rogue waves that were even higher. Capsizing was a real possibility.

By the way, I'm not yet 70 years of age.

Wen-kang Lin
Wenlemir, Swan 47
Tiburon

Wen-kang — Several boats had serious electrical problems in this year's Singlehanded TransPac, so your advice to make sure a boat's electrical system is up to snuff before heading offshore is well-taken. It's important to have a secondary method of generating electricity, and given all the wind of *Faustus*, we wonder why your wind generator wasn't up to the task.

With all due respect, there is a well known device that's perfect for communicating with family and officials in non-emergency situations — an Iridium satphone. It has its own battery, so it's independent of all other systems, and it works anywhere in the world. Had you had one — many Singlehanded TransPac'ers did — you could have: 1) Called your wife to let her know what your situation was; 2) Called a marine electronics expert to help you try to troubleshoot your electrical problems; and 3) Called Kauai — or better yet Honolulu — to learn that there were indeed all the boat technicians you'd need to fix your boat in the islands. Hindsight is 20/20, of course, and we're not trying to rub it in, but if you'd had an Iridium, you wouldn't have had to worry, your wife wouldn't have had to worry, you could have sailed to Hawaii without destroying your sails, you wouldn't have been caught in the remnants of *Faustus* and the Coast Guard wouldn't have had to tow you in.

We've carried an Iridium phone on *Profligate* for about two years now and, other than getting weather reports for the fleet during the *Ha-Ha*, almost never use it. But we're glad to know that we can call people ashore. We wouldn't make an ocean passage without one anymore.

↑↓ DAVE KING, NOT JOBY EASTON, WON THE '88 CUP

As an avid armchair observer of the Pacific Cup races, I have a comment to make about the September report on the Pacific Cup 2008 winner. The Portland-based Cascade 36 *Rain Drop* deserves every bit of the praise and acclamations afforded its win this year. Joby Easton and Bill Huseby sailed a remarkable and commendable race to first in their class and first overall. Congratulations to them!

However, in the article the following statement was made: "For Easton and Huseby, this Pacific Cup was a reunion of sorts — the two sailed the race doublehanded in 1988, winning overall on Huseby's Soverel 33 *Sting*". I recall the 1988 race very vividly and very differently than the above



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LETTERS

statement. While *Sting* did indeed win her class, she did not win the Pacific Cup 1988 race overall. Another Portland-based boat, the Westsail 32 *Saraband*, won that race overall. Her owner and skipper is Dave King. To be clear, the Pacific Cup 1988 winner's trophy was on proud display on *Saraband* for twelve months.

Last month's edition of *Latitude 38* also made mention of "winning in 1988 overall" for Easton and Huseby. Repeating the inaccuracy a second time warrants correction. In reporting on the race in 1988, *The Oregonian* and two other local publications incorrectly named *Sting* as the winner and did not retract their error, write a correcting article or offer an apology to *Saraband's* crew.

The sport of sailing encompasses skill and expertise to be sure, engineering marvels, guts and tenacity, and most of all community. The community of boat owners and operators is small and intimate, and to date, free of mean-spiritedness and distortions. Let us keep it that way, please.

Janet Mack
Colton, OR

Janet — Thank you for pointing out our error. You're correct that, while Joby Easton and Bill Huseby won their division in the 1988 Pacific Cup, Dave King and crew won overall honors aboard Saraband, a boat he still owns, by the way. Our sincerest apologies to King for the mistake, as he deserves every bit of acknowledgement for the win.

Your comment about the Cup being displayed on Saraband reminds us of a story we heard about the mixup. As King was sailing Saraband back to Portland after the awards ceremony, the local media, as you noted, claimed Sting was the overall winner. When King tied up in his marina, a fellow walked down the dock and struck up a conversation about the race.

"Do you know the guys who won?" the guy asked. Amused, King said "Yes, that was me." The fellow wanted to start an argument about it — he'd read it in the paper, after all. King finally asked him to step down into Saraband's cabin. "I just want to show you something," King said. As they stepped below, the man saw the Pacific Cup itself strapped to the table. "They don't give that to the guy who lost," King said.

↑↓ ROBBERING MEGAYACHTS AS A COTTAGE INDUSTRY?

I presume you guys heard about the incident in late August



COURTESY TIARA

Unfortunately, armed robbers, not a helicopter, landed on 'Tiara' off Corsica.

when four masked raiders armed with rifles robbed the mega sailing yacht *Tiara* off the coast of Corsica. Apparently there were 10 crew aboard, as well as nine guests who had paid over \$200,000 for just a week's charter. According to the reports that I read, the boat had been a charter favorite with Hollywood movie stars and the like.

Jonathan Gordon
Sacramento

Jonathan — The robbery took place just before midnight on August 24 while the 178-ft Dubois design was at anchor at Golfe de Porto Novo, Corsica. The nine charter guests were described as "very wealthy but not well known German financiers". The masked robbers, who spoke French with Corsican accents, approached the yacht in a rubber dinghy. Exactly



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how they got aboard is unclear, because Tiara has very high freeboard and no transom steps. In any event, the robbers got the captain to open the safe that contained the equivalent of \$204,000 U.S. in cash, and took off. It all happened very quickly because the robbers weren't interested in any wallets, jewelry or artwork. Nobody was injured during the robbery, nor was the boat damaged in any way.

Despite the fact that Corsica, a territory of France, has a long history of kidnapping as a cottage industry, French officials say this is the first time a megayacht has been robbed in French waters. Given the fact that megayachts — even mega sailing

COURTESY RISING SUN



Nobody approaches Larry Ellison's 450-ft 'Rising Sun' without being carefully monitored by her security team.

yachts — often carry artwork worth at least as much as the boat, it's something of a wonder they haven't been targeted before. However, nobody should be under

the impression that megayachts would necessarily be easy pickings. Many have sophisticated security systems and multiple bodyguards. For example, even if your boat is obviously racing, if you come near Larry Ellison's Rising Sun, your progress will be monitored closely by any number of big, strong, steely-eyed guys who would no doubt be ready to defend the boat and her owner at any cost. And after the Tiara robbery, even the smallest megayacht has had her security measures reviewed.

Tiara was built in '04 by Alloy Yachts of New Zealand, and is known for being the only sailboat in the world on which a helicopter can land on her aft deck.

↑↓NO, I'M NOT CRAZY. I'M NOT SUICIDAL, EITHER

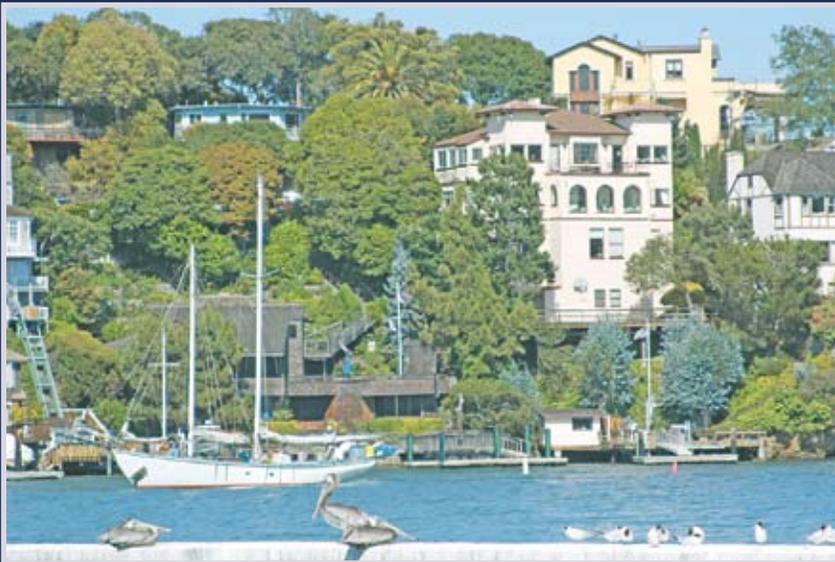
Having been cruising since '99 and having done two Ha-Ha's, for the last two months Debbie and I, now in Chile, were struggling with where to sail next. We spent nearly seven years cruising the islands of the Pacific — we love them and their call is frequent and strong. On the other hand, the Caribbean would be something new and different. But Debbie loves the Spanish-speaking countries and is always trying to find reasons to visit them. Debbie's biggest concern about returning to the islands of the Pacific are the long passages, especially since she has done so many of them already. I, on the other hand, truly enjoy passage-making.

We finally came up with the next great adventure, one that occurred to me while sailing about 500 miles off the coast of Peru. On a lark, I checked the distance from our position to Cape Horn, and was surprised to find that it was only 2,800 miles. It was then I realized that I was struggling with the fact that there might not be any long passages in my near future, and the fear that cruising might be losing some of its challenge and excitement for me.

So yes, I'm going to sail west-to-east around Cape Horn, and I'm going to do it solo. Lord willing, I'll make the trip non-stop from Callao, Peru, where we are now, to Buenos Aires, Argentina. The total distance from Callao to Buenos Aires is about 4,500 miles, so I think I should be able to make it in about 45 days. Debbie will return home to the States to work for several months, just as she's been doing for the last several years. She'll then rejoin me in Buenos Aires, where we can resume enjoying the Latin American culture.

No, I'm not crazy, nor am I suicidal. Yes, I have thought the

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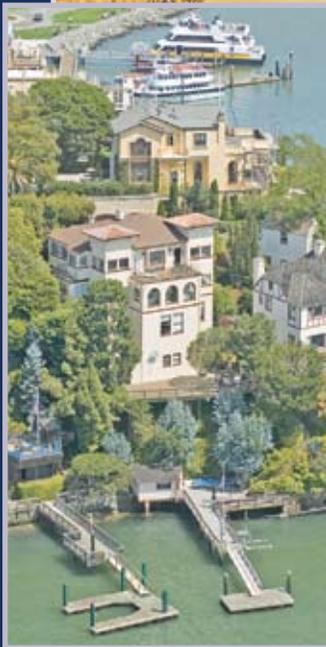


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LETTERS

trip through, and have spent many nights lying awake and pondering the risks. Here's my reasoning: I'm 62 years old and not getting any younger, but I'm a competent and experienced



LATITUDE / RICHARD

Jeff and Debbie will temporarily be parting ways while Jeff sails around the Horn this winter.

sailor. I likely won't ever be able to sail around the world, yet the idea of taking on the 'Mt. Everest of sailing' is very much to my liking. Over the past 40 years, I've sailed over 55,000 miles, and 45,000 of those have been offshore. *Sailors Run* is a solid, well-equipped yacht, with all the safety gear. I realize that the weather will be cold down by the Horn, but 30 of my years were spent sailing between 48°N and 54°N in all seasons of the year. I expect to encounter sea conditions and winds that I have yet to experience so far. This being the case, my sea anchor and drogue will be at the ready before I depart Peru.

My route will take me about 300 miles offshore down the coast of Chile; then I'll close on the Horn from the west. Once around, I'll proceed north between Argentina and the Falkland Islands, weather permitting.

Sailing solo leaves much to be desired, yet for me the challenge of testing the limits of my endurance and sailing skills against nature should fill that void of being alone. Maintaining a good watch schedule will, of course, be one of my greatest challenges. That and the cold, as the summer temperatures run about 45° both in the air and water around the Horn.

I'm not asking anyone's permission to do this. I just want everyone to know that I'm not doing this on a whim but rather am well-qualified and equipped to make the attempt and manage the risks. But yes, some good luck will help.

I expect to depart on or around December 10 after a much needed trip back to Washington to be with family and friends.

Jeff Hartjoy
Sailors Run, Baba 40
Longbranch, Washington

Readers — We not only believe that Jeff and his boat are well-qualified, we believe that they'll do just fine. We're also happy to report the he'll be providing Latitude with updates every three days during his trip.

↕ SMALL BOATS DON'T NEED TRANSPONDERS

I wanted to add to the chorus of positive comments regarding the Automatic Identification System (AIS). Thanks to the recent information in *Latitude* regarding this system, I put a Milltech Marine AIS unit on our boat just before we left for San Diego. I had to download some charts from NOAA to the AIS directory on the computer, but once that was done, it was fantastic. Here's why: we encountered two days of pea soup fog that didn't clear up until south of Conception. While we did have radar, and it was great, it was terrific to be able to call the big ships by name and verify they had us on their radar — something we couldn't have done without AIS.

However, I agree with the guy who wrote in to say that small boats should only be allowed to have receive-only units. If all the little boats had transponders, too, the screen would get pretty cluttered.

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LETTERS

Anyway, *Shenanigans* is sitting in a 60-ft slip at Pier 32 Marina and ready to start the Ha-Ha. Pier 32 is a very nice marina, but a little bit out in the sticks. They plan to group all the Ha-Ha boats in one area and provide a shuttle to the Ha-Ha Kick-Off Party.

Dave Fiorito
Shenanigans, C&C 36
 Novato

Dave — This could only be the same Dave Fiorito who sailed his Pearson 34 Northstar — along with 39 other entries — in the first Ha-Ha back in '94. It will be great to Ha-Ha with you again.

↑↓ I'D RATHER GO WITHOUT MY VHF THAN MY AIS

As I write this, I'm singlehanded my Catalina 42 130 miles off the coast of South Carolina, and because I'm in the Gulfstream, I'm heading north at nine knots. I have a SR 161 Automatic Identification System (AIS) coupled to a MacBook computer running the GPSNavX navigation program, using

a small USB GPS and raster charts. The computer's speakers, including the woofer, are plugged into the sound port of the laptop, and cranked up. For some reason the proximity alarm is a melodic basso-fundo that I call Igor (pronounced "eye-gore"). When appropriate, he calls out "Proximity Alarm is Activated." His voice resonates throughout the boat.

Earlier, at 3 a.m., I was sleeping in the cockpit. The wind was blowing 15 knots, the seas were six to eight feet, and the boat was cooking. It was then that Igor woke me with his announcement that we had company. I went below and saw that the 'Big Oil Fred', aka *BOF*, was about 20 miles dead astern. The AIS showed me that his closest point of approach (CPA) would be .1 mile, and that his Time of Closest Approach would be 45 minutes. My Catalina might have been cooking along in the Gulfstream, but *BOF* was cooking even faster. The way things were going, he was in a position to run me over. So I fired up the VHF radio.

Me: "*BOF*, *BOF*, *BOF* . . . this is the sailing vessel *Lady Kay*."

BOF: Speaking in a heavy foreign accent: "This is *BOF*."

Me: "Captain, I am a sailing vessel directly off your bow, two zero nautical miles, same course, speed nine knots. Please state your intentions."

There was half a minute of silence.

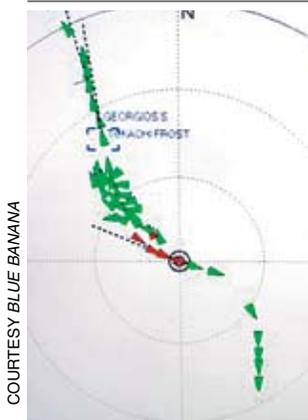
BOF: "This is *BOF*, we will turn starboard five degrees."

Me: "Thank you, Captain, that will be excellent. Good night."

BOF: "Good night."

About 25 minutes later, I saw *BOF*'s mast top lights coming over the horizon. After another 20 minutes, I saw his red port light passing about five miles off my beam. Although my radar alarm was set for 10 miles, it never went off.

If I'd been without AIS, and I'd even had time to 'see' *BOF*, visually or by radar, and called, "The vessel at position North blah blah, West blah blah . . .", I almost certainly would not have gotten a response. In fact, it would likely be someone

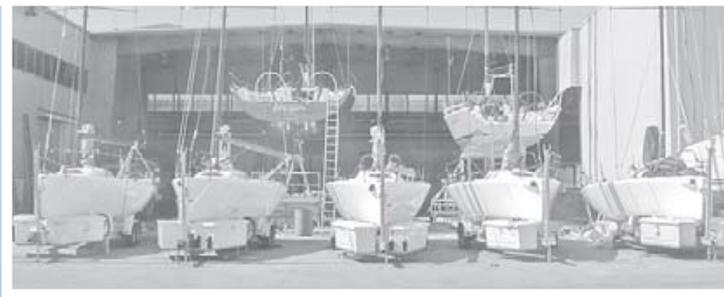


Sam and Bill love their AIS view of ships in the vicinity.

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other than *BOF* who would have responded, in which case things really would have gotten confused. And meanwhile the wall of steel would have continued heading toward me. That's assuming I even saw him before he hit me.

AIS: \$200. Navigation software and charts: cheap or free. USB for the GPSNavX navigation software, \$60. Computer: I had it anyway. The results? Priceless.

I would leave port without my VHF before I'd leave port without my AIS.

Oscar van Loveren
ex-*Lady Kay*, Catalina 42
Rock Hall, MD

↑↓AIS WAS ONE OF OUR BEST INVESTMENTS EVER

The two of us think that AIS is the best thing for cruisers since GPS. Last year we bought a receive-only unit before leaving Malaysia for the Med, knowing that we'd probably see a lot of ship traffic in the upcoming seven months and 6,000 miles of sailing. As it turned out, AIS turned out to be one of the best investments ever. For example, when around Lanka we saw about 50 ships at a time. But that was just a preview of what it would be like in the Red Sea. Thanks to AIS, we always knew whether we were in danger, which allowed us to alter course if necessary. But the best part is that the AIS has information about each ship, including its name, so we could call them on VHF. In each case, we always got an answer. We'd ask the ship's crew if they saw us and what their intentions were. Often they volunteered to change their course. It was truly amazing.

This year we've only sailed around the Greek Islands, and as a result have had to call only one ship. But we would recommend an AIS unit to anyone who will be traveling to areas where there is heavy shipping. Attached is a photo I took of our AIS screen as we were entering the Suez Canal. The red marks are the ones on a collision course with us. Not to worry, we had an Egyptian pilot.

Sam & Bill Fleetwood
Blue Banana, Gulfstar 50
Monterey / Currently in Greece

↑↓ENRIQUE INFLATED OUR BILL TOO

The letters about getting shorted on fuel in Turtle Bay hit home with me. A few years back, I was delivering a friend's Chris Craft 55 to Puerto Vallarta. We topped the boat's 800-gallon tanks off in San Diego, then made our way down to Cedros Village at Cedros Island. We stopped at the cannery to drop off school supplies and clothes, and were told we could have water and buy fuel. It's a great place to get fuel when the fishing fleet isn't in, and we took on 342 gallons.

We next stopped at Turtle Bay to get some rest and get out of the wind. Since we were there, I thought we might as well top off the 50 to 75 gallons we'd burned since Cedros. As we tried to secure the stern to the pier, Enrique started playing games with our crewman trying to catch the line. Specifically, when Enrique swung the stern line out to the boat, he'd make sure it was a little too short, causing our guy to have to reach way over the side to try to get it. Enrique was trying to get our crew to fall in!

After fueling us up, he lowered the tin can with the bill in it. The bill was for over \$800 U.S.! I said that was impossible, as we'd just topped off at Cedros. He then tried to keep the invoice I showed him to prove it! I told them there was no way I was going to pay that bill, so he said he'd get the *Federales*.

About half an hour later, he showed up with an officer from the Mexican Navy. The officer came aboard without En-



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rique. I presented him with our invoice from Cedros Village. After reviewing the invoice and inspecting our fuel tanks, he instructed us to pay Enrique for 100 gallons — and to have a nice trip.

On our return home from Puerto Vallarta, we stopped at Turtle Bay to top off again. I was really scared of what Enrique might do. He must have been drunk — a state we were told that he's often in. Surprisingly, I don't think he even remembered who we were. We topped off — and got a bill that was about what it should have been.

After anchoring out, we went ashore and visited with the Mexican naval officer who had helped us. He said that we weren't the first to have been given an inflated bill for fuel. We then got a good night's sleep and took off for San Diego.

Alex Schombec
Long Beach

Alex — Mexicans like to joke around, so it comes as no surprise that Enrique might have tried to lure one of your crew into the water with the old short line trick. You're supposed to laugh and play along — or at least acknowledge the joke with a smile. No wonder he gave you such a huge bill.

↑↓SERVIOS ANNABELLE HAS A BRIGHT FUTURE

We're the ones who wrote the initial letter complaining about Gordo's fuel service at Turtle Bay, which appeared to have sparked quite a debate. This is our rebuttal to a couple of negative responses you received about our letter.

The responses to our letter were positive, with two notable exceptions. Objections were raised by Capt. Pete Sauer of Big Sky Yacht Delivery and Chris Maher, another delivery skipper, who has "sailed and driven boats to Turtle Bay a number of times."

We welcome dissenting opinions — except when they are unfair. The point is that we were being cheated out of our money, not Sauer's or Maher's money. If we were looking for a delivery skipper, we would think twice about employing either of these two individuals who showed so little regard for their employer's best interests. We wonder what else they would compromise to their customers' detriment.

We are Canadians. In fact, very proud Canadians. Canadians are closer in culture and values to Americans than any other nationality. To the best of our knowledge, Canadians take no more pride in being rip-off victims than Americans do. Capt. Pete Sauer and Mr. Chris Maher would appear to be exceptions.

Given Señor Enrique Gerardo Castro's bad reputation at Gordo's, and the glowing praise for competitor 'Servios Annabelle', the latter should have a bright future.

Kris & Sandra Hartford
Nomotos, Simpson 417
Edmonton, Canada

Kris and Sandra — You had no way of knowing, but there were quite a few other folks, including boatowners, who have weighed in on the opposite side of the argument. Some of their responses follow.

↑↓MEXICAN MEASUREMENT MIRACLES

Latitude missed a great chance to gig a silly attitude in response to the Hartford's complaint about getting shorted on fuel at Turtle Bay. You should have complained in vain about 'muelleage' that often goes to pay for Pemex bribes, fuel transfers, and cleanup costs at Mexican fuel docks.

Anyway, the complaining Hartfords must have missed the



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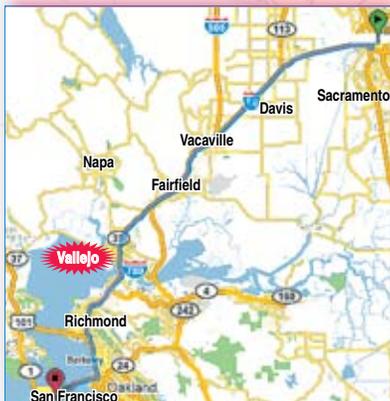
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'Welcome to Mexico' memo about attitude adjustment, as their complaint is laughable and technically inverted. When you're in Mexico — especially if you're an uptight *gringo* — you've got to learn to look at things through the other end of your body.

We've been cruising the Sea of Cortez for three years now, and I first witnessed the Mexican measurement miracle at a Pemex station where I went to buy gas for the outboard. I didn't want to pay muelleage, and I didn't want to have to put the dinghy in the water and row it around to the fuel dock either. I was delighted when they managed to pour a meter-measured 25 liters of gas into my 20-liter can. "It's a miracle," I thought to myself, but a good one, because at that rate I'd only need two cans of gas for the entire cruising season.

Seriously though, if anyone is going to whine about a fuel measurement conversion factor difference of .0354, they should be either a NASCAR crew chief or an oil company executive. They should not be cruising Mexico. Diesel is so cheap down here — less than \$2.50 U.S. a gallon — and your average Mexican is so poor compared to us *gringos*, that we should be grateful for the opportunity to visit this lovely country and to meet its people. Still in a twist about being cheated? Call it a 7.3% *propina* and get over it!

John Griffiths
Pegasus, Catalina 36
San Carlos, Sonora

John — For what it's worth, the Hartfords are Canadians who were returning from a long circumnavigation, so we're not sure that they could be considered full-blooded gringos. As for viewing the 7.3% overcharge as a tip, we're not sure that would work, as Canadians — along with Italians, French and Spanish — are notoriously parsimonious tippers.

The most fascinating thing about this fuel shorting controversy is how there are two huge groups with opposing views on it. As we mentioned before, Doña de Mallorca would have been outraged on principle if she'd been shorted that way. We, on the other hand, would consider it to be part of the charm of Mexico, particularly if it were done with a smile. We don't see any right or wrong here, just two different ways of viewing the same thing.

Actually, it reminds us of a recent experience after doing a day charter aboard the 85-ft catamaran Camira out of Australia's Whitsunday Islands. The charter lasted from 8 a.m. until 5 p.m., and the captain and six crew had done a very good and conscientious job over the course of a long day. They lined the dock as we passengers disembarked. We were the last off, and asked where they kept the tip jar. The captain said they don't get tips. As the former owner and sometimes captain of a charter boat, our response was, "Well, no matter, we give tips anyway!" And we gave them 10%, enough for each of them to buy a drink. A horrified de Mallorca accused us of "ruining" Australia — as well as everywhere else we visit with our profligate tipping habits. We understand her point of view, but don't agree with her. Do you?

↑↓THERE'S NEVER A PROPER TIME TO STEAL

I can confirm from first-hand experience that overcharging and short deliveries of fuel have been going on at Gordo's in Turtle Bay for well over 35 years. In my opinion, the fuel prices deserve to be higher than elsewhere because Turtle Bay is so remote and because they sell such small quantities of fuel. But once the price is set, the agreed upon quantity should be delivered.

But having been a businessman for 54 years, I do not

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agree with *Gallant Fox* that someone should or would overcharge simply because the opportunity is there. There never is a proper time to lie, cheat or steal. And it doesn't make it better when you allow your employees to do it for you. After all, remember the old adage, 'Those who will steal for you will also steal from you.'

Ernie Copp,
Orient Star, Cheoy Lee Offshore 50
Long Beach

↑↓ THE REAL SCOOP ON FUEL COSTS IN MEXICO

In the August issue, *Latitude* made an editorial comment about the price of fuel in Mexico. I have to take exception to it, and clarify what is a misconception on your part. To remind everyone, the following is the comment you made:

"What bothers us a lot more [*than overcharges*] are the dock fees that some places charge when you tie up to buy diesel. The price of diesel is fixed by the Mexican government, but when you get your fuel bill, it's often much more than whatever amount you purchased times the mandated price per gallon. The extra is a berthing or dock fee you get charged while taking on fuel. The automobile analogy would be if you pulled into your local filling station, pumped in 10 gallons at \$5 dollars a gallon, and were given a bill for \$60, the extra \$10 being a 'parking' fee while you pumped the gas. That sticks in our craw."

Having been directly involved with the construction of two marinas with fuel docks — Puerto Los Cabos and Marina Costa Baja — and as the current operator of a fuel dock, I can assure you that we are not getting that great a return on a very large investment. Here are the facts, which you can verify with other harbormasters:

Pemex, the government-owned and corruption-riddled monopoly, does indeed set the fuel price for all authorized retailers. As such, fuel docks from Cancun to Cabo have to charge the same price per liter as an automobile franchisee (*'franquicia'*) anywhere in Mexico.

The true *'franquicias Pemex'* are owned by Pemex, and, of course, get their fuel wholesale — and do not have to show on their receipts for what they actually paid for their fuel. In other words, the profits or *utilidades* do *not* have to be broken down and shown separately from the actual fuel cost.

Independent *franquicias* that are not owned directly by Pemex, plus all other retailers, such as marine fuel docks, are not allowed to sell their fuel for a price higher than what is set on any given week by Pemex. So how do they make any profit? They make it by charging what has to be a completely separate fee — essentially a loophole that allows these businesses to exist as long as they separate the charges on any receipt generated. This is why a fuel dock that is operating properly will always break down the fuel cost — which is what they actually paid for the fuel — from the 'docking charge', or whatever they choose to create as a means of obtaining a profit. In other words, on any legitimate fuel dock receipt you can actually deduce the profit margin that the marina is working with.

So how much is that margin? At the high end are Cabo Marina and my facility, Puerto Los Cabos, both operating at around 15%. Please remember that we can't have a fuel dock without a marina, and our marina cost \$30 million — and that's before the docks were even put in. The cost was so high because we had to build the largest private breakwaters in Mexico, achieve one of the largest excavations in North America, build the riprap perimeter, jump through unbelievable governmental hoops and then finally build the docks. In

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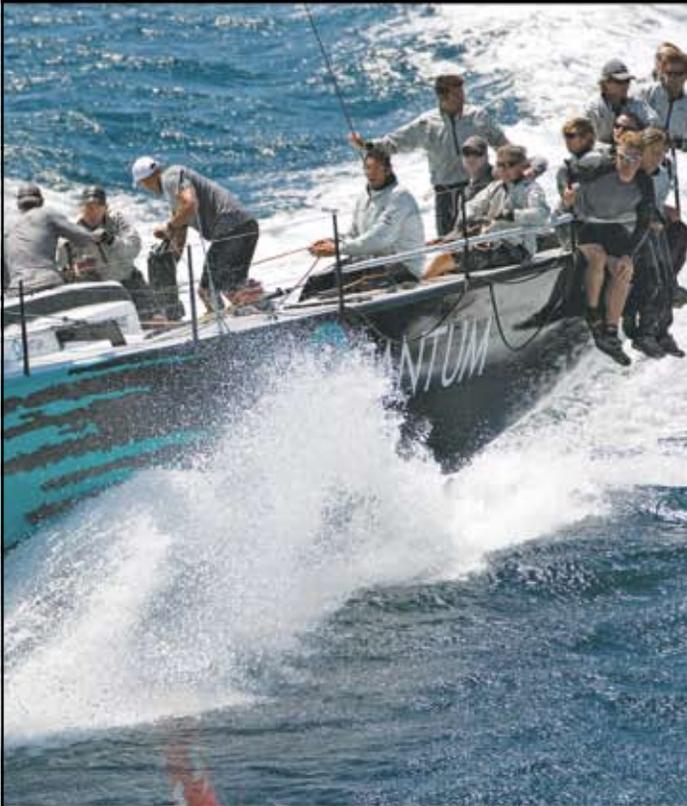
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LETTERS

addition, twice a year we even have to pay SCT a tax based on the area of the water that these docks occupy — even though it is essentially new waters created by us. We also pay an insurance policy in excess of \$100,000 per year.

And our fuel dock? We don't have many commercial boats and are still growing, so we sell only about 400 gallons per day. Our current price is 5.64 pesos per liter, as set by Pemex, plus a 15% surcharge — the one that "sticks in your craw" — that we list on our receipt as 'administrative costs'. In U.S. dollars, that works out to about \$846 gross income per day. A 15% surcharge on that gross operating profit is a whopping \$127 dollars per day.

Now, even if you don't want to consider the huge investment in the marina itself — and in most cases you can't access a fuel dock without a marina — we still had to invest over a million dollars for the fuel dock. This was to pay for dispensers and filters imported from the U.S., the spill containment collar imported from Canada, the training and payroll for three employees and so forth. But let's not consider *any* of the initial capital outlay; our direct operating costs for two employees, electricity, liability insurance, spill resources such as absorbers and so forth cost us an average of \$200 U.S. per day.

Our net operating 'profit' at the fuel dock is actually a net loss of \$73 U.S. per day. Cabo Marina does far better, of course, because they are servicing more megayachts, and they received most of their infrastructure — such as the dredged basin, the perimeter, and so forth — ready to go from API. All they had to build was their docks. They have a profitable venture, and eventually we will also, but for return on investment a marina or fuel dock is not necessarily the cash cow that you might think. These things are extremely expensive to build.

As for the high prices at Turtle Bay, I certainly agree that Gordo's family will try to get you coming and going. But having driven the awful road — now finally paved — between Highway 1 and Turtle Bay, and having seen many frustrated truckers reviewing the damage caused to their vehicles by trying to reach that remote spot, I take that with a grain of salt, too. But in terms of ROI, the fuel operation at Turtle Bay may be the best in Mexico — after all, look at their infrastructure!

By the way, even with the surcharge, the cost of diesel at Puerto Los Cabos is still only about \$2.50/gallon, which is about half the price as in the States.

Finally, before you go quickly dismissing the potential — you think about a 5% chance — that the Mexican government will require AIS units on all boats in Mexico, please keep in mind that many people down here thought that the NOM 29 law would never get passed. But it did, thanks to massive corruption within CONAPESCA, and now I can look out from my office several days per week and see purse seiners from Ensenada and Mazatlan depleting the local sport fisheries. Believe me, the Mexican company that wants to be the official provider of AIS rental equipment to yachties here is pressing hard behind the scenes at SCT to have it made a requirement. I certainly hope that it won't happen, but I believe a preventive stance is the best one.

By the way, Puerto Los Cabos is jammed starting in October, with many of our slips that don't even have electricity being rented out. I would put out the welcome mat for the Ha-Ha fleet since I know many sailors don't care that much about electricity, but despite all its shortcomings, Cabo is still a lot more fun for the Ha-Ha group — at least for a couple of days — and the free anchorage is usually good, too. But in the off chance anyone is interested, I can do a special



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LETTERS

Ha-Ha rate of \$1/foot/night for slips without electricity, or \$15/foot/month, also for slips without electricity. No, it's not as inexpensive as some places in the States, but it's very inexpensive for Cabo.

Jim Elfers
Puerto Los Cabos Marina
San Jose del Cabo, Baja California Sur

Jim — Thanks for providing us with so much factual information on the fuel situation. On many occasions we've tried to get explanations for the surcharges for fuel docks, but nobody could seem to explain them.

Thank you also for putting out the welcome mat for Ha-Ha boats. While Puerto Los Cabos is about 19 miles east of Cabo San Lucas, it wouldn't be the end of the world for Ha-Ha folks to 'commute' to the Friday Beach Party and the Saturday Night Awards Ceremony by bus/taxi/rental car. And Puerto Los Cabos is much more convenient to the Los Cabos Airport. We think you'll get more than a few takers.

With regard to an "AIS rental equipment" provider in Mexico putting the pressure on SCT to pass a law making them a requirement on recreational boats, we're confused. First of all, you buy the units rather than rent them, and certainly almost all American boatowners would buy them in the States rather than Mexico. Furthermore, we're still pretty sure the officials down there don't really understand what AIS does. For example, it's not a way of tracking small vessels, as the units can be shut off as easily as a VHF radio can be turned off. But we suppose one time will tell.

↑↓PLAYING CHICKEN COULD MEAN PLAYING DEAD

My friend and I went out sailing one Thursday in September



CUYLER BINION

This near miss earned the captain of the sailboat two five-blast warnings.

on his Corsair 31 *Roshambo*. While heading under the Bay Bridge, we saw a tanker sound not one, but two series of five warning blasts on

his horn, to the sailboat seen in the photo. From a distance, it was hard to tell how close the sloop came to getting hit, but it was close enough for my friend and me to hold our breath and wait.

Cuyler Binion, crew
Roshambo, Corsair 31
San Francisco Bay

↑↓A SHIP'S BOW WAKE IS DECEPTIVE

In response to September 8's *'Lectronic* "near miss" photo, it might be helpful to point out that back in the 1880s William Froude discovered that the wave patterns of hulls have a geometry that is related to the relative speed or 'non-dimensional' speed through the water. In fact, it's what led to the practical adoption of towing tank tests.

One such non-dimensional speed that naval architects often use is the speed-to-length ratio, which compares the speed of a boat to the square root of the waterline length. Many sailors no doubt have recalled reading that the practical

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LETTERS

top speed of sailing yachts is limited by waterline length. For example, 1.34 times the square root of the waterline is often quoted.

The practical result of this is that when big ships travel at the same absolute speed of small vessels, the wave patterns of the two look very different. The textbook example is of a tug making a great fuss to keep up with an accompanying ocean liner that is making almost no perceptible wave.

So a 1,000-ft container ship may appear to be moving slowly because almost no waves are visible, and often we may subconsciously use the size of the wave pattern to judge speed — but be terribly misled.

Karl Kirkman
Interim Escort, Shamrock 26
Oxford, MD

Karl — Bow wave or no bow wave, the best thing to do when a ship approaches is to head 90 degrees away from its projected course until you're sure you'll be clear. Unless a ship has made an unexpected turn, there is no reason for a small boat to be caught anywhere close to a ship.

↑↓ **STILL JUMPING OUTTA PERFECTLY GOOD AIRCRAFT**

I'm in the Coast Guard and work as a rescue swimmer from a helicopter. In fact, I just hit the 20 years of service mark in February.

Anyway, an old pilot buddy of mine recently mentioned that he remembers an issue of *Latitude* that had a story about Bill and Penny Brownrigg's adventure at sea off California's Cape Mendocino back in August of '98. I was part of the crew that extracted them from their 40-ft sailboat *Credimus*. Several months later *Credimus* was found adrift off the Hawaiian Islands.

I'm wondering if there's even a dark chance that I could get a copy or print of the story you did on the Brownriggs' adventure. It would be something to show the grandkids one day, God willing.

I'm still in the Guard . . . and still jumping outta perfectly good aircraft.

AST1 Pat Estrada
U.S. Coast Guard
Sitka, Alaska

Pat — For a guy who does what you've been doing for 20 years, heck yes, we've got a December '98 issue that we're happily sending along to you. Unfortunately, our story was written back in the day before news was disseminated as easily as it is today, so we didn't even get your name in.

Credimus, of course, drifted to Hawaii in the remarkably fast time of three months, and other than missing her mast, arrived in good shape. It was reported that the Brownriggs were back home in Ireland when they got the surprising news that their boat had made it to Hawaii. Our report ended with the couple being on their way to Hawaii to reclaim their boat, but we never heard from them again.

↑↓ **POWERBOATS AREN'T NECESSARILY ECO-VILLANS**

While I understand the general context of *Latitude's* response to the high fuel consumption of a 50-ft twin diesel sportfishing boat, I think that it paints an only partially accurate picture.

As someone who used to be a delivery skipper, I know all too well that a 50-ft powerboat on a plane can slurp 50+ gallons an hour. But there are also very economical and ecologically conscious alternatives within the powerboat market. Trawl-



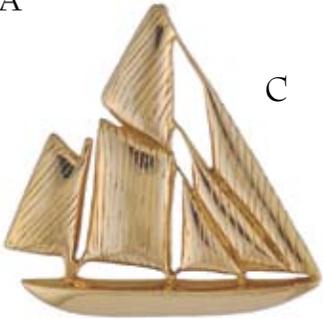
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A

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C



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E



F

- A Catalina Sunset Celtic Nautical Bands
- B 18kt Rose Gold Claddagh Wedding Set
- C Gaff Rigged Ketch. She appears English by design, low, sleek and fast! Hand made and finished. Fixed bail hidden behind the topmost sail.
- D Laser cut sand dollar pendants and earrings. Three sizes of pendants. The earrings are the small pendant size. Background is bead blasted; the center has laser-cut facets.
- E 14kt White Gold Heart with breaking waves set with .50 carats of diamonds. A dolphin is leaping through the wave with an impish smile.



I



G

- F 14kt Sea Turtle Hatchling breaking free from the shell. Turtle is polished and egg shell is sand blasted. Turtle pivots within the shell and there is a hidden bail under the top-most flipper.
- G Full Round Palm Tree



J



H

- H Great Horned Manta Ray. Finished and polished on both sides in 3D with a fixed attached bale.
- I Heron in 14kt Yellow Gold with 1.5mm emerald eye and .24 carats of diamonds.
- J Fin Keeled Fractional Rigged Cutter. Top of mast is looped to form bale.
- K 14k Sea Dragon. Polished fins around tail and head. Body finished in matte bead blast.



L



K

- L A manatee couple embrace in a slide bail pendant.



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LETTERS

ers, for example, are a common 'next step' for many sailors. How efficient are they? When I did the '06 Ha-Ha aboard a fairly new Willard 40-ft full-displacement trawler with a very efficient John Deere 130-hp turbo diesel, we burned under 1.5 gallons per hour while averaging around 7.2 knots. You may remember us — in an attempt to be the first powerboat to have sailed at least part of the Ha-Ha, we sported a rather large genoa and more or less sail/drifted across the Leg 2 finish line. On the 1,000-mile trip from Long Beach to La Paz, we burned less than 200 gallons of diesel.

On a hypothetical cruise, say a three-year coastal cruise of 7,000 miles to the San Blas Islands and back, an efficient trawler would burn roughly 1,500 gallons of diesel. A comparable cruising sailboat would probably burn about 1/4 to 1/3 of that. The cost difference? Probably about \$4,000. It's probably not a lot more than the cost many cruisers would put into rigging, winches, folding props, sails and other stuff.

As for the differences in carbon footprints, yeah, I get that. But it's my guess that a typical Bay Area couple probably uses at least two automobiles for their commutes, and even if the cars are Priuses, they will easily eclipse the fuel burn of a modern trawler.

And by the way, modern industrial diesels are reliable. The Deere diesel is adapted from constant industrial use applications, where 40,000 hours of run time are expected. A well-maintained marine version will easily see 15,000 hours with regular use — a stark contrast to the lightweight diesels in many sailboats that are tired and worn at 1,500 hours. Imagine the carbon footprint tradeoff of a new engine installation.

Don't get me wrong, the price of diesel has shocked the powerboating community, and it is clearly changing habits. True displacement trawlers, which have good fuel efficiency, are surging against their look-alike but pricey 'fast trawler' brethren. And the term 'motorsailor' is popping up with greater frequency. But in the big picture of cruising, spending an extra \$100/month to operate a trawler versus a sailboat is a rounding error. And I can't help pointing out that, despite a very modest boat speed of seven knots during the Ha-Ha, we were always among the first to have our hook down at the next anchorage because we could take a more direct route.

By the way, I read a lot of the industry publications, and *Latitude* is the one I look forward to reading the most due to the straight-shooting style and lack of spin. Plus, I personally identify more with the *Latitude* / Ha-Ha attitude toward controlled self-reliance than the paternal philosophy in evidence at last year's first FUBAR, which is sort of a powerboat version of the Ha-Ha. For example, I was in the crowd at the '06 Ha-Ha skipper's meeting when someone raised his hand and asked whether it was okay to go inside the San Benito Islands. I forget the Grand Poobah's exact answer, but it was along the lines of, "It's your boat, your crew, and your capabilities. Look at the chart and make your best decision, skipper." I suspect the same question would have been answered much differently at the FUBAR. It's only a guess, but I'd imagine the FUBAR had waypoint lists that folks blindly downloaded into their GPSs. That's not necessarily bad, just a more paternal approach to risk mitigation.

Peter Pisciotta
www.SeaSkills.com

Peter — Thanks for the kind words. We couldn't agree more that there is a great variety of types of powerboats available, and that some of them — mainly trawlers with modern diesels — are much more fuel efficient than the rest. It's similar to cars,

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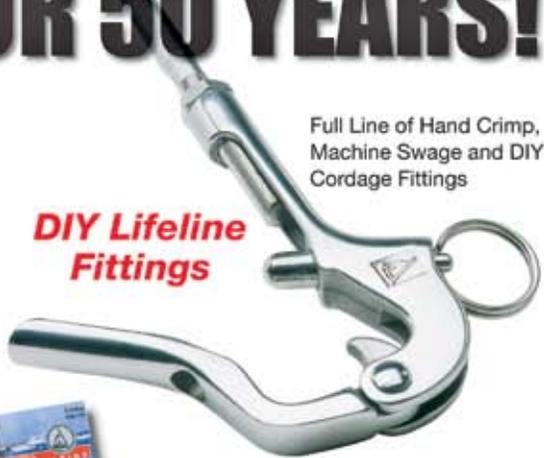


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LETTERS

where you can drive a 2008 Lamborghini Murcielago and get a combined 10 mpg, or, if you're in Europe, you can get a VW Jetta that gets 50 mpg. (Thanks to government intelligence, we can't buy the 50 mpg VWs — which get rave reviews — in the States until next spring.) And it's not like we're telling everyone with a powerboat to buy a sailboat, because in some important respects they are different activities.

Our powerboat expert in Newport Beach tells us that it costs \$750 to take a Bertram 46 to Catalina and back, while it only costs him about \$130 to make the same trip with his 53-ft trawler. The difference is that the Bertram is doing 18 knots,



COURTESY WILLARD

Compared to many powerboats, the single-engine Willard 40 sips fuel.

while he's only doing eight knots. And he confirms that the effect of higher fuel prices on powerboat sales and habits has been dramatic. Powerboats aren't being used as much, he says, and when they are, they are being used much more economically. For example, the heavy old Bertram-type boats that were equipped

with Jimmy diesels built in an age when fuel economy was of no concern piss fuel away when operated at 18 knots. So in response to the higher cost of fuel, owners are now using these powerboats much less, and when they do use them, they're driving them at just 10 knots — essentially using them as trawlers — and reducing fuel consumption by half.

The one area where sailboats continue to have a huge advantage over even trawlers is on long off-the-wind passages. Earlier this year, the yachts *Coco Kai* and *Moonduster* reported 3,000-mile passages to the Marquesas during which they used less than 20 gallons of fuel each. And then you have the nearly 100 boats that sailed to Hawaii in the Pacific Cup and Singlehanded TransPac, none of which used more than minimal amounts of fuel to charge batteries.

However, we disagree with you about the life of small diesels in sailboats. Yanmars and Volvos are the dominant brands, and everyone from diesel mechanics to charter fleet operators in the Caribbean tells us these engines are routinely good for 10,000 to 15,000 hours. Our R&C 45 catamaran 'ti Profligate in charter in the British Virgins has two Yanmar 52-hp diesels with about 5,000 hours, and they run perfectly and don't smoke or burn oil.

As for the Ha-Ha, we have what we've consider an Australian government's attitude toward mariners: "Your safety is our concern, but it's your responsibility."

↑↓ THERE ARE NO BEARS IN THE SONORAN DESERT

I was saddened to read about the death of Daniel Dryden, who was killed by robbers with machetes while he and his wife were preparing dinner on their Southern Cross 39 *Sunday's Child* in Guatemala's Lake Izabal. It sounds to me as though Dryden put up an admirable fight with the very worst of consequences.

We've cruised aboard our trawler from Los Angeles to Panama and back since '96 with a few breaks in between. We spent about three years in Mexico. While there, I kept a hand gun aboard the boat. I'm a retired L.A. cop, so having a gun aboard was like having another tool in my tool box. However, as you know, the Mexican government has a different view of



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LETTERS

weapons, and the consequences of being caught with a gun in Mexico can be devastating. Eventually, I became more concerned about being caught with the gun than without it. Mexico, I believe, is a very safe cruising destination, and we no longer carry a gun aboard. But the issue of self-protection is still important.

I did a little research on the subject of good weapons for cruising boats. I personally like the Taser — especially for police use. Unfortunately, they're illegal in Mexico, Canada, and other countries, and a few states in the U.S. In addition, it may not be the best choice for self-protection aboard a boat. As you correctly reported, the C2 Taser was developed for civilian use. It's designed to disable a suspect for about 30 seconds — a much longer period of time than the police version, which does it for about five seconds. The C2 concept allows the victim to shoot the suspect, drop the Taser, and then escape unharmed. But here there are problems. A Taser can only be used against one suspect, while many confrontations with cruisers involve multiple suspects. It could be very difficult to 'escape' aboard a small boat. (After being Tased, a suspect quickly regains the ability to cause problems.) And the generally non-lethal Taser could turn into a lethal weapon should the suspect fall overboard after being Tased.

Hollywood would like us to believe that flare guns and spear guns are effective as weapons. They are not. Spear guns are extremely unsafe when fired out of the water, are only good for one shot, and can be difficult to use in a confined space. Flare guns are extremely inaccurate. With the permission of the San Carlos (Sonora), Mexico, commandant of police, I test-fired a flare gun from a local beach. A 12-gauge flare easily penetrated a 1/4 inch sheet of plywood, but the sight picture was off by over two feet from a distance of only about 10 feet! In other words, you cannot hit a close target with a flare gun.

As a police officer, I was not very fond of pepper spray. My partner was a notoriously poor shot with it, and on at least two occasions involving scuffles with combative suspects, I received the bulk of the of the spray. This delighted both my partner and the suspect. However, I think the device has a lot of potential for cruising boats. Pepper spray is legal in Mexico, but not Canada.

Interestingly, bear spray is legal in Canada, and there is very little difference, chemically, between the two. The active ingredient in both is oleoresin capsicum. Pepper spray can be used against multiple suspects. Unfortunately, it only has a range of about eight feet. I did not test pepper spray during windy conditions, but it could be a problem if the suspect is upwind.

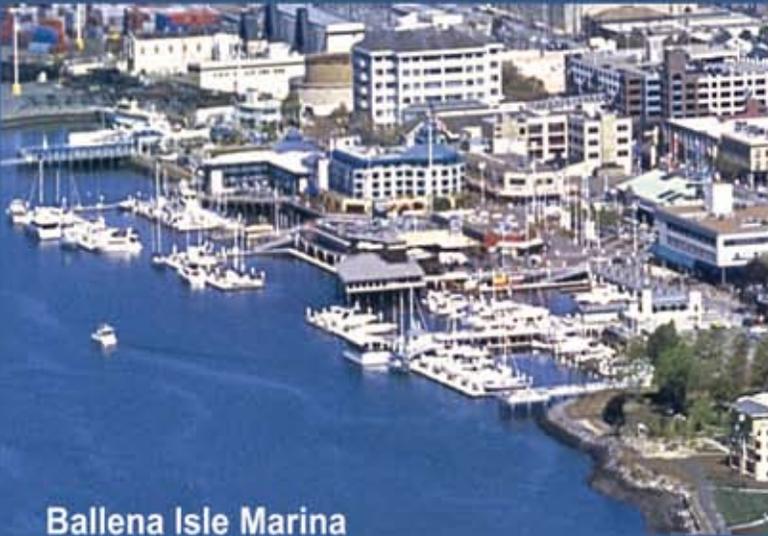
I like bear spray. It has a much greater range, being effective for as far as 30 feet. In addition, the canister contains far more liquid than human pepper spray, making it especially effective against multiple suspects. Bear spray manufacturers make it clear that it should not be used against humans, but I suspect that may be a liability issue. When I asked the commandant about bear spray in Mexico, he smiled and said there were no bears in the Sonoran Desert. But the smile said a lot. We now carry bear spray aboard *Imagine Me and You*. I just hope my wife is a better shot than my old partner.

Tom & Judy Blandford
Imagine Me and You
San Carlos, Mexico

Tom and Judy — Thank you for the knowledgeable and insightful report.

It seems to us there is no perfect solution. If there was only

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LETTERS

one assailant, a C2 Taser seems like it still might be an effective solution, as the assailant might assume you had more. Indeed, if you had a second one and he got another 30 seconds, he'd almost certainly be inclined to split. In addition, the 30 seconds would give you time to either whack the guy over the head a couple of times with a cast iron pan, hit him in the nuts with a winch handle or, perhaps better yet, hop in your dinghy and take off to neighboring boats. While Tasers may not be legal in Mexico, the C2 version looks a lot like a stylish vibrator, and we don't think the complications would be as great as if you had a hand gun.

That you like the bear spray carries a lot of weight with us. And while not explicitly legal in Mexico, again we don't think it would result in the reaction that carrying a hand gun would.

↑↓WE HIT 15.5 KNOTS WITH JUST A LITTLE HEADSAIL

I hope that you're still accepting reports of top monohull speeds, for in June of '89, while bringing my parents' Columbia 43 *Adios*, which I now own, back from the '88 Pacific Cup, we hit 15.5 knots. The anemometer was pegged at 50 knots at the time, and all we had up was a small headsail. I was driving and screaming, "Fuuuuuck, what are we doing out here!?" The wind was blowing the tops off the waves and the whole ocean was white frothy foam. The bow came out of the water and there was nothing but spray from the shrouds aft! We made great time in the direction of the mighty Columbia River.

By the way, thank you for reviving the Sea of Cortez Sailing Week, and for hosting most of the social events for that event on *Profligate*. I had a great time crewing for Patsy on her Gulfstar 50 *Talion* and am now working hard on getting *Adios* ready to sail south for the winter.

Craig Shaw
Adios, Columbia 43
Portland

Craig — We're glad you enjoyed Sea of Cortez Sailing Week, which we plan to host again starting on April 1 of next year.

↑↓TOP SPEEDS CAN BE DECEPTIVE

I know that *Latitude* has written enough about me for several years, but I thought you might like to see a photo of my Hunter 49 *Wanderlust 3*, on which I did an 11-month circum-



MIKE HARKER

Mark Harker was more pleased with his 1,400-mile weeks than his highest speed.

navigation last year. The speedo shows 10.3 knots, which isn't a great burst. The significance is that I maintained almost this speed — carrying a main, a staysail, and a 120% genoa poled out — for three days and nights in about 20 knots of wind. This was during one of the three weeks in which I covered 1,400 miles, or 200 miles a day.

As for a top speed, my speedo recorded a top speed of 14.8 knots. Mind you, this was with a relatively heavy and loaded down stock cruising boat singlehanded by a guy who is still learning to sail and who doesn't like to heel more than 16 degrees.

By the way, I'm writing this on September 7 from Newport, Rhode Island. I was on a mooring last night when what was

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LETTERS

left of Hurricane *Hanna* came through with 55 knots of wind. Every boatowner had removed his/her bimini, dodger, dinghy and so forth. But I just left everything on my boat the way it had been when I sailed in 55 knots of wind for three days in the South Pacific. I had no problem.

I also got to go aboard *Virgin Money*, the brand new 98-footer than Richard Branson has chartered so he and his kids can try to break the Transatlantic record. I may even get to sail on her. I also met the guys on *Eleanora*, the 137-ft Herreshoff schooner that I filmed at Antigua Sailing Week for ZDF TV four years ago. They invited me for a ride, and told me they'll see me at the St. Barth Around the Island Race on New Year's Eve and at Antigua later in the season.

I'm keeping busy for an 'old' retired guy.

Mike Harker
Wanderlust 3, Hunter 49
Manhattan Beach

Mike — Top speeds can be deceptive, as they are frequently just short bursts, often down steep waves. Maybe we should have asked for the best 24-hour or week-long runs.

↑↓ MORE HIGH SPEED LEAD MINES

As part of our circumnavigation, we left La Gomera in the Canaries aboard my Ericson 39 *Maverick* to cross the Atlantic to the Caribbean. As configured, *Maverick* had a PHRF rating of 105, but she's a heavy IOR design not noted for surfing. We had departed in anticipation of a gale that would get us down to the tradewinds fast. We ended up with wind in the 30- to 40-knot range for several days, and the seas built to about 20 feet. Terry Shrode, my mate on the circumnavigation, was hanging off the transom fixing something that had gone awry with the Monitor vane, and I was at the helm, when we caught a particularly fast ride down the face of one of these bad boys. I whooped, but Mr. Shrode did not quite share my enthusiasm when he saw the rooster tail. The GPS confirmed that we'd hit 17.7 knots.

Tony Johnson
Maverick, Ericson 39

↑↓ THIS WAR HORSE ISN'T READY FOR THE PASTURE

Thanks for putting out the best sailing magazine anywhere!

I loved the *Sightings* piece on *Kialoa III* being for sale, and I hope she finds a new, loving owner. But I thought you might like to know that the old *Ondine II* is for sale in Seattle. This is



'Atalanta' on the hook in the Sea of Cortez. To see a photo of her in top sailing form, turn to Sightings.

the famous '67 Abeking & Rasmussen yacht built in Bremen that was first to finish the '68 Sydney-Hobart — with Ted Turner helping at the helm. She went on to wins in the Buenos

Aires to Rio Race, the Trans Atlantic Race, and other races. In fact, under owner Huey Long, she was the boat to beat until *Windward Passage* and *Kialoa III* came along, and was one of the first yachts to travel around the world to compete at different racing venues.

Bay Area sailors may know this *Ondine* — there were later ones also — as the 'almost twin' to TransPac winner *Blackfin*,

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LETTERS

in part because there's a large model of *Blackfin* in the lobby of the St. Francis YC. The two boats have identical hulls, but *Blackfin* had a spade rudder instead *Ondine's* retractable rudder/keel trim tab arrangement — which was later changed to a huge transom-hung rudder.

The current owner bought the old *Ondine* in Florida in the late '80s, renamed her *Atalanta*, and brought her to Seattle, which has been her home ever since. After having Bob Perry re-design the interior and adding hydraulic furling and winches, the yacht can now cruise in comfort while still winning ocean races in the right — read 'windy' — conditions. As *Atalanta*, she has done another Sydney-Hobart, and won the Swiftsure, Vic-Maui and virtually all the Pacific Northwest distance races over the years. After finishing the Newport-Cabo race in '05 amongst the Santa Cruz 50s, we went on to cruise the Sea of Cortez in comfort for two months. While crew on other boats complained of bruises from the rough run down the coast, our only injury was from a crew member's falling out of the aft stall while taking a hot shower!

As captain of *Atalanta*, I sometimes bemoan the schizophrenic nature of my responsibilities on such trips: offloading race sails and onloading cushions and toys, and wondering whether to worry about the operation of the primary grinders or the ice-maker. But she does make a great cruising platform, and it is fun to slow down and enjoy places once you get to them.

Fraser Yachts has the listing on *Atalanta*. The asking price is \$750,000, and she's ready to go around the world.

Stuart Lochner, Captain
Atalanta, Bill Tripp 74
Seattle

Stuart — Thanks for the very kind words and giving us the heads-up. There's a real soft spot in our hearts for those big old warriors of the late '70s and '80s. In fact, while in Australia's Whitsunday Islands last month, we came across a whole



LATITUDE/RICHARD

From the Solent to San Francisco to Sydney, Bob Bell's Holland 80 'Condor' was a fixture on the world maxi racing scene in the '80s.

slew of big old war horses that are now being used as day charter boats. Among them were Bob Bell's *Condor*, which was the Ron Holland 80-ft sistership to *Kialoa IV*, Bill Koch's *Bill Cook*-designed 84-ft *Matador II*, George Couman-

taros's 80-ft *Boomerang*, Syd Fischer's 80-ft *Ragamuffin*, the former Whitbread Race competitors *The Card* and *Merit*, as well as a couple of former Australian 12-meters — they're all down there enjoying life in the tropics. And some of them, such as *Condor* and *Matador*, looked to be in superb condition.

↑↓ AT LEAST ONE WEST COASTER IN THE ARC

In the September *Changes*, you listed the 11 U.S. boats entered in November's Atlantic Rally for Cruisers (ARC), and wondered if any of them were from the West Coast. I can tell you that Phil Stolp, a member of the Marin YC, bought a Hallberg-Rassy 53 in Europe, christened her *Souverain* and will be one the participants in the rally to the Caribbean.

Ron Witzel
Harpoen, *Javelin 38*
San Rafael



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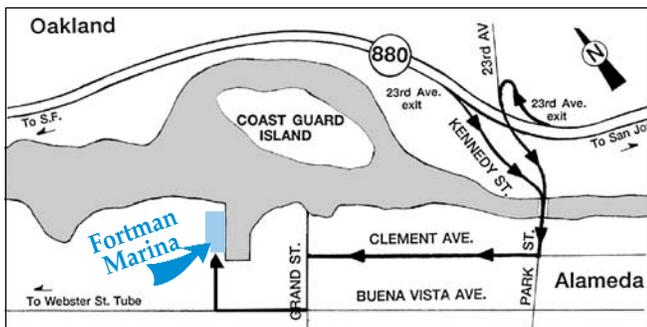
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LETTERS

Ron — Thanks for the heads up. With the euro having traded at as much as 1.60 to the dollar for much of the last year, it's a wonder that there are even that many American boats in the ARC. Given the tumult in U.S. financial markets, it's hard to know what things will be like in even a couple of days, but the euro has fallen to as low as 1.39 to the dollar. If that trend were to continue, there might be a lot more U.S. entries in next year's ARC.

Update: It's been a couple of days since we wrote the above editorial response. Given the massive government bailout program being proposed, we now wouldn't bet the ranch that the dollar is going to continue to build in value relative to other currencies.

↑↓ **BIG DEAL — IT'S JUST A SEAL**

I found the picture of the dead or dying seal or seal lion,



NOAA / BRENDA BECKER

used to illustrate International Coastal Cleanup Day in the October 19 'Lectronic, to be a real winner. There are so many of them now that they are destroying boats, mostly sailboats, in places like Newport Harbor. I'm sorry to say that I don't find it sad to see sea lion expire.

Only the hardest of hearts wouldn't break just a little at this sight.

Gene Barrett
 Planet Earth

Gene — We presume that you've written in a moment of anger and frustration, and that it doesn't represent your true feelings. There is no doubt that, because of an apparently booming population, sea lions are seeking out habitats in places they never frequented before. And in many cases, these habitats are on recreational boats and docks all up and down the coast. NOAA gives information on how to stop them on individual boats, which is a good thing, as a species-wide solution doesn't appear to be at hand. Check out their suggestions at www.nwr.noaa.gov/Marine-Mammals/Seals-and-Sea-Lions/Detering-Pinnipeds.cfm.

By the way, you wouldn't be the manufacturer of Dead Seal Surfboards, would you? A few years ago, Hall Palmer found



RICH BOREN

a Dead Seal board floating between Pt. Conception and San Miguel Island. Not knowing what to do with it, he gave it to us. We've kept it as a guest surfboard on Profligate ever since, and a

'Rari' was in danger of sinking before the Pt. San Luis Harbor Patrol moved it.

number of Ha-Ha folks have gotten their first rides ever at Bahia Santa Maria with it.

↑↓ **SHOCKED TO HEAR ABOUT WILDFLOWER**

Wow, the shocking news that Singlehanded TransPac winner Skip Allan had to scuttle *Wildflower* on the way back from Hawaii proves that things like that can happen to anyone.



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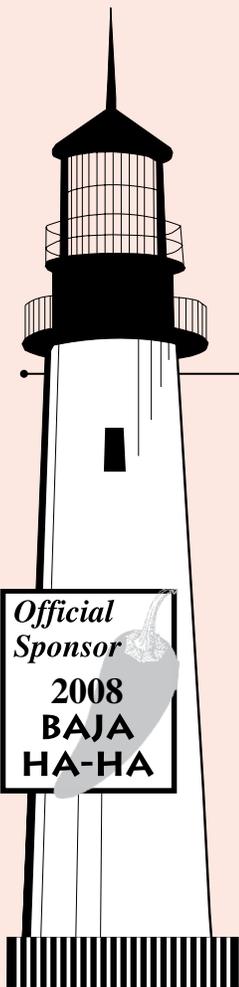
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LETTERS

This should be a great lesson to any know-it-alls out there.

Jeff Hoffman
San Francisco



LATITUDE / LADONNA

It had to be very, very hard for Skip to part with 'Wildflower', which had been such a big part of his life for more than 30 years.

Jeff — No one could have been more shocked at the news than we were, as for 30 years we've been using Skip and Wildflower as an icon of what a fine sailor can

do with a small boat. Further along in this issue is a feature on Skip's decision to sink his beloved yacht.

↑↓ WILL INSURANCE PAY FOR A SCUTTLED BOAT?

In your September 2 *Lectronic*, you reported that Singlehanded TransPac winner Skip Allan scuttled his Wylie 27 *Wildflower* 250 miles offshore to avoid her becoming a hazard to navigation. It got me wondering about the insurance implications. I'm not sure if *Wildflower* was insured or not, but I'm wondering how an insurance company would respond to paying a claim on a boat that was voluntarily scuttled, as opposed to being abandoned and then lost.

Murray McLeod
Addiction, Newport 30
Vallejo

Murray — In the case of Allan, Wildflower was not insured. However, during the Atlantic Rally for Cruisers a couple of years ago, there was a skipper who couldn't continue and a crew that couldn't sail the boat the rest of the way across, despite the fact she was in fine shape. After consulting with the insurer, it was agreed that the boat would be scuttled and that the insurer would pay the claim.

↑↓ THE RAIN, NOT A HURRICANE, WAS THE PROBLEM

After a two-month visit to the States, my wife and I returned to our boat *Tigger* on the hard at Marina Singlar in Guaymas. We got there on August 25, just as tropical storm — we can't remember the name — was making its way up the Sea of Cortez.

Guaymas expected to be doused with about two inches of rain but actually got deluged by 7.5 inches. As a result, the streets of Guaymas flooded with mud from the surrounding hills, filling many of the stores with mud and water. Over at Marina Seca, where hundreds of cruising boats are stored, the rain caused a cinder block wall to partially collapse, causing damage to two catamarans and three trimarans. The rumor



GLENN TWITCHELL

Bizarrely, the walls came tumbling down on the multihulls at Marina Seca.

around here is that the school adjacent to the boatyard, which put up the wall, is refusing to compensate the owners of the damaged boats, and Marina Seca isn't accepting responsibility

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LETTERS

because it wasn't their wall.

P.S. We've been reading *Latitude* from the beginning. Thanks for a great rag and keep up the good work.

Rick & Sheri Eichmann
Tigger, Granger 36
Coos Bay, OR

Rick and Sheri — If we're not mistaken, all that rain was dumped by the periphery of tropical depression 11 E, as records show there were no tropical storms in the Sea of Cortez on August 25. But that didn't stop the rain — or unsupported cinderblock wall — from tumbling down. Fortunately, none of the boats look terribly damaged, and we hope that some sort of settlement can be arranged.

↑↓ MORE GOOD SAILING THE BAY STORIES

Here's a list of the stuff we lost overboard on the Friday of Labor Day weekend: One boat hook. (It's possible to snag a loose main halyard from the deck of a bouncing boat with a boom, but I wouldn't recommend it.) One Tilley hat. One 3' x 5' U.S. flag with the teak flag staff. And one man's wedding ring. For the time being I've decided to keep the husband, but some days I'm not so sure.

I want to say a special 'thank you' to Heather M. for rescuing and returning my husband Norm's hat, which was picked up off Muir Beach. Considering my husband lost it east of Alcatraz, the trip almost to Stinson Beach was quite a ride. Kind of a 'message in a bottle' thing. I'm curious to know where the rest of the stuff ended up. Anybody know?

All things considered, we had a great time, and some great new sailing the Bay stories. My wrenched thumb and binged up shoulder are not really worth mentioning. Here's looking forward to more fun, wild weekends on the Bay.

On a lighter note, I always smile when people brag about their boat speed. It's all relative, isn't it? We got our 1943 Block Island Cow Horn up to 7.8 knots Friday with just a 90% jib and a blown mizzen. Not bad for a WWII tank!

Karlen Harris
Sans Souci, Block Island Cow Horn
Oyster Cove, South San Francisco

↑↓ THE WATER VENDORS GOT TO KNOW US WELL

With regard to the request for info on do-it-yourself boatyards in Mexico, we left *Legacy*, our Sage 43, at Marina Seca in San Carlos for the summers of '04, '05 and '06. We'd return each fall for a week of bottom and other assorted work. San Carlos is convenient to the U.S. for supplies, and the weather is reasonable — but only if you wait until October 15 to start work.

In '06, we made the mistake of returning the last week in September. The mid-day temperatures were about 100°, which combined with the brilliant sun, meant working in Tyvek suits was not just hot but dangerous. We managed by starting at sun up and working until about noon, then taking a *siesta* in a cool place until about 4 p.m., then working until dusk. The only saving grace was that there was a steady breeze. I was able to survive by stepping back from the work every couple of minutes and having my wife mist me with the hose. The water cooled the interior of the suit for a couple of minutes, but having to do it sure slowed down the work. Did I mention that we each drank about a liter of water an hour? The water and ice vendors got to know us well.

After October 15, the temperatures drop to the mid 80s during the day in the San Carlos area, and life becomes good in the yard. It can actually be cold in San Carlos during the

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LETTERS

winter, which is good for doing work in the boatyard. The bad part about that means you'd be missing cruising along the Gold Coast during the prime season.

Chris & Heather Stockard
Legacy, Saga 43

Juneau / Bahia Caraquez, Ecuador

↑↓THE PRICE IS RIGHT AT ATALANTA

We hauled out at the Atalanta Marina dry storage yard next to Marina Palmira in La Paz last June with the expectation of doing a bottom job before launching in November. Yes, the heat will be hard to deal with, but the price will be right. It's the only DIY yard that we know of, but I think one could do work at Puerto Escondido's Singlar facility if one could stomach the price of the haulout. We'll drive down to La Paz expecting to bring most of what we need from San Diego, but Lopez Marine in La Paz has a lot of stock for yard work. We'll let you know how things work out.

Jan & Vivian Meermans
Capricco, Sabre 38
'Lucky 13' Ha-Ha vets

Jan and Vivian — We'll be interested in your report. By the way, we don't think the heat will be too big of a problem in November.

↑↓AND WE LOVE HER

It's been a few months, but we noticed that you reported our *Insatiable II* as being a Standfast 36. That, my friends, was the original *Insatiable* on which we sailed from San Francisco back in '86.

Insatiable II is a 46-ft one-off that was designed by Aussie naval architect Jon Sayer and built by Gary and Sue McAulay

in central Queensland in '90. She's done in strip-planked composite, has a gorgeous hardwood fit-out below and sports a big fractional rig to drive her roughly 11-ton loaded displacement. We love her!

Insatiable the original is berthed in Manly, Queensland, and is in the hands of an enthusiastic wannabe cruiser who is slowly repairing all the horrors accomplished by the chap who bought her from us. We have every hope that she will soon be cruising again.

Jim and Ann Cate
Insatiable II, Sayer 46
Southwest Pacific

Jim and Ann — Having recently travelled the length of the Queensland coast, we can understand why you've been down there so long. It's so clean and as uncrowded as California used to be 75 years ago, and there are so many places to explore by boat.

↑↓AS ADDICTING AS HIGH SPEED INTERNET ACCESS

In response to a request of what I've been up to, my Wylie 60 *OceanPlanet*, the veteran of two around the world races, is now getting a flashy new topsides paint job to go along with

LATITUDE / RICHARD

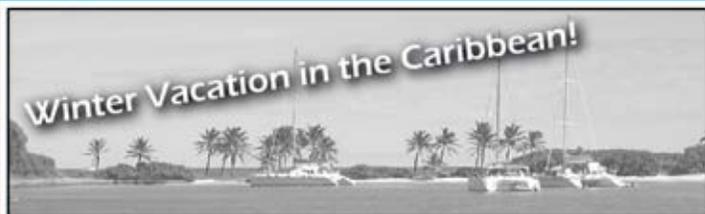


There's plenty of room to cruise alone in Queensland, particularly in the tropical north.



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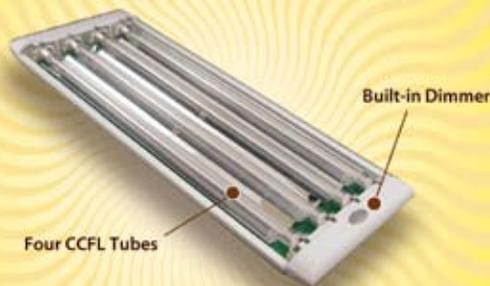
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LETTERS

her new white bottom paint! This is in addition to a repaired keel, bulb, and rudder. It's all very nice.

While it would have been great to sail *OceanPlanet* across the Atlantic to France to watch the start of the '08-'09 Vendee Globe, we must do what makes the most financial sense. And since more potential paid crew have signed up for a run to the Caribbean, we'll do that instead. But it will be a great run.

The trip to the Caribbean will be in two parts. Leg One will be from New England to Bermuda. We'll probably start on October 27 with the North American Rally to the Caribbean

(NARC) fleet, although we'll quickly leave them behind. The second leg will be from Bermuda to St. Martin. I'm not sure when we'll start the second leg, as it will be either right after the first leg or right after I return from France and the start of the Vendee Globe.

The cost for doing both legs is \$5,000, while Leg One alone is \$2,500, and just Leg Two is \$3,000. We suggest that 50% of the cost be considered a tax deductible donation. The OceanPlanet Foundation is a 501(c)(3) entity. There is still plenty of room for both legs, so if anyone is

interested they should contact me at bruce@bruceschwab.com.

But I must warn anyone who is thinking of crewing that *OceanPlanet* is a very special boat, and you'll have a hard time going back to plodding boats afterward. It's sort of like after using high speed internet for the first time.

Bruce Schwab
OceanPlanet, Wylie Open 60
Portland, ME

Readers — To remind everyone, Bruce was part of the Northern California sailing industry as an Alameda-based rigger. In 1996, he won the SSS Singlehanded TransPac with the near antique Rumbleseat. He then had Schooner Creek Boatworks in Portland build the Wylie 60 OceanPlanet, which he ultimately sailed nonstop around the world in 109 days in the Vendee Globe, becoming the first American to complete that prestigious event.

As for the NARC, it's a rally to St. Martin in the Caribbean, with a stop in Bermuda, hosted by lifelong sailor Hank Schmitt. Started in '01, it reportedly attracts about 30 boats a year. Ha-Ha entrants might want to take note that the entry fee is \$650 per boat, another \$100 for each crew over two, making it almost twice as expensive as the Ha-Ha.

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.

LATITUDE ARCHIVES



Bruce Schwab is welcoming a few hardy sailors aboard 'OceanPlanet' for his next voyage.

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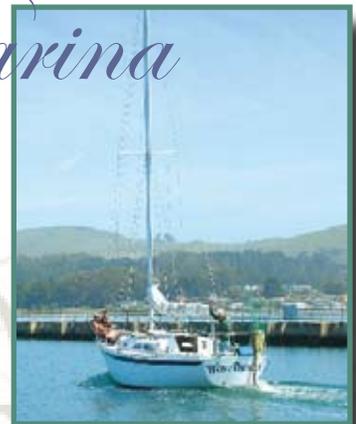
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- Tues 10/14 **Beyond Mexico: Preparing and Cruising the South Pacific** – Sam and Sally Peterson, Cruisers
- Fri 10/17 **Outboard Motor Needs for Cruising in Mexico** – Tom Teevin, Aquarius Yacht Services
- Tues 10/21 **Cruising the Sea of Cortez** – Heather Bansmer & Shawn Breeding
- Fri 10/24 **Cruising Mexico with Charlie** – Margo Wood, Author
- Tues 10/28 **Staying Friends with Your Diesel Engine** – CF Koehler, Koehler Kraft
- Thurs 11/6 **Cruising Self-Sufficiency** – Paul Mitchell, Circumnavigator
Cruising Women's Round Table Discussion – Susan Mitchell, Circumnavigator
- Tues 11/11 **Cruising on 12 Volt Batteries, Alternators, Inverters: Tips and Troubleshooting** – Barry Kessler
- Thurs 11/13 **Offshore Marine Safety: Life Rafts, EPIRBs and Beyond** – Bruce Brown, Certified USCG Trainer
- Tues 11/18 **Under Pressure! Pressure Cooking for Cruisers** – Captain Steve Ford, Author & Veteran Cruiser
- Thurs 11/20 **AIS: The Best Collision Avoidance System** – Steven Gloor, Veteran Cruiser

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COURTESY KATHLEEN TORRES AND STEPHEN MANN

Starting this month, Kathleen and Stephen plan to sail around the world with only a few brief stops — and be back by next summer.

it's almost crazy": sailing around the bottom of the world in less than eight months on our San Diego-based 39-ft sloop *Tawodi*. When *Latitude 38* asked why — why the frenetic pace? why the uber-cold bottom of the world? — Stephen said: "Because it sounds like fun."

That's one in an ongoing collection of answers to the 'why' question. Others include: because we can, because it's the time we have, because we've done the slow cruising already, because we can't be alone with each other for longer, and Stephen's personal favorite — because it's the way we roll.

Now we're just weeks away from leaving. I've joined the ranks of the unemployed, Stephen has upended his bank account into the hands of the Ventura Harbor Boatyard to get the boat ready, and we're past the point of answering why.

The reality of the undertaking descends on us as the days creep closer to our planned departure in mid-October. Stephen's family visits for a last hurrah, friends chatter at us with a stream of well wishing hemmed in with hugs and handshakes. There are dentist, optometrist, and doctors appointments. There are eight batteries to be swapped and there's that nagging desire to purchase food for the coming months at sea.

These days, the 'whys' take a backseat to more pragmatic concerns. Food marks a tipping point in our bank accounts and keeps us from buying some other things we'd like to have.

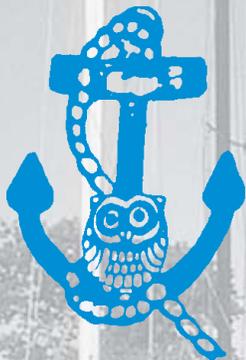
Want a satphone — need rice and beans.

And then there's my tiny nervous breakdown tapping its foot just yonder.

I mean, am I nuts? Stephen may be a virtuoso among mariners, but I am — at best — an accidental sailor (emphasis on 'accident'). He stands, beaming, a picture of surety. I stand twitching, a picture of anxiety. And I begin to understand that the real adventure lies here, between him and me. Over the following months we'll deal with the practicalities of safety, navigation, hygiene, sustenance but, more significantly, with the practicalities of each other. I flash on a cartoon image: Captain Confidence and his sidekick, Super-Anxious Woman, sailing around the Globe. On occasion, when I'm not so anxious, I laugh at that image.

Hopefully the sailing community will follow the adventures of Confidence and Anxiety on our website: www.svtawodi.com and, hopefully, after eight months Confidence's trusty sidekick will have a new nickname.

— Kathleen Torres

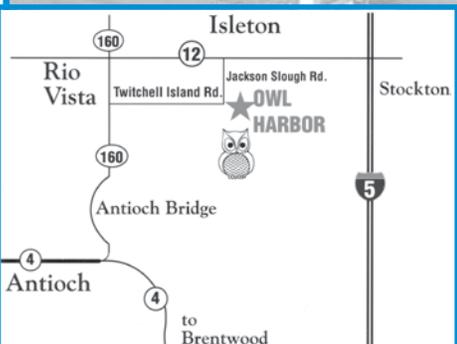


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LOOSE LIPS

Eight bells.

The Sausalito waterfront and Bay Area sailing community at large lost a good friend and fellow boater when Mark T. Cenac passed away in his sleep August 28.



Mark Cenac.

He was doing what he enjoyed best next to sailing — camping at Sequoia National Park. Mark was 57.

Mark was born in Ancon, Panama Canal Zone in 1950 when his father, Tom, was stationed there as a U.S. Army surgeon. The family moved often, including four years in Italy, San Antonio, Texas, Arlington, Virginia and eventually Fort Leavenworth, Kansas, where Mark attended college. He met his wife Debra Barker there and the enterprising couple set up a bicycle shop. Later they headed to the Boston area, where Mark worked as a production manager for Cape Dory Yachts. It wasn't long before Mark decided to get a boat and the couple headed for the Bahamas.

After several years of sailing and chartering their Mason ketch *Lucida*, Mark and Debra went their separate ways. Mark headed west to California, arriving in Sausalito in the late 1980s. He soon found his boating skills and technical talents in demand, and went to work for Sausalito's Edinger Marine. When Edinger Marine became Spectra Water-makers, Mark struck out on his own and started Cenac Marine Engineering. Though he was always in demand, he managed to break away from work whenever possible and sail with friends in the South Pacific. He also took several trailer sailboats on extended winter beach camping trips to Baja.

In the mid-1990s, Mark acquired a 38-ft Atkin Ingrid gaff ketch that had been built in San Francisco in the mid-'70s. *Pandora* became his home and travel companion for the next 15 years. He sailed the boat to Mexico in the late '90s and spent several years commuting back and forth — enjoying Mexico when he could and returning to work when he had to.

Mark was an expert marine technician who often supervised extensive electrical and systems refits on both sail and powerboats. His client list was a 'Who's Who' of the boating world. His work helped to finance an extensive recent refit of *Pandora*, in anticipation of an extended cruise to the South Pacific. Mark left us before he had the chance to fulfill that dream. His smiling, friendly presence will be missed by his many friends in Sausalito and throughout the Bay.

— John Skoriak

The big half that got away. Kind of.

Most Department of Fish and Game press releases transit our desks pretty quickly, getting at best a quick scan in case there's anything related to boating. No boat stuff in the most recent one, but there was a Q&A worth a chuckle.

Q: A friend recently caught a halibut, but before he could get it to shore, a shark bit off the rear half. What remained was under the limit. Could he be cited for this?

A: By the letter of the law, if a fish no longer measures the minimum length, then technically it is no longer legal to possess. As far as the spirit of the law goes, if the DFG warden could clearly see what had happened and believed the fish started out as legal size, it would be up to him/her to decide whether or not to cite. One suggestion: don't fillet the fish until you get home. Keeping it whole will help confirm your shark bite story.

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if it all goes to shit

The U.S. — and therefore world — financial systems seem to be at risk of collapse as perhaps no other time in history. As we write this, Bear Stearns and Lehman have gone under, Merrill had to take cover under B of A, and powerhouses Goldman Sachs, Morgan Stanley and AIG would have failed had the Treasury and Congress not announced that they were going to try to put together a make-it-up-as-they-go program to try to stabilize things. Meanwhile, the Russian and Shanghai stock markets have been as much as 70% off their highs, and a barrel of oil soared \$25 in less than a day.

It won't be until after we go to press that we'll find out if the Treasury and Congress were able to cobble together a bailout agreement. But even if they do, there's no telling if it's going to work. Viewing the situation as realists rather than alarmists, how should we react? We're not survivalists or anything, but throughout our lives we've always had a 'worst case scenario' outlook. The idea is to hope for the best, but assume that the very worst is at least a slight possibility. Thanks to such a perspective, we've felt calmer in times of uncertainty, and felt the 'worst case' wouldn't completely knock us on our ass.

What's the worst case financial scenario these days? We suppose it would be a total freezing up of the credit markets, which would almost surely lead to the near financial collapse of the U.S. and world economies. It would be the Great Depression all over again, in which few businesses would be able to survive, jobs would be few and far between and you might need a wheelbarrow to carry all the dollars necessary to pay your electric bill.

As gloomy as that sounds, we're somewhat buoyed by what we think would be a relatively sunny response if such a dire scenario ever came to pass. It's based on the fact that we've always tried to own outright whatever sailboat we had because we could say — and only half jokingly — that if everything ever went to shit, we'd load the boat up with provisions and head south to the tropics. All joking aside, if *everything* really did go all the way down the drain, that's exactly what we would do.

We realize such a response wouldn't be an option for everyone for a whole host of reasons, not the least of which are family obligations. Nor would it be good if everyone with a boat suddenly headed for Mexico to live on the water. Nevertheless, for more than a few of you with boats, it should be comforting to know the option exists.

We folks on the West Coast are lucky, because it's just an easy downwind passage to Mexico. You need neither the biggest nor most sophisticated boat to sail down to and around Mexico, a country where the people have extensive experience living on hardly anything. We've cruised down there — albeit briefly because of work obligations — on both a Cal 25 and an Olson 30. While we wouldn't want to do it again on a 25-footer or a boat with no headroom, life for a couple could be pretty sweet aboard anything from a Catalina 30 on up.

If you ended up in Mexico, you'd want to go with the seasons. In the winter, you'd want to be on the mainland where it's warm. In the summer, you'd want to be up in the Sea of Cortez, where there's less rain and humidity, and where there is less chance of being affected by a hurricane. But both places are terrific places to cruise.

No matter if you were to live aboard on the mainland or in the Sea of Cortez, it would be easy to do so very inexpensively. Here's why. There are great anchorages everywhere, so there would be no marina fees. There's plenty of fish and other seafood to be caught for free, so protein would never be an issue. And if you shopped carefully, fruits and vegetables are very reasonable — although not as inexpensive as in Central America. If you were on a sailboat and had patience, you could sail everywhere, and mainly run your diesel just to keep the engine parts and gaskets lubricated. And if you had a rowing dinghy, you wouldn't even need to buy gas to get to and from shore. As many cruisers have proven, solar panels could take care of all your energy

continued on outside column of next sightings page

eight bells

The man considered by many to be the best known and most successful yacht designer of the 20th century died last month. Olin Stephens passed away in his hometown of Hanover, New Hampshire, on Saturday, September 13. He had turned 100 just last April.

Stephens's accomplishments are legion. In addition to being an excellent sailor in his own right, he is credited with designing or supervising the design of



If it all goes to hell, we'll have potlucks aboard 'Profligate' on Friday nights, group sails on Sundays, surfing most mornings . . .

— olin stephens

more than 2,000 boats, many under the auspices of the Sparkman & Stephens design firm, which he founded with brother Rod, yacht broker Drake Sparkman and two other partners in 1929. That same year — on a commission from his non-sailor father — he produced the breakthrough 52-ft yawl *Dorada*, whose winning ways ushered in a new era of racing yacht design. In the America's Cup arena, be-

continued in middle column of next sightings page

shit — cont'd

needs — including for radios, stereos, computers, refrigerators and watermakers.

What's more, there would be endless healthy ways to enjoy and entertain yourself — such as swimming, snorkeling, surfing, hiking, fishing and socializing with others. And thanks to the combination of SSB radio, SailMail/Winlink, and perhaps Sirius XM, you'd still be in contact with friends and up on the latest news. In hard times, the best way to live well is to live very simply, and there are few ways to live more simply than on a boat in the tropics.

Make no mistake, life on a 'forced cruise' would certainly be different. In addition to the pace being so much slower that some Type A's might

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SIGHTINGS

shit — cont'd

have some trouble adjusting, there would be less traffic and waiting in lines, less television, less junk food, less dining out at overpriced restaurants and less of a feeling that there's no time for yourself. Hey, some of those would be good things! Oh yeah, there wouldn't be any job to go to either. On the other hand, you'd almost surely get more exercise and eat better, and therefore live a healthier life.

Naturally, we hope there won't be financial catastrophes on personal, national or international levels. Everybody needs stable financial systems in order to thrive. Nonetheless, if circumstances beyond your control result in everything turning very grim, and if you're not absolutely tied to the States, checking out to the tropics on your boat until things get better wouldn't be the worst idea.

— richard

olin stephens

tween 1937 and 1980, he designed eight of the nine winners, including the only two two-time winners, the 12 Meters *Intrepid* ('67, '70) and *Courageous* ('74, '77). The list of achievements and honors goes on and on.

Stephens retired from S&S back in 1978. Though he never owned another yacht after *Dorada*, he continued to sail on other people's boats through the years. His curiosity about all things sailing never waned, and his mind remained sharp well into the internet age. In subjects ranging



Big Boat Outtakes (clockwise from here): Intersecting courses resulted in many 'close encounters' like this one between Jim Mitchell's gorgeous R/P 52 'Vincitore' and Scooter Simmons' J/105 'Blackhawk'. No boats or sailors were injured in the taking of this photo. Above, it's a bird, it's a plane, it's . . . the new RocketBoat ride based out of Pier 39. Above right, the 1D48 'Cal Maritime' scaring the fish — these fishermen never once looked up from their fishing poles, much less bothered to get out of the way of the BBS fleets. Right center, if you're spectating a race, this is too close. Below right, there seemed to be an inordinate amount of shipping traffic crossing the Bay during this year's BBS. The Big Boat Series article starts on page 108.



— cont'd

from design to his particular favorite, safety at sea, Olin would often weigh in on internet forums. His voice of experience almost always put the debate in the proper perspective.

Much has been written by or about Stephens over the years, including an autobiography called *All This and Sailing, Too*, which he completed when he was 90. We hope you'll be inspired to do a bit more reading about this humble man who truly was a legend in his own lifetime.

— jr

redefining boatbuilding

In a shed at the bitter end of the Berkeley Marina, a new breed of beast is taking shape at Berkeley Marine Center. Fifty feet of vacuum-bagged Divinycell foam, carbon fiber, fiberglass and epoxy resin, this new animal will wear a pair of transom-hung rudders, a canting keel, single centerline daggerboard and a nine-ft bowsprit. All of this will be driven by a sail area similar to a current TP 52's — with nearly two tons less displacement. Perhaps the most apt way to describe the new Jim Antrim design being built under the watchful eye of Berkeley Marine Center owner Cree Partridge is that it will be a scaled down version of a Volvo 70 — a Volvo 50, if you will. With a projected completion date around the end of the year, Partridge and his team are cranking away, having completed the hull shell and barrier-coat

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PHOTOS LATITUDE / JR

boatbuilding — cont'd

phase. Next up will be the deck.

Custom race boat building in California has become a bit of an anomaly — in a state which used to churn out custom and one-off IOR boats at a furious pace. Partridge is one of the rare builders who bridges both eras, having built boats like the bright-yellow Peterson 46 *Aleta* — which is still kicking around the Bay — in the '70s and '80s. But having boats you've built still sailing successfully is no guarantee of future orders. There are a lot of factors that go into being able to make a business of custom boatbuilding.

"The challenge is trying to be competitive on price with the off-shore competition," he said. To this end, in conjunction with Antrim — whose engineering he describes as "top-notch" and whose working demeanor he describes as "easy" — Partridge employs technology like computer numerically controlled cutting for the frame stations the boat was built on.

Another challenge for a boatbuilder is keeping a team of skilled employees together from project to project — covering a payroll when there's no money coming in. That's where the more typical boatyard work generated by the Berkeley Marine Center comes in — keeping what he calls "the most talented team I've ever had" gainfully employed in the downtimes. "You can't just build boats," he explained. "You finish a project and you've either spent all the money on keeping your guys — which doesn't leave you with any money to start the next project — or you let your team go, and when you call them to come back they're already working on something else."

Partridge's formula seems to keep working. The 50-footer — which is for his Southern California-based brother Jim — comes on the heels of the Barran family's Antrim 40 *XL*, which already has a 9.5-day Pacific Cup crossing under her belt. As soon as his brother's boat is done, Partridge will be branching out a bit.

Next up will be a prototype barge for Puget Sound that will generate power via tidal currents. After that a composite whaleboat for Lake Merritt's "Ladies of the Lake" rowing club and maybe even some custom carbon fiber sweeps that will take only one of the women — many of whom are in their 50s, 60s, and 70s — to carry, when a wood version would require a least two pairs of hands.

After that, it's back to race boats again with another Antrim 40, this one water-ballasted and geared toward Northern California sailing. With his team in place, orders in place and "the proverbial three-bridge view" from his little wedge of the Berkeley waterfront, Partridge has a great thing going, and it's obvious he enjoys what he does.

"My first love is the marine industry," he said. "It's the atmosphere, the people, everything about it."

We can't argue with that.

— rob

amazing rescue in the med

At noon on Friday, September 19, 29 solo sailors set forth from Cagliari, Sardinia, in the second leg of the Figaro Cap Istanbul Race. Shortly after nightfall, one of them notified race headquarters that he was alongside Christophe Bouvet's Figaro Beneteau II 33-footer *Sirma* — and from the looks of things, Bouvet did not appear to be aboard. A race escort boat rushed to the scene and confirmed that Bouvet, a 39-year-old French sailor, had indeed gone overboard. The trouble was, no one knew how long ago, nor how far the boat had sailed itself.

Using *Sirma's* own onboard navigation systems, race officials plot-

continued on outside column of next sightings page

settlement in

Does everyone recall that the Lake County District Attorney has steadfastly refused to file any criminal charges against Lake County Deputy Sheriff Russell Perdock in the death of Lynn Thornton? This despite the fact that on the evening of April 29, 2006, Perdock slammed his powerboat into the stern of the sailboat Thornton was on at between 40 and 55 mph on pitch black Clear Lake.

Based on a settlement of all the insur-



Cree Partridge, owner of Berkeley Marine Center, values his staff of skilled boatbuilders, like Chris Burreson (inset). When not building boats, they stay employed by working in the yard.

clear lake case

ance companies involved, as reported by Dan Noyes of KGO's I-Team, the experts disagree with the D.A.'s view of who was responsible for what. The coverage from the various policies of those involved were pooled. The amounts were: \$300,000 from Perdock's policy; \$300,000 from the policy of Bismarck Dinius, who happened to be seated at the helm of the sailboat; \$100,000 from the policy of Mark Weber,

continued in middle column of next sightings page

rescue — cont'd

ted the boat's track and called the nearest racers to divert and help with the search. Within a short time, every one of the other 28 boats voluntarily stopped racing and sailed over to help. As requested by the RC, all were periodically setting off flares so that Christophe — if he saw any of them — would know that they were looking for him. But even if he was still alive, the odds that he could be found at night, in 20-25 winds and lumpy seas were slim at best. Especially since, unbeknownst to anyone at the time, he had no light, no personal beacon and no lifejacket.

Incredibly, about 10 p.m., racer Paul Meihat radioed that he had

continued on outside column of next sightings page



PHOTOS LATITUDE / ROB

SIGHTINGS

rescue — cont'd

pulled Bouvet aboard his *TS Regate Creteil Val de Varne*, and that Bouvet was cold but okay. Bouvet was soon transferred to an Italian Guardia launch and taken ashore, where he was found to be shocky but otherwise okay. He told of going on deck to shorten sail for expected stronger winds when a 45-knot gust caused *Sirma* to broach. Bouvet went overboard but managed to hang onto a line. However, when the boat righted herself and the spinnaker filled, the line was ripped from his hands. That was about 6 p.m., two hours before his boat was spotted. So he was treading water for about four hours total. He says he tried to shed as much clothing as he could, and that he was "attacked by jellyfish" while he awaited rescue. He also reported that he did see flares, which helped bolster his spirits.

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settlement

the owner of the sailboat; and \$100,000 from the policy of James Walker, who was the lookout on Perdock's boat.

The money was awarded as follows:

\$760,000 to Thornton's son.

\$18,000 to Weber.

\$13,000 to Dinius.

And a big fat goose egg for Perdock.

In other words, the marine industry experts, who deal with such tragedies all the time, have made it clear that they believe Russell Perdock was primarily responsible for the accident and death of Thornton.



COURTESY ATALANTA

— cont'd

It's something that we, the overwhelming number of *Latitude* readers and the overwhelming number of respondents to a poll in Lake County have been saying all along.

You can't help wondering how long it's going to take for the D.A. to do the right thing, which would be to drop vehicular manslaughter charges against Bismarck Dinius, and file them against Deputy Russell Perdock. Just don't try to hold your breath until it happens.

— richard

The Bill Tripp 74 'Atalanta' is aging gracefully in the Pacific Northwest and ready for more adventure. Check out this month's Letters to find out how you can own her.

rescue — cont'd

Just as there are no atheists in foxholes, Bouvet literally became an overnight safety-first convert. At various press conferences over the weekend, he touted the praises of safety gear and awareness. The incident also made other racers and race organizers reflect on ways to strengthen safety aboard.

Bouvet attributed his survival partly to the warm waters of the Mediterranean. Had he fallen off in the Atlantic, he doubts he would have survived. He also noted that he was lucky to have been sailing near the front of the fleet, since the boat that spotted his was coming from behind. "I dare not think about what would have happened if I'd been one of the backrunners," he said.

Shortly after the rescue, the race's 330-mile leg from Sardinia to Sicily was cancelled. The fleet restarted Sunday. But Bouvet was not among them. He was aboard a race committee boat that escorted them out. (Why he did not participate was not clear from reports, although the boat may have suffered some damage.) He hopes to rejoin the fleet and symbolically finish the race by sailing the last leg — 110 miles from Gallipoli to Istanbul — with them. "I think my sponsor will understand," he said.

This is the third running of the Figaro Cap Istanbul Race, a five-leg, 1,670-mile jaunt across the Mediterranean from France to Turkey. It started in mid-September in Nice and will end the first week of October in Istanbul. For more on the race, go to www.capistanbul.com/en/.

— jr

sailing for cancer . . . and a record

"I'm not some 'nutter' with a death-wish," claims Liverpudlian Tom McNally in defense of his planned double-Atlantic crossing in his 3' 10" homebuilt boat *Big C*. "After 25 years of small boat ocean cruising I think I've heard it all. I know what I'm doing, and constantly prove it by (eventually) arriving unaided at named destinations across 'the big pond'."

McNally has indeed been sailing impossibly small boats across the Atlantic for some time. He broke the record for the smallest boat to cross any ocean — originally set by Sunnyvale resident Hugo Vihlen in 1968 aboard his 5' 11" boat *April Fool* — in 1993 aboard the 5' 4 1/2" *Vera Hugh*. But Vihlen wouldn't let the record go so easily. He'd been planning another assault on the Atlantic and was in the process of building another boat — one slightly longer than *Vera Hugh*. There was nothing to do but chop off enough to make it 5'4". Later that year, Vihlen snatched the record back from McNally.

Now McNally is leaving nothing to chance. *Big C* is built with foam-sandwich construction, making her stronger and lighter than any of his previous boats. An official start date hasn't been announced but McNally plans to sail from Cádiz, Spain, to Central America, then on to Texas and Newfoundland, then back across the pond to Liverpool — a 10,000-mile journey.

While the primary purpose of the trip is to break the record, McNally also hopes to generate donations for Sail 4 Cancer, a non-profit cancer charity. (His mother died of the disease during another of his small-boat voyages.) For more on his effort, go to www.sail4cancer.org.

— ladonna



Tom McNally claims to love the small space and isolation his tiny little ships provide.

COURTESY BIG C



finns to the left . . .

When tossing out the number of Finn dinghies in Northern California — 46 between the Bay and Santa Cruz — the almost universal response at the *Latitude 38* World Headquarters was, “who knew?”

This bullish singlehander that’s been an Olympic class since the 1952 Helsinki Olympics — for which it was designed in 1949 by Swedish canoe designer Rickard Sarby — has gone through ups and downs in its popularity here in America. But it turns out that a burgeoning fleet in Northern California represents the largest concentration of the 150-or-so registered boats across the country.

One of the areas of biggest growth in the class worldwide is in the ‘masters’ division for the 40-and-over crowd. At this year’s World Masters in Medemblik, Holland, 280 boats showed up. Closer to home, the masters crowd is centered around Encinal YC, where members like Holger Grygiel are quietly and rapidly building a fleet that started with a couple of boats and now numbers 21 just two years later.

“There are a couple misconceptions about the Finn,” said Grygiel, a German ex-pat who works as an engineer for the City of Sunnyvale’s wastewater-treatment division. “The first is that it’s strictly a top-level boat — there are 1,500 Finns registered in Germany; most of them are raced at a club level. The second is that they’re enormously expensive — if you want to win the Worlds, sure go out and spend \$30,000 on a brand-new boat. But you don’t need to spend a bunch of money to be competitive on a club or national level.”

An example is one of the boats he’s used as a platform to get people into the class — it’s a 1983 model that finished fifth at the 1984 Olympics. During last year’s nationals at Coyote Point YC, which hosts a major Finn regatta every year, it finished many races in the top five, some 23 years later. With only a little updating, like a now-universal carbon fiber mast, and due to the tailorability of its construction, Finns allow a wider range of sailor-weights to be competitive.

For the last two years, Grygiel has also had an additional *pro bono* job. He’s been building contacts in the world of European Finn sailing, putting together containers of boats and spare parts and shipping them to the U.S. — which, until last year, hadn’t had a builder in over a decade. Often waking at 3 a.m. to place orders and make calls to Europe, he’s been hard at work building a base of Finn sailors big enough to provide incentive for U.S. retailers to stock parts.

Elsewhere in Northern California, sailors like San Francisco YC junior director Forrest Gay, rigger Andy Casey, Team Pegasus patriarch Philippe Kahn and the ubiquitous Don Jesberg are all devotees of the Finn. San Francisco’s Russ Silvestri was the U.S. Finn representative at the 2000 Olympics, in addition to winning the North Americans in the class three times. And St. Francis YC member Zach Railey won a silver medal in the class in Qingdao this summer.

A great place to find out more is the U.S. class association at www.nafinnclass.org or email Grygiel at hgrygiel@aol.com. Or check out the fleet at the 2008 Pre-nationals at Coyote Point YC on October 11-12 and the Nationals at St. Francis YC on October 17-19.

— rob

what a way to end a cruise

What nearly ended as a pleasant and uneventful delivery home to the Bay after a month cruising the Hawaiian Islands turned into “a little too much adventure” for the four sailors aboard Bill Edinger’s Sausalito-based *Defiance*.

After departing Hanalei Bay on August 14, Edinger, president and founder of Spectra Watermakers, and his crew of Robby Robinson, Doug Finley and Darrin Crose, had a relatively pleasant trip north. When they’d finally turned east, the crew on the Cross 45R trimaran even enjoyed a few days of sailing with a kite up — complete with an

continued on outside column of next sightings page

go fly

As comedian Steve Martin once keenly observed, “Those French, they’ve got a different word for everything!” They also keep coming up with novel ways to cross oceans. A case in point is Anne Quéméré’s unique, 19-ft kite-driven boat, *Adrien*, which is expected to depart from the Bay in mid-October bound for Tahiti — a singlehanded voyage of approximately 3,800 miles.

Before you scoff at the idea too loudly, you should know that Quéméré, 41, successfully sailed a similar boat across the



Who knew? About one-third of all U.S. Finns are in the Bay Area.

a kite

North Atlantic in 2006 — plus, she has also rowed across the pond in both directions.

We assume the greatest obstacle of Quéméré's Tahiti voyage, dubbed *Le défi Adrien* (The *Adrien* Challenge), will be dealing with the light, fickle winds of the doldrums in the ITCZ. Then again, storms and sudden squalls will undoubtedly add to the challenge.

Said to be self-righting and unsinkable, *Adrien* was designed by renowned French

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cruise — cont'd

afternoon of surfing at up to 17 knots.

Before 9 p.m. on August 26, while sailing bare-headed on port tack at about 10 knots with a triple-reefed main in 25 to 30 knots of breeze, the boat's brisk pace, which till then had included three 200-plus mile days, was about to slow waaay down.

"There was a BIG bang," Robinson wrote in a comprehensive recap of what should have been the final 24 hours of their trip. "About five minutes later came the call, 'All hands on deck.'" The outside of the port ama had suddenly ruptured 200 miles outside the Gate — in the infamous 'gale alley' that forced Skip Allan to abandon *Wildflower* just a few days later (the story about Skip starts on page 120).

"We were lucky it was the weather ama," Edinger said, adding that

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LATITUDE / ROB

SIGHTINGS

cruise — cont'd

he was confident at the time that the remaining structure of the ama would hold up. Despite the long crack running forward from the crease in the topsides, along the sheer and underneath the chainplate, the rig wasn't in much danger, given the geometry of the running backstay and its attachment location on the ama. But the ama was flooded.

After taking stock of the situation, he contacted the Coast Guard in Alameda, which in turn initiated a search and rescue operation. The four limped on toward toward the Bay at four to five knots, resuming their watch schedule and checking in with the Coast Guard every two hours via satphone. They also contacted San Francisco YC Staff Commodore Jim Robinson via satphone.

"He did a fantastic job," Edinger said. "He was the man on the
continued on outside column of next sightings page

kite

naval architect Marc Ginisty. Cold-molded with red cedar strip-planking and epoxy, it weighs only 661 lbs. With kite storage forward of the open cockpit, a small living area aft contains a watermaker and nav gear powered by four solar panels. Specially made kites are by Naish Kites (owned by kite- and windsurfing legend Robbie Naish).

Considering the French passion for sailing, watersports and solo passage-making, it's not surprising that Quéméré is a minor national celebrity with coop-



The French really have their priorities straight. Instead of worshipping drug-addled ball players, they honor athletes who are really doing something special — like Anne Quéméré, who hopes to make it across the Pacific in her 19-ft, 661-lb kite-boat.



RONAN QUEMERE

— cont'd

eration and support of governmental agencies in Paris and her home province, Brittany. French school children are expected to follow the challenge via frequent internet updates — you can too at www.anne-quemere.com.

Tiburón's Corinthian YC will host Quéméré's team during their visit to the Bay. Her specific departure date, of course, will depend on offshore weather conditions. Could this be the future of ocean passage-making?

— andy



cruise — cont'd

ground for us. He got things organized with the Coast Guard and called all the wives. We only had about 25 minutes on the phone and I was concerned we would run out so he added minutes."

"It was very difficult to steer while dragging the flooded ama," noted Robby Robinson. "We traded off every half-hour. As the evening progressed, both the wind and the seas increased. Conditions went from bad to worse — the wave height was probably 12-14 feet with the breeze at gale force." With the port ama submerged due to a few thousand additional pounds of water ballast, the main hull was getting pounded.



LATTUDE / LADONNA

'Defiance's port ama ruptured near the end of the return trip from Hawaii, spoiling a perfectly good cruise.

"The seas would ride up over the ama and right up onto the main hull," Edinger said. According to Robinson, the battered crew shortened sail down to "a scrap of jib" and turned downwind the next morning.

Meanwhile, the Coast Guard had diverted a German container ship, the *CVAS Mexico* to *Defiance's* location and the two rendezvoused later in the morning. Fearing that coming alongside the lee of the ship would destroy the trimaran, Edinger convinced the captain that the best course of action would be for the *CVAS Mexico* to transfer four survival suits to the stricken boat. The crew of the ship used its ballistic heaving-line to reach the tri as Edinger maneuvered her under power, standing safely off to leeward. The suits were tied to the end of the line and retrieved by the tri.

"Having a 600-ft long, three-story wall of steel drifting down on us at two knots while trying to keep the line between us was hairy," Edinger said.

The four then plodded along toward the southeast until the 378-ft Coast Guard cutter *Midgett* arrived later in the day. After consulting with Edinger and visually assessing the damage, the commanding officer decided the best course of action would be for *Defiance* to continue on under the cutter's escort until they reached the range of a rescue helo, at which point the cutter would break off the escort.

"My opinion of the Coast Guard has risen by about 200 percent," Edinger said. "The people we were dealing with were first class."

According to Robinson, the breeze had moderated to 20- to 25-knots during the night so Edinger started the engine again in an effort to make some easting. As if they hadn't endured enough at this point, they wrapped a line in the prop.

The following morning, *Defiance* was within 80 miles of the coast, and Edinger was miraculously able to free the wrapped prop by finessing the transmission in and out of gear and working the line on a winch.

Meanwhile, the seas and breeze continued to moderate, allowing *Defiance* to motorsail toward the Bay. A clogged fuel filter stopped the boat yet again near the Potato Patch but, after a quick filter change, she motorsailed through the Gate at 6:30 a.m. on August 29 — 57 hours later.

With the boat on the hard at Spaulding's Boatworks, the process of assessing and repairing the damage comes next. And as to what caused the catastrophic failure in the ama? "It's all conjecture, we'll never really know for sure," Edinger said. One thing he's sure of is that he'd rather be telling the story of a month spent cruising the islands with his wife and daughter and a revolving group of guests. "It's too bad this has overshadowed the rest of what was a really great cruise."

— rob

SIGHTINGS

an eye-ful of elegance

Were you born with the schooner gene? We're pretty sure that we've got it, because every time we see that classic schooner sail plan driving a gleaming traditional yacht across the Bay, we get a warm and fuzzy feeling deep down inside and break into an ear-to-ear grin. In our book, no other traditional boat type embodies classic elegance more completely than a vintage wooden schooner.

Considering that bias, August 23 was a big day for us and dozens of other schooner aficionados, as the San Francisco YC hosted the first-ever Great San Francisco Schooner Race. A fleet of 12 eye-popping beauties ran courses through the Central Bay, ending with a beat up Raccoon Strait. By all accounts, the raft-up and party afterwards at SFYC was almost as much fun as touring the Bay.

Although equitable handicapping of such a fleet would seem to be nearly impossible, there was little grumbling within either the marconi or gaff divisions. Instead, owners and crews just seemed thrilled for an

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fleet week

Fleet Week returns to San Francisco October 9-14. There's lots planned afloat and ashore, but as always, the focal point is the parade of military ships under the Golden Gate, which this year starts at 11:30 a.m. on Saturday, the 11th. Six to eight ships led by the amphibious assault ship *USS Bonhomme Richard* will parade down the Cityfront and dock at various spots around the Bay, where they will be open to the public over the weekend.

The Blue Angels aerobatic team will also return for their spectacular show, scheduled to begin at 3 p.m. Friday, Saturday and Sunday, weather permitting — they don't fly if it's foggy. There will also



ALL PHOTOS LATITUDE / ANDY

is here

be an 'opening act' airshow which takes place over Crissy Field.

If you plan to take your boat out, be aware that the area between the main Bay and Cityfront all the way to the Embarcadero will be off limits to boaters during the Parade of Ships. A smaller area is likewise off limits during the airshows. *These no-go zones are very strictly enforced by the Coast Guard.* So watch what you're doing, watch the boats around you (it gets kind of crazy out there sometimes) — and enjoy the show! For more information on any aspect of Fleet Week, go to <http://fleetweek.us/fleetweek#navy>.

— jr

elegance — cont'd

excuse to get out and strut their stuff alongside like-minded souls.

For the record, though, Paul and Chris Kaplan's S&S 56 *Santana* took top honors in the marconi division, after a hard-fought battle with the McGinnis 48 *Elizabeth Muir*. Within the disparate gaffer division, the 53-ft *Stone Yankee* claimed the win. "We avidly hope that this regatta will become tradition for the Bay," said *Yankee* co-skipper John McNeill. "It's one which San Francisco maritime history needs." That sentiment was unanimous among his competitors, all of whom have promised to return next year. The '09 event has been tentatively scheduled for Saturday, August 15, so please pass the word to other West Coast schooner owners — all are welcome.

We say three cheers for SFYC Commodore John Swain, who cooked up the idea, so that these thoroughbreds would have a reason to run, and three more cheers for Angie Lackey and Alan Olson for their organizational expertise — they've all got the schooner gene too!

— andy



A parade of rare beauties. Clockwise, from upper left: 'Yankee'; 'Santana' chased by 'Elizabeth Muir'; 'Scorpio'; 'Wanderer'; 'Aldebaran'; and 'Gold Star'.



a ha-ha honeymoon

When longtime ocean sailor Mel Hamp introduced us to his new bride, Donna, at the recent Mexico-Only Crew List Party, he had the wide-eyed look of a teenager on prom night. Come to think of it, so did Donna.

At 78 and 70 respectively, the couple began an exciting new chapter in their lives with their marriage four months ago, to be celebrated with a cruise down the Baja coast aboard their Catalina 42 *Sea Angel*, as

members of the Baja Ha-Ha XV fleet.

Sailing is brand new to Donna, but as she says, "I'll try anything once — you can't knock it until you've tried it." That attitude is music to Mel's ears, of course, since sailing has been his passion for decades. He's owned 15 different sailboats over the years — the first of which was purchased in 1953.

Mel did the Ha-Ha last year with friends, then singlehanded *Sea Angel* all the way from P.V. to San Diego. Some years back he also made two

trips across the Pacific aboard *Canvasback*, a 71-ft catamaran used for medical relief missions.

Although he and Donna aren't youngsters, sailing these days must seem easy to Mel. Back in the days of navigation by sextant and dead reckoning, he and his late wife sailed from Connecticut south to the Caribbean, through the Canal and north to Napa with two teenagers and a three-year-old along as crew.

After the Ha-Ha rally, Mel and Donna's plans are open-ended. Let's hope the honeymoon never ends.

— andy

zac headed for africa

Since departing from Marina del Rey in mid-June on his solo, around-the-world voyage, 16-year-old Zac Sunderland has had his share of ups and downs. But generally, this confident young sailor has shown remarkable maturity and cool-headedness under pressure. By his actions — coping with stormy seas, prolonged headwinds, the fickle doldrums and a maddening engine failure which forced an emergency stop at Papua New Guinea — he's shown skeptics that, despite his young age, he has the mettle to complete his ambitious solo attempt. With a little luck, he just might cross his tracks before his 18th birthday next summer, thereby becoming the world's youngest circumnavigator. The current record-holder, Australian Jesse Martin, completed his lap in '99 at age 18 aboard the S&S 34 *Lionheart*.

Thus far, Sunderland's trip has taken him to Hawaii, the Marshall Islands, New Guinea and Northern Australia. As you read this he should be heading west across the Indian Ocean toward Africa. His planned route will take him around the Cape of Good Hope, up the South Atlantic, through the Panama Canal, then north to Southern

continued on outside column of next sightings page

morning light

When the TP52 *Morning Light* streaked across the finish line of the '07 TransPac at dawn — crewed by 15 rookies with an average age of 19.8 — it may have finished third in division and 14th overall, but it was a winner as far as film producer Roy Disney was concerned.

"This is a story about life-changing transformations, not a sailboat race," Disney said about the project that led to

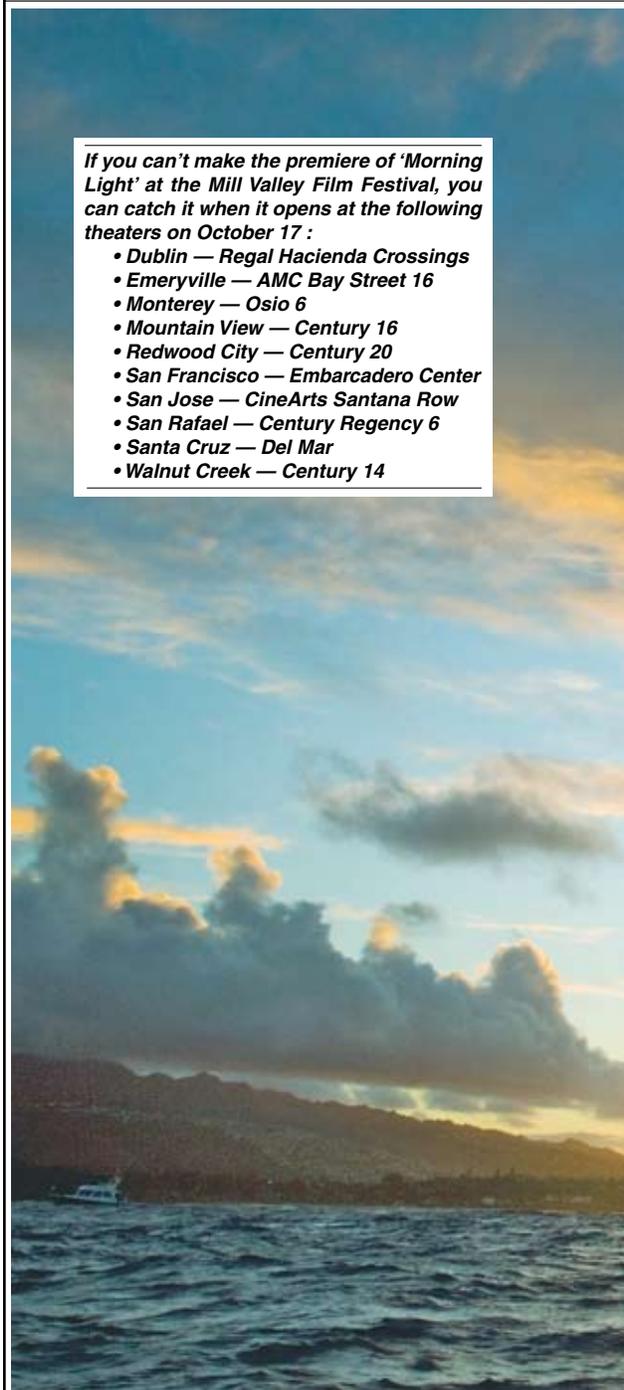
If you can't make the premiere of 'Morning Light' at the Mill Valley Film Festival, you can catch it when it opens at the following theaters on October 17 :

- Dublin — Regal Hacienda Crossings
- Emeryville — AMC Bay Street 16
- Monterey — Osio 6
- Mountain View — Century 16
- Redwood City — Century 20
- San Francisco — Embarcadero Center
- San Jose — CineArts Santana Row
- San Rafael — Century Regency 6
- Santa Cruz — Del Mar
- Walnut Creek — Century 14

LATITUDE / ANDY



"Mexico, here we come!" Meet Donna and Mel.



film premiere

a documentary on the effort. Regardless, the film's trailer suggests a glimpse into what a crewed ocean race is all about.

Morning Light will premiere on October 11 at the Mill Valley Film Festival (held at the San Rafael Film Center). Check out the trailer at www.pacifichighproductions.com, then go to www.mvff.org to order tickets. This is one you don't want to miss.

— ladonna

zac — cont'd

California. (Martin's trip, by contrast, was non-stop via Cape Horn.)

Even before his initial departure, Zac's attempt garnered substantial media attention. And thanks to his frequently updated blog at www.zacsunderland.com, he now has fans following his progress from all over the country, if not throughout the world.

A lifelong sailor born into a maritime family, Zac's been dreaming about this trip since he started solo sailing at 13. Anything can happen out there, but we have a hunch he's going to make it. Stay tuned for updates.

— andy



ABNER KINGMAN

2008 ROLEX BIG BOAT SERIES



— LET THE GOOD TIMES ROLL

Falling just four boats shy of the all-time record of 115 entries, the 2008 Rolex Big Boat Series delivered just what everyone expects of the West Coast's premier regatta after 44 years — awesome sailing, dockside 'bling', and some of the biggest names in sailing.

There were entries from all over the Bay, the country and the world, including Japan, Italy, Germany, Mexico and Great Britain. There was even a boat that was owned by an American ex-pat living in Switzerland, with an Italian name, Kiwi sail numbers and the letters "RNZYS" on the transom — right above the Bahamian hailing port. That has to be good for at least three more countries, right?

All of them showed up at the St. Francis YC September 11-14 for four days of awesome racing and excellent



Spread, doin' the 'Samba'. Above, back on top of the world — 'Samba Pa Ti's' John Kilroy Jr. (center) is flanked by tactician Morgan Reeser (left) and strategist Russ Silvestri.

race management that perpetuate the event's popularity. Let's face it, it's not the watches. It's a lot cheaper and easier to buy a Rolex than to earn one at this annual throwdown.

One sad footnote in this year's pro-

ceedings was the passing of legendary yacht designer Olin Stephens on Saturday the 13th. Before the start of racing that day, BBS participants observed a moment of silence for Stephens, with many boats dropping solitary white roses into the water in his memory.

Repeat winner John Kilroy Jr. remarked after last year's event that the Rolex Big Boat Series is the only non-tradewind event he really likes. But at the rate it's going, it won't be long before it may actually *be* another tradewinds series — although the sun didn't

really come out in force until the weekend, air temps were pretty balmy and the breeze never really got above 20 knots. It was downright pleasant.

So without further ado, turn the page and let's get on with the show. . .



2008 ROLEX BIG BOAT SERIES

IRC A — *Samba Pa Ti*

John Kilroy, Jr., has made a habit of winning his division at the Rolex Big Boat Series, so when his IRC-optimized Botín and Carkeek-designed TP 52, *Samba Pa*

470 silver medalist Morgan Reeser calling tactics, with former Olympian Russ Silvestri on strategy and Nick White



It wasn't a particularly windy year, but there was enough for a few teeth-rattling broaches, like this one by 'Viva.' To add insult to injury, they then shrimped the kite — and then ran over it. Oops.

Ti won the St. Francis Perpetual Trophy for IRC A, it didn't come as a huge surprise. With a rockstar crew stacked with America's Cup and Olympic talent, and perhaps one of the best-prepared boats in the entire fleet, *Samba's* main competition came in the form of Jim Mitchell's R/P IRC 52 *Vincitore* — a not quite year-old design that counted Kiwi rock star and four-time Congressional Cup winner Gavin Brady in the afterguard. (She was also the 'multi-national' boat mentioned in the introduction.)

But *Samba* didn't run away with the division, and it wasn't a wire-to-wire win for Kilroy, who sailed his first Big Boat Series in 1964 aboard *Kialoa*, the first of several maxis that his father, Jim, would campaign under the same name in the next two decades.

Chip Megeath's R/P 45 *Criminal Mischief*, with Quantum Sails' Jeff Thorpe driving the starts and beats — as well as calling tactics — led *Samba* by a point going into Saturday's races. But sometime during Race 5, a stalk of bull kelp attached itself firmly to the boat's keel and went undetected until it was too late. The *Mischief*-makers finished eighth. They were back up to third in the next race, but the damage had been done. They ended the series in fourth.

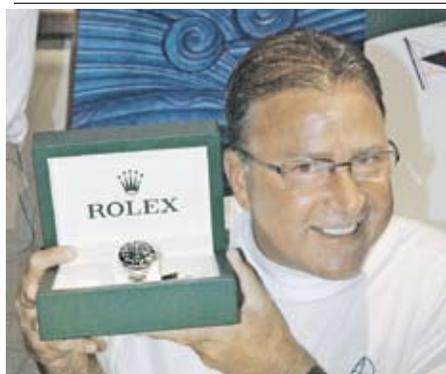
By the conclusion of Saturday's two races, *Samba Pa Ti* was tied on points with *Vincitore* — setting up a winner-take-all finale for Sunday's Bay tour, which *Samba* won by a minute and 17 seconds.

"The win is a tribute to these guys," said Kilroy, referring to his crew. In the afterguard, that included former collegiate sailor of the year and 1992 Olympic

470 silver medalist Morgan Reeser calling tactics, with former Olympian Russ Silvestri on strategy and Nick White navigating. Long-time boat captain and main trimmer Eric Arndt was in his usual spot, and the rest of the list reads like the dream team that it is: Bob Wylie, Robbie Naismith, Caleb Borchers, Rick Brent, Justin Smart, Eric Dorman, Matt Mason, Robbie Van Buren, Hogan Beatie and "Big Mike" Howard.

Kilroy said they were struggling with boatspeed earlier in the week, but with the wealth of experience onboard, they were able to analyze and review what was happening and make subtle changes that had the boat back up to speed by the start of racing.

IRC A was a bit of a hodgepodge this year. While six of the nine boats were 52 feet long, the largest, Bill Turpin's R/P 78 *Akela*, was 33 feet longer than *Criminal Mischief*. Of the six 52s, only *Samba* and *Vincitore* appeared to really be on the pace. The older generation TP 52s like Peter Stoneberg's *Flash* and Ashley Wolfe's *Mayhem* seemed to give up a lot to *Samba* and *Vincitore* on the downwind legs. It was noticeably apparent when the harder-bilged *Samba* would sail by on a full plane in 15 knots of breeze, foils humming, while the others never seemed to break free in those marginal conditions,



"TNT's Brad Copper with the spoils of battle. "Go ahead, ask me what time it is!"

which were typical through most of the series.

The importance of speed off the wind was impressed on Kilroy at a young age. "Every one of the *Kialoas* was fast downwind," he said, explaining the origin of *Samba's* obvious edge.

Despite winning every race on elapsed time, *Akela* — which finished the regatta in third — could only muster one win, in



— LET THE GOOD TIMES ROLL

Saturday's light-air first race.

"It's not an IRC boat," said tactician Dave Ullman, referring to the boat's origin in the context of rating rules. "It's not even an IMS boat. It's an IOR boat. We're really happy with third."

IRC B — TNT

Brad Copper sailed his Tripp 43 TNT to a remarkably consistent 1-2-2-2-1-2-1 to win IRC B and the City of San Francisco Perpetual Trophy by a five-point margin over Michael Diepenbrock's Swan 45 *Rancho Deluxe*.

When asked if there would be any changes in the gameplan going into

Below, hungry like the wolf — Bill Turpin's 'Akela' put the 'big' in this year's Big Boat Series. Jim Mitchell's 'Vincitore' (background) was hands-down the prettiest. Right, J/105s parade past Pier 39. Is San Francisco Bay the most beautiful sailing venue in the world, or what?

Saturday's races, Copper said, "No, we're just going to focus on the blocking and tackling."

That football analogy aptly described the fundamental strength of the Richmond YC member's program. Starting with the coach/tactician, 1992 Finn silver medallist Brian Ledbetter, Copper's crew was a complementary mix of strong local and imported talent that included

Dan Herman, Coleman Brinckerhoff, Mark Brink, Tommy Loughborough, Mikey Radziewski, Tim Gulley, Carlos DeVilla, JP Sirey, Dexter Bailey, John D'Arienzo and Chris Hemans. The TNT 'shore team' consisted of Gilles Combriçon, who typically runs the bow, but was relegated to injured reserve due to a thumb injury.

"These guys worked their hearts out," Copper said, adding that good sails and boat preparation played a big role, too.



CARLO BORLENGHI/ROLEX



2008 ROLEX BIG BOAT SERIES

"We had good starts, and our sets and douses were crisp. The crew assignments remained essentially the same for the whole series, and the crew was very good at maintaining focus on their individual jobs while improving throughout the series."

Copper, whose work in the semiconductor industry took him away from sailing for several years, sailed his very first Big Boat Series only last year, as crew. The experience lit his fire for the sport again.

"Last year motivated me to launch a campaign with the goal of winning this year," he said. "I never lost my desire to compete on the race course — I just set it aside for a few years to focus on my career, which turned out to be the right thing to do."

His approach to the campaign, although very focused, had a component of fun to it, as evident in the smiles on the TNT gang's faces as they hit the dock each day.

"The day this stops being fun for these guys is the day this boat doesn't leave the dock," he said.

TNT's dominant performance through the week also secured Copper second place in the inaugural 2008 Northern California IRC series, which counted the BBS in its final standings.

IRC C —

Technical Knockout

In boxing, a technical knockout is when you leave an opponent conscious, but so stunned that he can't go on. That pretty much describes what Southern California's David Kirby and his *Technical Knockout* crew did to the seven other boats in IRC C. Also in only his second year racing Big Boat Series, Kirby put up the most impressive numbers of any boat in attendance, including bulleting five of the seven races and a final score of only 10 points.

TKO — as the boat is usually known — also won last year, although it wasn't quite as graceful. Just before the start of the final race, a crewman fell overboard and by the time they'd picked him up,

they could only claw back to second — by all of 12 seconds. It was good enough to win the series by exactly 1 point.

This year, TKO beat the second boat by nine points, which is even more impressive when you realize that boat was John Siegel's Wylie 42 *Scorpio*, which massacred all comers in her IRC divisions in '05 and '06. Jeff Pulford's also well-sailed Sydney 38 *Bustin' Loose* was third.

"I've thought about it a lot and this year I can't remember us making a single mistake in seven races," said Kirby. "I give most of the credit for that to Norman Davant and his guys." Davant first sailed with Kirby last year and returned this year as tactician and taskmaster over the 10-person crew, which again included a number of good local sailors. In addition to Kirby and Davant, the TKO crew included Whit Batchelor, Dr. Joe McCoy, Bill Brandt, Glenn Hansen,

Above, Mike Garl's 'White Dove' leads the IRC D pack early in the series. The blue boat is '05-06 BBS winner Gerry Sheridan's 'Tupelo Honey', which stood ready to pounce if the 'Dove' guys made any mistakes. They didn't. Inset, Chewy (left) and the skipper begin the celebration.

Alexis Zebrowski, Pat Nolan, Travis Lund and Ari Steinberg.

"Norman knows every rock and current in the Bay," marveled Kirby. "With him in one ear talking tactics and Whit in the other talking boatspeed — it was a perfect combination. I can't tell you how pleased I am with this whole crew."

And not just for their on-the-water performance. "The boat spent a week at Glenn Hansen's shop in Alameda before we started practicing, which helped everything come together that much quicker," said Kirby.

Kirby is hardly a slouch in the sailing department himself. Born and raised



LATTITUDE/ROB

— LET THE GOOD TIMES ROLL



'perfect fit for me' — just a few months before the '07 Big Boat Series.

IRC D — *White Dove*

Last year, Mike Garl's *White Dove* was leading IRC C by two points going into the last race, but ended up second to Dave Kirby's *TKO* at the finish. This year, the *Dove* took flight in IRC D, dominating the proceedings in the 13-boat class from the first day on — and this time winning by a two-point margin. Their fine performance capped a good year for Garl and his crew, Jon "Chewy" Stewart, Gautier "G-Man" de Marey, Deb Dory, Nathan Ballard, Rusty Canada, Kevin Currier, Zack Zwitter and J.P. Perfort.

"We've got a great crew and we've come a long way in the last two years," said Garl, who had particular praise for

One-two punch — Above, *Technical Knockout's* Dave Kirby and tactician Norman Davant. Below, *TKO* on the way to earning Division C honors and the Keefe-Kilbourn Perpetual.



start of the last race. The *Dove* guys accepted a 30% penalty for the infringement, which opened the door for Sheridan to stage a come-from-behind victory. If he could finish first and put a boat between himself and *Dove*, he would win. The two boats engaged in one of the more spirited tacking duels of the series on the first beat up the Cityfront, then split apart for the remainder of the Bay tour. When they came back together, *Dove* had stretched out enough lead to finish first. Despite her demotion to fifth place with the penalty, it was still enough to win the series by two points over *Tupelo Honey*. Another Beneteau 40.7,

Tim Ballard's *Inspired Environments*, came in a distant third.

The BBS win was part of a larger whole for Garl and his crew. In August, they topped a 17-boat fleet to win the 2008 West Coast IRC Championship, and the Big Boat Series sealed the deal for a win of the inaugural Northern California IRC Championship Series, a five-event series that started with the



in Canada, where he sailed constantly with father David and Uncle Bruce (Bruce Kirby designed the Laser),

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young David learned the ropes sailing with — and against — some of the best small boat guys on the East Coast at the time. In the late '70s and early '80s, work took him away from sailing for more than a decade. But by the time he landed in Southern California in 2001, he was back in the racing game, first with a Kirby 30 and later a J/120. He bought the J/122 — a boat he calls the

Stewart, his tactician: "And Chewy is really the glue that's held this program together." Right back at ya, said Chewy — "You really *can* teach an old dog new tricks. Mike's driving has been phenomenal compared to last year — and he was really good then!"

Keeping it a nailbiter until the end, *White Dove* fouled '05-'06 division champ Gerry Sheridan on *Tupelo Honey* at the

Stone Cup in May.

Melges 32 — *Full Throttle*

The Melges 32s were without a doubt the tightest division at this year's Rolex Big Boat Series, which comes as no surprise given the level of talent present.

Five of the nine entries were in mathematical contention going into Sunday's Bay Tour, and what ensued was a classic

2008 ROLEX BIG BOAT SERIES

battle royal.

John Porter's borrowed *Full Throttle* was tied at 17 points with Michael Illbruck's *Pinta*, with Joe Woods' *Red* a point back. Pieter Taselaar's *Bliksem* was two points behind *Red* and Philippe Kahn's *Pegasus 32* was three points behind *Bliksem*. As the boats jockeyed with each other before the gun, it was still anybody's game.

Full Throttle nailed the start, and tactician Harry Melges — who said there wasn't really any incentive to try and match race anyone due to the wide-open field — called for a strong move toward the Cityfront.

"Harry recognized early that it was going to be good to get inshore," Porter said. "But *Pinta* and *Red* were going toward the Diamond."

The Diamond? Turns out that's how this all-Midwestern crew referred to the cone of Alcatraz.

Whatever they call it, it was the right move. *Full Throttle* took a commanding lead. In fact, it was almost too good.

"It made us a little lackadaisical," said Porter. "Our tacks got sloppy and it looked like everyone was setting a little quicker." Before they knew it, other boats had caught up and they were back in the thick of things.

With the outcome of the entire regatta suddenly up in the air, the *Full Throttle* crew — which also included Corbett and Bri Porter, Sam Rogers, Charlie Harret and Dave Navin — turned up the heat.

"Once we got passed, we got aggressive again," Porter said. "We had a close cross so we had to do circles, but we were able to get in front of *Pinta* and *Red*, and made sure we stayed on top of them."

Full Throttle barely beat *Pinta* over the finish line to grab sixth. It was their worst finish of the regatta, but good enough to



SPREAD: WWW.LYONSIMAGING.COM; INSET: LATITUDE/ROB

beat *Bliksem* on a countback to win the division, and with, it the Richard Rheem Perpetual.

Porter — who normally crews for his younger brother Brian on his Melges 24 of the same name (when the two aren't

Victory toast — Right, Barry Lewis (right, with tactician Doug Nugent) finally earned a Rolex in the J/120 class. Below, perennial rivals 'Chance' and 'Mr. Magoo' once again took it right down to the wire.

sailing their respective A and E scows on Lake Geneva, Wisconsin) — said the trip was a great experience, and really an eye-opener for his son Corbett and



LATITUDE/JR



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nephew Bri, both of whom were sailing in their first Big Boat Series.

J/120 — Chance

It's been a long walk down the aisle for Barry Lewis and the crew of *Chance*. Since winning BBS in 2002, their first year sailing the boat, they've been relegated to bridesmaid status — numerous seconds and one third — mostly by Steve Madeira

— LET THE GOOD TIMES ROLL



Above, was that a sonic boom we heard as the Melges 32 'Joe Fly' blasted by on this run? In only its second year at BBS, the Melges 32 fleet had grown to nine boats, all of which put on a spectacular show. Inset, 'Full Throttle's' John Porter with tactician Harry Melges.

and his phenomenal *Mr. Magoo* program. It wasn't for lack of trying: In the '06 and '07 contests, the series win was decided in the last 100 yards of the last race, and each time it went to *Magoo* — including the '06 race, which they won by less than a foot, maybe the closest finish in Big Boat history.

This year, Lewis and his crew — tactician Doug Nugent, Scott Kozinchik, Matt Gingo, Christian DiCarlo, Michael Redmond, Aaron Elder, Mark Ruppert, Sean Ross and David Krause — showed that, as a famous philosopher once observed, persistence is indeed omnipotent. They not only won, they overcame a 4-point deficit — their largest ever in a Big Boat Series — to do it.

Lewis began their finest moment on Sunday morning by plowing into a press boat just before the start. "They were near the pin and we took a risk to be in there," says Lewis. "But we had to stick with *Magoo*; we had to win the start and cover them."

After the fender bender — no one was injured — they managed to do just that. Both boats crossed the starting line on port and *Chance* tacked at just the right moment to dominate *Magoo* up the first beat. Around the first mark, it was *Chance*, *J World* and *Magoo* — a perfect arrangement if *Chance* could keep it that way through race. Easier said than done. "*J World* was sailing really well and we were afraid they'd go by us, so we ended up trying to cover both them and *Magoo*," said Lewis. But by the time they

It wasn't all fast and fun for the Melges 32s. 'Bliksem' managed to get a spinnaker wrap — around the bow.



got off Fort Mason on the last windward leg, *Magoo* had passed *J World* and, said Lewis, "Now we were losing."

Rounding the final windward mark near Blackaller buoy, it was a clump of four boats led by *Chance*, with *Magoo* close behind, and *J World* and *Grace Dances* close behind them.

"We turned deep and held off the hoist until, as leeward boat, we could luff everyone up a bit," said Barry. There wasn't enough breeze to round anyone up, but all three following boats went on their sides and flopped around a bit. "As soon as we got everyone on top of us, we hoisted. In the flurry of recovery, *J World* corrected themselves first, took *Magoo*'s transom, and squirted slightly ahead.

In the homestretch, *Chance* managed to extend their small lead. But when they got the gun, instead of cheering, everyone on the boat turned around. Once they saw that not only *J World* but also *Grace Dances* had finished ahead of *Magoo*, you could hear the whoops and high-fives all the way up on the race deck.

1D35 — Diablita

"This was probably the most physical racing I've ever done in this fleet," explained class winner Gary Boell of the

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LATTITUDE/ANDY

Devils in the details — Chris Doolittle and Gary Boell of 'Diablita'.

Brickyard Cove-based *Diablita*. "Trying to defend our lead over Mario Yovkov's *Great Sensation* in Saturday's first race, we did 12 jibes within sight of the finish!"

Despite only seven boats in the class, boat-for-boat competition was intense throughout the regatta. After four races, four different boats had scored bullets — including a team from Japan that chartered last year's winner, *Double Trouble*, renaming her *Ebb Tide* for the

series. At that point, *Great Sensation* held a less-than-comfortable three-point lead over both *Diablita* and Bob Turnbull's *Jazzy*. But *Diablita* — Spanish for 'little devil girl', as in Beoll's 4-year-old daughter, Mallory — squeaked out wins in both races Saturday, leaving her one point behind *Great Sensation* going into the final heat.

Yovkov, who grew up sailing dinghies in Italy, also scored points of a different sort that day. Shortly before the finish of Race 6, his team popped a special chute emblazoned with the words "Will you marry me?" Watching from the race deck, Mario's longtime sweetheart, Elizabeth Gaynor, did several double takes through her binoculars before it dawned on her what was happening. Her changing expressions, caught on film and shown later in a highlights film at the awards ceremony, brought down the house. Oh, by the way, she said "Yes!"

Room at the mark! — the weather mark was always a busy place, especially when more than one fleet was rounding at the same time.

Back on the water, *Diablita* won the start of the final race, but dropped to fifth after getting rolled on the Cityfront. By the final weather mark, they had worked back to third.

"We got super-aggressive on the final run," recalls Boell. No kidding — *Diablita* not only regained the lead, they crossed the finish line six boatlengths ahead of the second boat.

Boell credits his 'secret weapon', 1D35 guru Chris Doolittle, for inspiring an "extraordinary effort" from *Diablita*'s crew, most of whom have sailed together for at least two years: navigator Rick Schuldt, Cyril Guiraud, Randall Landaiche, Ellen Hoke, Chris Loughran, Clifton Kowk and Tone Chin.

Express 37 — Expeditious

No one design fleet has a longer history in the Big Boat Series than the venerable yet still fiercely competitive Express 37s. Some of that ferocity is no doubt due to the fact that, for the 18th year, the BBS doubled as their Nationals.



— LET THE GOOD TIMES ROLL



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Mario Yovkov finished second in the 1D35 fleet, but 'won' a bigger prize: fiancée Elizabeth Gaynor's answer: "Yes!"

When the dust settled, defending class champ *Expeditious* emerged victorious, but for skipper Bartz Schneider and his longtime crew, the march to the winner's circle was anything but a cakewalk, especially with unexpected pressure from Steve Brown's Santa Ana-

based *Brown Sugar* (ex-*Secret of Nimh*). "Those guys gave us heartburn in every race," said Schneider.

On the first beat of Race 1, *Brown Sugar* was first to the windward mark but overshot it due to unfamiliarity with the Bay, finishing a lackluster seventh. That seemed to be her only mistake, as she not only nipped at *Expeditious'* heels throughout the rest of the regatta, she won Races 4 and 6.

The '02 and '04 class winner, *Golden Moon*, was also in the hunt, sitting comfortably in second place until Saturday's second race. When skipper Kame Richards realized he was over early, he attempted to bear off quickly and restart, but the boat's mainsheet jammed as it was being eased and he clobbered Bob Hartford's *Stewball*. Fortunately, the only injuries were emotional. "I'm not suicidal anymore," Kame said the next day, "but I was last night. It's been a very, very long time since I've hit another boat." Severely rattled, but determined not to miss out on the competition he savors, Richards ran the course, then withdrew after finishing.

Even Schneider himself was a bit mystified as to why his team had done so well — never scoring less than second. "We had upwind speed to use as a weapon, and we've never had that before. All that longboard wet-sanding at KKMI must have really helped!" Or maybe it was, as crewman David James put it, that "After 10 years, we finally figured out how to sail this thing." Others on this long-loyal crew were: John Spencer, Doug Lee, Bartz' son Marshall Schneider, Fritz Glasser, Rob Hutchinson, Rhim Fleishman, Paul Caturegli and Fritz Glasser.

Beneteau 36.7 — *Mistral*

Having competed in previous Big Boat Series within mixed IRC fleets, the Beneteau 36.7 owners were elated to be given their own BBS start for the first time — especially winning skipper Ed Durbin of *Mistral*. "In the IRC fleets we were typically the lead Beneteau," explained Durbin, "but the Beneteaus were halfway back in the fleet."

Now 80, Durbin, who does all the driving, has been a fixture in the local racing scene for decades. Most of his crew — Pete Rowland, OJ Olson, Joe Gow, Paul deRouillac, Jennifer Thiltgen, Marilyn Sweeney, Anca Rosta, Eddie Hearst and tactician Eric Lewis — have been with him since he bought this boat five years ago.

According to Lewis, "Ed is the 'winningest' skipper on the Bay." Whether

or not that's technically correct, *Mistral* was certainly the boat to beat within this six-boat class. She scored four bullets



PAT PATTERSON

Smokin! — *Summer and Smoke's* Sheri Weatherford gave the crew their just reward for winning the final race.

in the first five races, but in Race 6, Pat Patterson's *Summer and Smoke* came on like gangbusters and claimed the win. At a celebratory dinner that night, newbie crew Sheri Weatherford beguiled the boys with a promise: If they pulled off another win in the final race, she'd pull off her shirt at the finish!

Whether due to Sheri's enticement or simply focused crew work and tactics, *Summer and Smoke* did win the final race, taking second in class — despite the fact that the majority of her crew were pick-ups from Bellingham YC in Washington. Sheri kept her promise — keeping it 'PG' as by then they were back at the dock.

According to Patterson, boat-for-boat competition was tight throughout the event: "At the leeward mark yesterday, after five or six miles straight downwind, four boats were abreast, separated by only a boatlength or two. My heart hasn't stopped pounding since!"

J/105 — *Good Timin'*

Chris Perkins and his *Good Timin'* crew have won the J/105 Division — the largest fleet in Big Boat Series — five times in the last seven years. But this year, he felt that he and his crew — Tom and Melissa Purdy, Peter Scott,



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PHOTOS LESLIE RICHTER

Thomas Isler and Jon Perkins (with Jeff Moseley subbing one day for Jon) — had only about a 50/50 chance to pull it off again. That was because Scott Sellers' *Donkey Jack* was sailing so well. "At the North Americans in August, they had the quickest starts and were the quickest boat out there," said Perkins. "They completely dominated and won by more than 20 points. So at Big Boats, they were definitely the boat to beat."

It was obvious early on that Sellers and his crew — co-owner Rolf Kaiser, Laura Corbit, Cam Geer, Geoff McDonald and Ted Conrads — hadn't lost any momentum. Although Perkins led out of the blocks, by the end of the second day, they were a point behind *Donkey Jack*. By the end of the third day, they were five points behind, and the *Donkey Jack* guys had yet to make any serious errors.

Then came Sunday.

The J/105 fleet was on the second leg of the Bay Tour, a reach from Blackaller to 17 (Harding Rock) when an inbound tanker came under the Golden Gate. *Donkey Jack*, ahead of the second place *Good Timin'* by several boatlengths, held course to pass ahead of it. Sellers felt he had positive bearing on the ship and could pass comfortably ahead without impeding its progress — which would have been an automatic DSQ. So that's what they did. The ship did not honk five times nor alter course — either of which would indicate interference. After they had cleared the bow of the ship, one of the nearby RC inflatables did make some hand signals to *Donkey Jack*, but

A cross to bear — the J/105 snafu in the last race. Left, the fleet hardens up to cross behind the tanker and tug ('Good Timin' at left). 'Donkey Jack', not visible in this shot, has already crossed ahead of the ship. Right, The fleet resumes the chase. 'Donkey Jack' is the red spinnaker at left with a big lead.

Scott said their meaning was unclear.

The rest of the fleet had to alter course and pass behind the tanker. Sellers and crew went on to finish Race 7 in first place by a country mile. Their victory euphoria at the yacht club was cut short by the news that they had been

protested.

The protest was brought by Perkins, who had seen the RC boat signal *Donkey Jack*. Once in 'the room', his protest was dismissed, but a similar one — by the race committee themselves — was upheld. *Donkey Jack* was found to have

RESULTS

Yacht	Owner	Design	Yacht Club/Homeport	Placings	Total
IRC CLASS A (9 boats)					
1. Samba Pa Ti	John Kilroy, Jr.	TP52	StFYC	4-1-3-1-4-1-1	15
2. Vincitore	Jim Mitchell	R/P IRC 52	Georgetown	3-4-1-2-2-2-2	16
3. Akela	Bill Turpin	R/P 78	SCYC	2-3-4-4-1-5-4	23
IRC CLASS B (9 boats)					
1. TNT	Brad Copper	Cust. Tripp 43	RYC	1-2-2-2-1-2-1	11
2. Rancho Deluxe	Michael Diepenbrock	Swan 45	Newport, RI	2-3-3-1-2-3-2	16
3. Swiftsure	Sy Kleinman	Schumacher 54	StFYC	5-1-6-3-4-1-3	23
IRC CLASS C (8 boats)					
1. TKO	Dave Kirby	J/122	California YC	1-3-1-1-1-2-1	10
2. Scorpio	John Siegel	Wylie 42	StFYC	2-1-3-3-5-1-4	19
3. Bustin' Loose	Jeff Pulford	Sydney 38	StFYC	5-2-4-2-2-3-5	23
IRC CLASS D (13 boats)					
1. White Dove	Mike Garl	Beneteau 40.7	Sequoia YC	2-1-5-1-2-1-5(30%)	17
2. Tupelo Honey	Gerard Sheridan	Elan 40	SBYC	1-4-6-2-1-2-3	19
3. Inspired Environments	Timothy Ballard	Beneteau 40.7	SYC	5-6-4-7-6-5-5	38
1D 35 (7 boats)					
1. Diablita	Gary Boell	1D-35	RYC	1-4-4-2-1-1-1	14
2. Great Sensation	Mario Yovkov	1D-35	SFYC	3-2-2-1-2-2-5	17
3. Jazzy	Bob Turnbull	1D-35	SBYC	2-5-1-3-3-4-2	20
BENETEAU 36.7 (6 boats)					
1. Mistral	Ed Durbin	Ben 36.7	RYC	2-1-1-1-1-3-4	13
2. Summer and Smoke	Pat Patterson	Ben 36.7	Angwin, Ca	3-4-2-3-2-1-1	16
3. Bufflehead	Stuart Scott	Ben 36.7	RYC	1-2-5-4-4-2-3	21
J/120 (8 boats)					
1. Chance	Barry Lewis	J/120	StFYC	1-4-1-1-7-3-1	18
2. Mr. Magoo	Steve Madeira	J/120	StFYC	3-1-2-2-5-2-4	19
3. J World	Wayne Zittel	J/120	StFYC	4-7-7-3-1-4-2	28
EXPRESS 37 (10 boats)					
1. Expeditious	Bartz Schneider	Express 37	StFYC/SFYC	1-2-1-2-2-2-1	11
2. Brown Sugar	Steve Brown	Express 37	Santa Ana	7-3-3-1-4-1-2	21
3. Golden Moon	Kame Richards	Express 37	EYC	2-4-2-4-1-11/RAF-3	27
J/105 (31 boats)					
1. Good Timin'	Chris Perkins	J/105	StFYC	1-3-1-6-8-6	26
2. Aquavit	Tim Russell	J/105	StFYC	5-7-10-2-18-2	45
3. Blackhawk	Scooter Simmons	J/105	SFYC	8-1-12-1-1-8	51
4. Donkey Jack	Scott Sellers	J/105	StFYC	2-2-4-6-2-32/DSQ	52
5. Masquerade	Thomas Coates	J/105	StFYC	4-16-11-14-3-3-3	54
MELGES 32 (9 boats)					
1. Full Throttle	John Porter	Melges 32	Lake Geneva, WI	1-3-3-4-5-1	23
2. Bliksem	Pieter Taselaar	Melges 32	NYC	2-2-4-3-6-3-3	23
3. Pinta	Michael Illbruck	Melges 32	Munich, GER	3-4-2-1-1-6-7	24

Complete results: www.stfyc.com

— LET THE GOOD TIMES ROLL



Ed Durbin and Eric Lewis of 'Mistral.'

violated Sailing Instruction 22: failing to yield to a race committee signal. Sellers and his crew were disqualified from the last race, relegating them to fourth overall and giving the win to Perkins.

The incident was not the first time a boat/ship crossing had caused protests or controversy in the Big Boat Series. Perhaps the most infamous incident occurred in the 1983 BBS when the Peterson 45 *Secret Love* also passed in front of an inbound freighter — but that time obviously way too close and with the freighter blasting its horn. In 2002, three of the top Farr 40s of the Series



Chris and Jon Perkins of 'Good Timin.'

were DSQ'd when they passed too close in front of a tug and tow.

Of course, none of the foregoing suggests that Perkins and the *Good Timin'* crew sailed anything less than an excellent series — you need a pretty tight program to stay at or near the top in this ultra-hardball fleet year after year. "We have a great crew and a good boat and we had pace," said Chris. "Our new sail plan seemed to be a bit better in lighter conditions — we usually did better on the first race each day — but Scott was a bit faster when the wind came up."



Bartz Schneider and David James of 'Expeditious.'

Thrills, spills, intrigue, international flavor, fabulous weather, marriage proposals, flashing girls — this year's Rolex Big Boat Series pretty much had it all. And not to get ahead of ourselves, but it was announced at the awards ceremony that next year, it will have even more. It's official: the 2009 Rolex Big Boat Series will also serve as the 2009 IRC National Championships.

See you there!

— **latitude** /rg/aet/jr

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SKIP ALLAN

Ferdinand Magellan apparently never sailed very far north in the ocean he named *Mare Pacificum* — "peaceful sea". If he had, he might have encountered the area some modern sailors refer to as "gale alley". Located north and west of San Francisco, this several thousand-square-mile stretch of water boasts the highest incidence of gales in the North Pacific from June through August. If Magellan had sailed there, we have no doubt we'd all be referring to this largest ocean on Planet Earth by a name decidedly less 'peaceful', if not downright devilish.

In 30-some years of publishing *Latitude 38*, we've run more than a few stories of boats being lost in "gale alley". Many were within a few hundred miles of San Francisco, or much closer than that to the coasts of Washington or Oregon. Some were on the way back from Hawaii, some were heading down the coast to Mexico, some were on the homestretch of circumnavigations. All were lost when the weather turned foul, the seas turned big and sailing suddenly wasn't fun anymore. Fortunately, most of the sailors involved in these incidents lived to tell their tales.

The latest victim was *Wildflower*, Skip Allan's custom Wylie 27. In late August, on the way back to the West Coast from Hawaii — where he had won the Singlehanded TransPac in July — Allan and *Wildflower* were caught in a gale about 400 miles from home. After running under shortened sail or bare poles for more than two days — with the prospect of at least three more days of the same — on September 1 Skip requested to be taken off *Wildflower*. Before boarding a container ship which had diverted

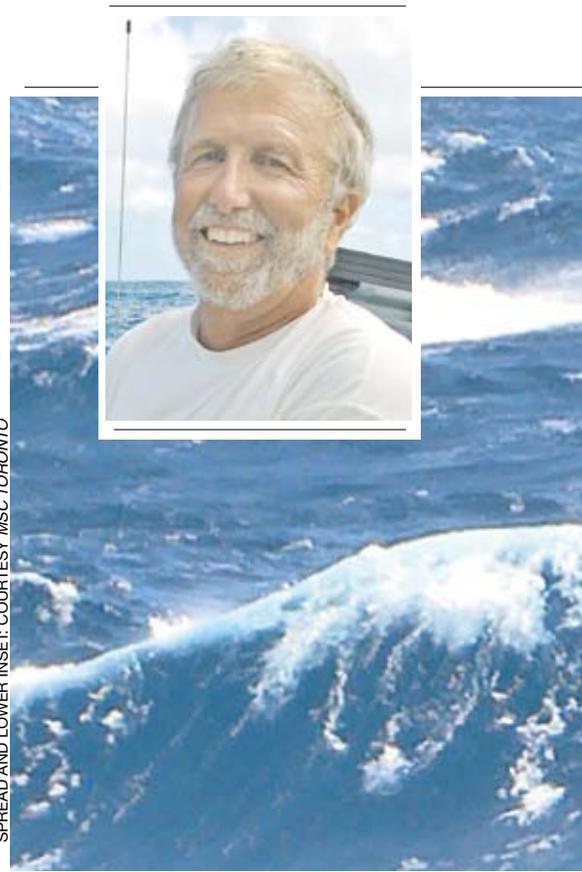
boats. But in the case of Skip Allan and *Wildflower*, it couldn't be farther from the truth.

A few days after the ship arrived in Long Beach, Skip was back home in Capitola. He had made his peace with the boat's fate and was happy to talk about what happened. As always, there is much more to this story than first meets the eye. But first, you have to 'meet' the man himself.

Skip Allan was born into sailing. Or about as close as you can get — he was inside his mother's womb as she hiked out on a Star boat skippered by his father in the 1944 World Championships. Skip was born in February of the next year in Washington, DC, where his father, Bob, helped forecast weather for the D-Day invasion. After the war, the family moved west, and Bob became one of the movers and shakers in Southern California sailboat racing. Skip, brother Scott and sister Marilee cut their sailing teeth on Snowbirds inside Newport Harbor, and the family Lapworth 36 *Holiday* and later a Cal 40, *Holiday Too*, in the ocean. (So named because, as the Skip explained, "Nothing goes faster than a holiday.")

Skip took to sailing like a fledgling bird to flight. He started racing Lehman 10s and later Stars, eventually owning one of each. He felt like he'd hit the big time when, in the late '50s, a cocky 16-year-old named Tom Blackaller showed up at the Newport Harbor YC. He was looking for crew for his beautiful varnished Star and picked Skip, partly for his local knowledge, and partly for the fact that — at age 12 — he was nice and light.

By the time he was in his teens and early 20s, Allan was not only a skilled Star sailor, but an accomplished ocean racer whose resume rivaled that of sailors two or three times his age. In 1961, at age 16, he sailed his first TransPac with Jim Kilroy on the very first *Kialoa*, a 49-ft wooden S&S yawl. In '63 he sailed the race aboard *Ticonderoga*, Bob Johnson's legendary 72-ft Herreshoff ketch. He was back aboard in '65 when *Big Ti* — then almost 30 years old — thundered down the Molokai Channel in 40 knots of wind, crossing the finish in record time and beating the much newer *Stormvogel* by less than six minutes, boat for boat. It remains perhaps the greatest TransPac duel of all time.



In 1967, Skip and younger brother Scott 'borrowed the car keys' from Dad and did the TransPac on *Holiday Too* with a bunch of friends. They not only won the race overall, they were the youngest crew ever to compete. Skip was 22 and the average crew age was just 25. (That 'record' was broken by an even younger crew on another Cal 40 in the '69 race.)

And so it went. By the time he moved to the Bay Area to attend Stanford, Skip Allan was one of the most talented and sought-after sailors on the West Coast. And he just got better.

In the early '70s, he helped in the design concept of Dave Allen's breakthrough Mull 40 *Improbable*, as well as Allen's next world-beater, the Holland 40 *Imp*. In 1977, *Imp* was the David that slew the Goliaths of IOR. She won SORC, the Fastnet, the Big Boat Series and was high-point boat at the Admiral's Cup. Skip was the sailing master and one of the primary drivers for all those events.

Two years later, the boat returned to the fray. Although she didn't do as well sailing against newer boats, she gained perhaps a bigger measure of notoriety by surviving the infamous '79 Fastnet Race storm. In what remains the most disastrous sailing race of all time — and the largest peacetime ocean rescue operation — 146 of the 306 boats in that event were rolled to 90° or beyond, and 38 were rolled over entirely in waves 30 feet or higher.



Skip and 'Wildflower' head out the Golden Gate at the start of the Singlehanded TransPac.

to take him aboard, he did something few others in similar circumstances have done: He scuttled the boat.

Those are the basic facts. Much has been written and said and blogged and riffed off those facts since then. Some armchair experts even went so far as to suggest that Allan 'freaked out'. Perhaps they can be forgiven, as that has been the case with other people on other

— THE LOSS OF WILDFLOWER



Above, 'Wildflower' behind a big roller just before the 'MSC Toronto' pulled alongside. Inset, Skip Allan in Hawaii in July. Right, Skip departs 'Wildflower' for the last time to climb up the side of the 'Toronto'. He says everyone aboard the ship showed him the utmost kindness after the rescue, and upon arrival in Long Beach, "I felt part of this happy crew of six nationalities."

In the force 10 storm, 15 people died in the Irish Sea, most in their liferafts after having abandoned ship. *Imp* was one of only 85 boats that officially finished, with the rest running for any port they could find. In the confusion following the race, *Imp* and her crew were listed as missing and presumed sunk on no less than the front page of the *New York Times*.

Several years before that, Skip had built himself a boat. Inspired by John Guzzwell's *Trekka* and George Kiskaddon's *Spirit*, it was his vision of an ideal small ocean-voyaging craft. And that vision looked very much like the nifty IOR half tonners that Tom Wylie was building over in Alameda. Skip had known designer/builder Wylie from the *Improbable* days, and talked to him about modifying one of those hulls into a performance cruiser that would be strong and easy to sail. They finally struck a deal where Skip would work on the production floor during the day, in exchange for using the shop facilities and enough resin and fiberglass to do his own project at night and on weekends.

The result of that agreement and friendship (which continues to this day)

was the custom 27-footer he named *Wildflower*. Amid the well wishes of friends and family, she was launched on Halloween Day, 1975.

Skip made a number of changes to hull #6 out of the half-tonner mold. The most radical of these were to move the keel back 8 inches, add a full skeg in front of the rudder and remove the engine. The boat lost a foot of length to a transom modified to accommodate a windvane and emergency rudder. The cored hull in the bow of the half-tonners was replaced by solid glass in *Wildflower* — and an extra layer or two at that. Skip wanted her strong enough to bounce off ice, or survive a rollover and come up in one piece. His targets for performance, seaworthiness and strength were all hit solidly in the bullseye.

The Bay Area's Singlehanded Sailing Society was formed in 1977 and Skip was one of the early members. He was drawn



in equal parts by the challenge of singlehanded, a lifelong penchant for self-sufficiency, a strong competitive streak — and a crazy new singlehanded race they were planning around the Farallon Islands that spring. Up until then, only crewed boats had made the often boisterous passage to the windswept 'Rockpile' 25 miles west of the Golden Gate.

And boisterous it was that first year, with 30-35 knots on the top end of the course near the islands. Bill Lee, singlehanded the then-new *Merlin*, was the first of an eventual 14 boats to complete the race. *Wildflower* finished fifth, and corrected out to first overall.

The next year, the SSS planned something even more ambitious: a singlehanded race from San Francisco to Hawaii. Once again, Skip and *Wildflower* were there on the starting line. They finished second boat for boat and third overall in the 22-boat fleet.

Much has been written about the bond between people and boats. Nonsailors

SKIP ALLAN

may scoff, but it's our opinion that *Homo Sapiens* are indeed able to form strong emotional bonds with nonliving things — and that the strongest of those bonds occurs between boats and their owners.

Skip had such a relationship with *Wildflower*. He had conceived the boat with his mind, built her with his own hands, and had lived aboard her a total of 19 years. During summers well into the new millennium, he would cruise her far and wide, including two round trips to the South Pacific and back, five to the Pacific Northwest and/or Alaska, and six to Hawaii. With an occasional race thrown in here and there, such as the 2002 Pacific Cup, in which he won both the Doublehanded Division and overall honors. In all, Skip and *Wildflower* sailed more than 100,000 miles together.

2008 marked the 30th anniversary of the Singlehanded TransPac — and of course the 30th anniversary of *Wildflower's* participation in the first one. To Skip Allan, entering the event seemed like the perfect challenge for his 28th Hawaii Race. Not to mention that, as he says, "Hanalei Bay is the best place in the world to finish an ocean race."

The race started July 12. It turned out to be a lightish year as these things go. *Wildflower* made it to the finish line off Hanalei Bay, Kauai, in 16 days flat, correcting out almost 18 hours ahead of the second boat — and more than 24 hours ahead of the third boat! Even for a sailor of Skip's caliber, it was an amazing performance.

In his usual self-effacing way, he asserted that there was 'nothing special' about the way he sailed the race. And as always, he's so disarmingly friendly that you believe it. Unless you know him. His old skipper Tom Blackaller may have said it best years ago when he noted, "Skip is the most underrated sailor in the world. Only the guys who sail with him know how good he really is."

Which made it all the more confusing and unbelievable when word came down early last month that he had lost *Wildflower*.

After spending a couple of weeks in beautiful Hanalei Bay, Skip and *Wildflower* departed for home on August 13. This was about a week after most of the other returning Solo TransPac boats had taken off, although there were a few who left after him. While many of those boats had taken on additional crew for their passages back to the mainland, Skip was sailing his sixth trip home on *Wildflower* the way he preferred it, alone.

DID YOU TRY...? WHAT ABOUT...? HOW COME...?

Was the boat insured?

Wildflower was not insured. As singlehanders can't get insurance, I trusted my skills and experience, her strength, and our combination as a 'team.' That was my insurance.

Why did you scuttle the boat rather than leave her afloat in hopes you could recover her?

*Three reasons. First, a search was financially and practically out of the question. And the success rate for finding and retrieving boats adrift is slim. Secondly, the Coast Guard required that I carry my EPIRB off the boat with me. So I couldn't leave a beacon. They also informed me if I left the boat floating, that she would be considered a derelict and a hazard to navigation. Although an unlikely target, I didn't ever want *Wildflower* to be broadcast as a "hazard to navigation." And third, I made a pact with my boat*

that I would never let her drift and be wrecked on a beach, or somehow end up in someone else's hands. A burial at sea was a fitting end to such a fine little ship.

Did you try, or consider, heaving-to?

*I considered it, as I had practiced heaving-to many times, both with and without a 12-ft diameter sea anchor from the bow. But my previous experience had shown it to be an unsatisfactory technique for *Wildflower's* particular fin keel design. She just didn't heave-to very well, and it tended to put her at the mercy of being rolled. I also remembered my good friends Don and Eileen who had brought a 27-ft Vega back from the 1978 Singlehanded TransPac. They got in similar conditions and attempted to heave-to. They ended up being inverted 180 degrees three times.*

The prevailing strategy for sailing back from Hawaii in August involves sailing northeast, sometimes to the latitude of the Oregon border — sometimes farther — in order to keep breeze and get over the top of the Pacific High. (There is no wind in the middle of it, so if you want to go straight home, you have to have enough fuel to motor most of the way.) Once you get over the top of the High — easy to tell these days with GRIB (weather) files you can download to laptop computers — the normal westerlies fill in for the final reach into San Francisco or, in Skip's case, Santa Cruz.

And, since this is 'gale alley', you can expect to weather a blow or two before you get home. Skip had ridden out three of them before with *Wildflower* on return passages from Hawaii, and always did well with a tactic of running with it while broad reaching to the southeast. That way, whether the gale rode over him or spit him out along the way, he always ended up closer to home.

The one that caught up with him in late August was different from the start. Conditions began to deteriorate quickly on the evening of Friday the 29th. By Saturday morning, *Wildflower* was 365 miles west of Santa Cruz, running due south under #4 jib and storm staysail in 30-35 knots. By 4 p.m., he was under storm staysail only (39 square feet) and towing a 30-inch diameter drogue.

Despite the violent motion, Skip had prepared *Wildflower* to survive such conditions. The boat was occasionally being knocking down to about 70°, and about every five minutes, a breaking wave crest would come aboard and fill the cockpit.

But *Wildflower* was taking it. The oversized drains in her shallow cockpit were emptying in about 90 seconds, and the Autohelm 1000+ tillerpilot, substituting for the Sail-O-Mat windvane, was

doing an amazing job of steering, considering that it was completely drenched — and occasionally submerged.

On Sunday morning, winds were still in the 30-35 knot range and were now accompanied by a confused wave train from the north, northwest and northeast. Skip winched in the drogue with the intention of substituting a stretchy nylon anchor rode for the high-tech spinnaker sheet on which he'd deployed it. He was disappointed to find the drogue had split open. He rigged his spare drogue, but without a metal hoop to hold it open (like the first one had), it would periodically collapse in an overtaking wave crest.

Around noon, conditions abated a bit and Skip emerged from below. Hooked to the boat by two safety harnesses clipped to the weather rail, he began to hand steer in hopes of making easting out of 'gale alley', broad reaching under the #4. But as he wrote later, "It was mogul sailing at its best, having to radically bear away to avoid hissing 8-12-ft breaking crests on top of 15-30-ft seas."

By sunset, exhausted from looking over his shoulder for breaking waves, he put the boat back on autopilot and went below. Not long after, the wind increased in strength from the northwest. During the night, he dropped the storm staysail. *Wildflower* was now down to bare poles and making 5-7 knots over the bottom. Skip stayed below, suited up in foulies, headlamp and harness, ready to dash out the hatch and grab the tiller if the autopilot should fail. (He had spare autopilots, but they would take several minutes on his knees in the cockpit to rig up.) He knew if the boat went broadside to the waves, she — and likely he — were goners.

That never happened, but the wind continued to shriek through the rigging and breaking wave crests continued to

— THE LOSS OF WILDFLOWER

fill the cockpit. He was headed due south under winds now in the 40-knot range, and the GRIB files showed he was in for at least three more days of these conditions before the gale let up.

It was reckoning time.

Skip says many thoughts ran through his mind that night — when he wasn't being tossed across the cabin every time the boat took a violent knock-down. There was the loss of *Daisy* in the Doublehanded Lightship Race earlier this year — a 33-ft boat lost with both hands when a large wave presumably capsized and sank her just five miles outside the Golden Gate. There was also the reality that Skip had family caretaking obligations and was responsible for more than just his own life.

Then there were the by-now 25-30-ft seas, which he says were the biggest he'd seen since that '79 Fastnet on *Imp*. And there was the reality that he was reaching his physical limit. We will tell you for a fact that Skip is living proof that 60 really is the new 40 — he seemed to us

as fit and strong and agile at the finish of the '08 Singlehanded TransPac as he was when he finished the first one in '78. But he's not 33 anymore. And even if he were, he said later that he probably would have made the same decisions.

"At that point, the boat had suffered no serious damage, nor had I," he said. "But I could see that with minimal sleep, my decision making could become compromised."

Early Monday morning, Skip sat-phoned his longtime sailing friend, Joe Buck, in Redondo Beach. Joe is also a Ham radio operator, ocean racing navigator and weatherman. Accessing all the latest weather and wave information, Joe confirmed that *Wildflower* would continue to experience high winds and waves for at least the next three days.

Skip asked Joe for his help in making some hard choices. First, as a precautionary tactic, they decided that Joe should inform the Coast Guard of *Wildflower's* situation, ask about the protocol for requesting assistance — but make it clear that Skip was *not* asking for help at that time. (Skip had tried calling the Coasties

himself on SSB, but got no response on any of the published safety and working frequencies.)

An hour later, Joe called back on SSB to relay the following information: Coast Guard Search and Rescue did not have any assets within 20 hours or 200 miles of *Wildflower*, and that the boat was 200 miles beyond helicopter range. However, there was an inbound ship headed in their direction.

"Joe helped me understand that if the boat were lost, I would likely be lost as well," said Skip. "But if I left *Wildflower* proactively, only the boat would be lost." Skip told Joe of his concern about putting his life in the hands of a possibly foreign crew on a big, commercial ship during a transfer at sea in such bad conditions. But risky or not, there probably wasn't going to be another chance. Calculating a rough arrival time for the ship before they signed off, they agreed that a decision had to be made one way or the other before 11:30 a.m. — a bit more than an hour away.

Skip spent much of that hour on the cabin sole of his beloved boat, consider-

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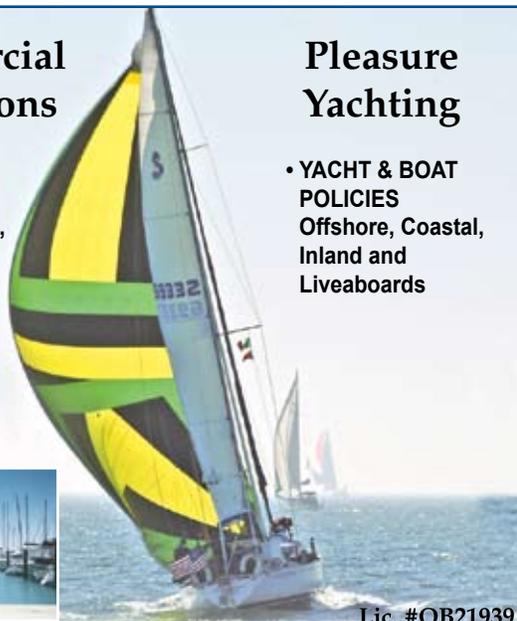
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SKIP ALLAN — THE LOSS OF WILDFLOWER

ing his options, battling his emotions, pounding his fists and, in the end, making peace with the boat that had carried him safely for so many years and miles. At 11:15, he called Joe back and asked him to pass on to the Coast Guard that he was requesting assistance.

Joe called back a few minutes later to say that the *MSC Toronto*, a container ship, was a few hours away, and that SAR needed to hear from Skip directly. At exactly noon, Skip slid open the hatch to get a clear satphone signal and called SAR Lieutenant Saxon, the contact with whom Joe had spoken.

"What are you requesting?" she asked.

"I am asking for assistance to be removed from my boat," said Skip.

The *Toronto* set off *Wildflower's* 30-mile AIS alarm an hour later. An hour after that, she hove into sight, and what a sight she was. At more than 1,000 feet in length, she is one of the newest and largest container ships in the world. In the gale-force conditions, her huge bow bulb was rising and plunging 20 feet in

the big seas.

Skip talked the ship in by VHF until they could see him. A sharp-eyed lookout spotted *Wildfire* at five miles. But it was only at two-mile range that *Wildflower* was acquired by radar.

As they approached, Captain Ivo Hruza explained in perfect English that he would steer the ship to windward of *Wildflower* to create a lee. The transfer would be made on the starboard side by Jacob's ladder hung from the pilot's door — which is about 40 feet up the side of the massive ship. Captain Hruza agreed to maintain slow ahead (3-4 knots) so that Skip could motor up alongside.

As the big ship maneuvered into position, Skip was finishing packing the few items he needed to take, and a few that he wanted to take. In addition to the usual papers, ID and passport, laptop, logbooks and a couple of changes of clothes, he packed up the two perpetual trophies he had won in the Singlehanded TransPac — one of which was the overall trophy that his good friend Mark Rudiger had won in 1984. He was unsure if they could be saved, but he would try.

The transfer itself went smoothly. Once in the windshadow of the ship, Skip motored alongside and was able to transfer his gear — and the trophies — to the ship via a heaving line thrown down to him.

Then it was time to leave. His last act before leaving *Wildflower* was to pull off the saltwater engine cooling hose — which he had loosened earlier — from its thruhull. As water poured into the boat, Skip went topside, waited until a swell lifted the boat as high as she would go, grabbed the bottom rung of the rope ladder and climbed up. Through tears, his last sight of *Wildflower* was of her disappearing behind the stern of the *MSC Toronto*.

The position of the ship when it resumed course was 35° 17'N by 126° 38'W — about 250 nm west of Morro Bay. The water there is 13,000 feet deep.

A day later, Skip was in Long Beach, walking down the gangway to greet Joe, his sister Marilee — and new beginnings.

— latitude/jr

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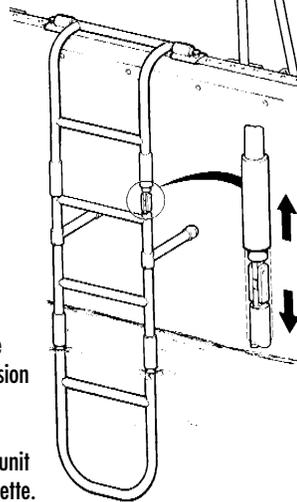
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HAVING YOUR CAT

Curious readers have been writing in to ask how our Moorings/R&C 45 charter catamaran *'ti Profligate* has been working out in the yacht management program in the British Virgin Islands. In a nutshell, we'd only planned on



The Moorings/R&C 45 catamaran may not be a lightweight screamer under sail, but she moves right along in a good breeze . . .

having our cat in the program for three winters, but based on how things have been going, we can't see a reason not to extend.

To review the situation in context, having once owned the Ocean 71 *Big O* in the Caribbean for the better part of 11 years, we were dying to get back to those fabulous sailing grounds. And having put in more than three decades of hard labor at *Latitude*, we figured it was time. Our primary desire was to be able to sail the Caribbean for two months — January and February — of each year. But we didn't want it to cost us a fortune, as would have been the case if we had to charter a boat for such a long period of the high season.

One option we considered was trying to put together a three- or four-person partnership. That meant the initial investment would be relatively small, but that we'd have to find two or three other suitable partners — partners who would be willing to let us use the boat during the most desirable months of the year. Even worse, it meant that we out-of-the-area amateurs would be responsible for upkeep, repairs, bookkeeping, preparing the boat for hurricanes and so forth. The more we thought about it, the less attractive it sounded.

The other option — one that's quite popular — was to put a boat in a yacht management program. In such cases, you buy a boat and get to use it a certain amount of time each year, and the management company takes care of everything when you're not using it. Depending on how much money you

put up front, you might even make a little money. Sunsail and The Moorings are the biggest yacht management companies in the world. While they have excellent programs, and we have friends who have been quite satisfied, neither was the right fit for us. In the first place, we didn't want to buy a new boat, as it was beyond our budget. Second, their programs strictly limited the amount of time an owner could use his/her boat in high season.

Fortunately, there's a less well known segment of the yacht management industry known as the secondary market. Often these are independent companies that sign on boats that have been retired from Sunsail or Moorings programs. These boats often sell for about half the price of the new ones, and owners are often able to use them more frequently and at better times of the year. These were the two main features we were looking for. However, there are also downsides to most secondary programs. The two biggest are that you don't get a guaranteed income, and that secondary market companies don't have bases all over the world where you could trade time for the use of boats in those exotic locations. While these two considerations would be attractive to many, they weren't important to us.

The key for us was to finding what we felt was a trustworthy company in the secondary market that would allow us to use our boat for the two months in the high season. Fortunately, we did. It turned out to be BVI Yacht Charters, which is located a couple of hundred yards from the huge Moorings base at Road Harbor in the British Virgins. We didn't know owner Arjan Stoof from Adam, but he'd owned the company for 20 years, and our sources in the British Virgins said that he and his operation enjoy a good reputation. So we started working with Carrie Hubbard, the office manager, and other members of the staff to find a catamaran that would fill our needs and be suitable for their program.

After an unnecessary and expensive wild goosechase to St. Martin on the recommendation of a salesman who put his interests before ours, the folks at BVI Yacht Charters found a boat that met both our criteria — a 2000 R&C 45 catamaran that had just come out of The

Moorings charter program just across the way. The Moorings/R&C 45 catamarans are ruggedly built fifth generation charter cats designed specifically to sleep eight in four cabins with heads ensuite. They also have 6'4" or more headroom throughout. While not the fastest cats in the world — we haven't gotten ours over 14 knots with white sails, although she'll often hit 10 knots — the design and construction are top notch for their purpose. And because they were built for the charter trade, where boat down time is profit flying out the window, they were designed and built in a way that makes it easy to fix or replace just about anything. For example, even we could remove both water tanks in less than 10 minutes, and remove one of the fuel tanks in less than half an hour. For all these reasons, the Moorings/R&C 45s are often considered to be the Cal 40s of the charter business — classics that are going to be useful for many years to come.

So after a survey in December of '06, we bought the then-named *Eva Louise* out of The Moorings program for \$275,000. It had to be cash because banks won't finance boats in secondary market yacht management programs — at least those programs outside the United States. Where did we get the mon-



... AND MAYBE A LITTLE PROFIT, TOO

ey? Having lived in the same house for 30 years, we'd built up massive equity. And with the kids having moved out to L.A. and New York, we happily moved into a two-car garage-sized granny unit and rented out the main house. While ultra minimalist housing would certainly not appeal to everyone, we love it — and the proceeds allowed us to buy the cat and some income property that generates decent cash flow. Furthermore, upon the receipt of some documentation, the State of California confirmed that no sales or use tax was due on our purchase of the boat.

We've now owned the cat, rechristened *'ti Profligate* — French for *Little Profligate* — for almost 20 months. We've been pleased in the important respects, which we view as being financial and personal.

The Numbers

During '07, we used *'ti Profligate* for about six weeks in January and February. After all the various expenses — the annual haul-out, berthing fees, repairs, maintenance, management fees and everything else — we came out with a net profit of about \$7,500. It's important to ... and is a prodigious charter machine, and a rock solid, big bang-for-the-buck cruising boat.

note that we got a very slow start on the charter season because we didn't buy the cat until late December, by which time the season was already in full swing. In addition, we'd used the boat ourselves for half of the peak season. Had we not

"Had we let the cat be chartered in the high season and saved all our use for the low season, the net profit would have been much higher."

used the boat during that time, Hubbard says we would certainly have gotten four or five more charters. That's roughly \$30,000 in revenue, of which we might have netted something like \$10,000 to \$15,000. So had we let the boat charter during the high season, and saved our use for the low season, we might have netted \$20 to \$30k.

During '08, we used *'ti Profligate* for about seven weeks in January and February. As of the end of June, we were up \$10,000 after all expenses had been deducted. Included in the expenses were recovering the salon cushions for \$1,700 and replacing the trampoline for \$4,000. In addition, between now and the end of the year, our cat is already booked for an additional \$35,000 more in charters

— with the possibility that there will be even more. It's hard to estimate all the expenses between now and the end of the year, and the cat has to get her annual haulout, but we think it's possible that we might end up with a net profit of \$15,000 or maybe even \$20,000. And

once again, had we let the boat be chartered in the high season and only used her in the shoulder or off season, the net might have been \$10,000 to \$15,000 higher.

For the sake of argument, let's assume that the average net for the two years will be \$12,000. That would be a return on investment of a little under 5%. That's not in Warren Buffett's league, but given the times, it's not so bad. Indeed, as we write this, the Dow Jones Industrial Average is almost exactly the same level today as it was on the day we bought the cat, and the NASDAQ is down about 5%. And just try to find a CD that pays 5%. Once again, these hypothetical returns on investment calculations don't take into account the average of six weeks of use of the cat we've had during the high season. For the sake of reference, the retail value of that use would be over \$30,000.

Does this past performance mean the boat will continue to charter at levels it has in the last two years? Of course not. For all we know, some terrorists will blow up a plane on the way from New York to the British Virgins, something that would surely cool the bareboat charter business. But if you think the economic slowdown to date would be equally devastating, you'd be wrong. "Excellent!" says Hubbard, in our response to the question of how the bookings are shaping up for this season. "We're running the same as last year, which was a very good year. Don't worry about us."

As for the current value of *'ti Profligate*, about 70 Moorings/R&C 45s were built, which means they are pretty much a commodity, and as such have a fairly good and stable resale value. Occasionally you see one on the market that is quite a bit less expensive. Such a cat has usually been driven over a reef or was otherwise badly abused. While *'ti Profligate* obviously is not new, we think she's still in pretty darn good shape.



HAVING YOUR CAT

Sure, the salon and galley have seen plenty of use, but oddly the four cabins almost look as though they've never been slept in. While the hulls have the normal scratches to be expected on a charter boat, structurally she's in terrific shape, and the mast, winches and other gear are first class. The two Yanmar diesels are in great shape.

The other reason we bought the cat we did is that she was built with oil that cost less than \$30 a barrel — or about 33% of what it costs today. If you built a R&C 45 cat today, it would probably cost double what we paid for ours. In addition, with ours being about five years old at the time we bought her, we figure she — along with all other top charter cat models of that era — had depreciated about all she ever would. For as long as they are maintained, these cats have many productive years left in the charter world, and after that, they would make spacious and comfortable cruising platforms for the Caribbean, Mexico, the Med — or just about any other place in the world. As such, we think 'ti *Profligate's* current market value is about as the

same as when we bought her.

Before anybody gets carried away, this is not to say there is no risk in having a

"These cats have many productive years left in the charter world and as cruising boats."

charter boat in a yacht management program. Some incompetent charterers, for example, could ruin one of the diesels, rip a rudder off while driving over a reef, or the cat could be partially damaged by a hurricane. Yes, we have insurance for the latter two, but we're sure we'd still take a pretty good financial bath as a result of repairs and the boat being out of action for a long time. Thsi being the case, nobody should buy a charter boat with the money they are setting aside for important things, such as their

children's education, and without giving the potential downsides a lot of careful evaluation.

The Personal Pleasure Factor

So far we've used 'ti *Profligate* about 13 weeks, almost all of it in St. Barth in the French West Indies. We won't lie to you; along with doing the Ha-Ha, it's the most fun we have all year. For about \$200 a month in mooring fees, we've got a great waterfront home at one of most clean, beautiful, safe, and fun islands on the planet, and are surrounded by many of the greatest yachts in the world. Having done both, we can assure you that it's both much more fun and much less expensive to live aboard than ashore.

For pure sailing purposes, we'd rather have an all carbon Gunboat 48, which offers electrifying performance. But even if we had the additional million to spend on such a boat, it wouldn't be worth it. As for a waterfront residence in the French West Indies, it would be cool to have the warmer wood interior of the more luxurious Catana 43/47s. But that would

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... AND MAYBE A LITTLE PROFIT, TOO

cost hundreds of thousands more, and besides, those cats weren't designed for and therefore aren't suitable for chartering. While the R&C 45 isn't luxurious, it's an exceptionally ergonomic cat. It has better headroom than most other cats, a huge cockpit, and lights, fans and handholds/steps wherever you'd want them to be. As we mentioned once before, she's actually more comfortable for living aboard than is big *Profligate*.

Another great thing about being in a yacht management program is that you don't have to worry about your boat. We never think about 'ti *Profligate* except when we're using her or dreaming about how much fun it's going to be to be back on her in those wonderful warm, blue waters. The folks at BVI Yacht Charters take care of everything: bookings, repairs, haul outs, leaking ports, approaching hurricanes — everything! That's a nice thing.

We've had quite a few readers mention that they're thinking about

getting into a program similar to the one that we're in. If you fully appreciate the risks, and wouldn't be using money set

"Another great thing about a management program is not having to worry about your boat."

aside for something really important, you might want to investigate it further. The keys would be finding a yacht management program that needs a boat such as the one you want, and making sure that the rules of the program sync with what you're looking for.

BVI Yacht Charters has 45 boats, 17 of which are cats between 36 and 47 feet. Four of them are R&C 45s, and one of them is an R&C 47, which is essentially the same boat. Hubbard tells us that they're periodically interested in "refresh-

ing" their fleet, which means with very clean boats that aren't more than five years old. The best place to find these are the fleets being retired from yacht management programs such as The Moorings and Sunsail. Hubbard tells us that BVI Yacht Charters is not the only secondary market yacht management outfit in the British Virgins. There are also TMM, Conch and Horizon, all of which are about the same size. "We're one happy family," she says. In addition, there are secondary charter yacht outfits all up and down the Caribbean, and in many other places. So there are lots of possibilities that might be worth looking into.

While we've been very pleased with our yacht management experience so far, everyone needs to understand that we're not endorsing any kind of boat, any particular yacht management company or even the general concept of having a boat in such a program. All we're saying is that for us, in our particular situation, it's been good so far, and we're looking forward to more.

— latitude/rs

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— THE KINDNESS OF STRANGERS

Fall descended with a thud over San Francisco Bay last month — sunny and sweltering one day, cloudy and chilly the next. While the sun made a return appearance later in the month, the unexpected fall weather was a wake-up call to Bay Area sailors to get out and enjoy some time on the water.

Some may cringe at the thought of summer's end — "So soon?" — but for others, fall means something better than summer: cruising to Mexico. Dozens of cruising boats will soon pass through the Bay as they run from the winter rains of the Pacific Northwest. At presstime, 45 PNW-based boats were signed up for the Baja Ha-Ha — presumably just a fraction of all the Baja-bound boats from up north — and the event was still more than a month away.

All of which offers a great opportunity for Bay Area sailors to really make a positive impression on our guests. If you notice salty new arrivals, don't be shy — introduce yourself and invite them over for a beverage. Offer them a ride to the grocery store or chandlery. Give them the benefit of your local knowledge by suggesting some activities while they're in the area — a stop at Sam's, a walk around Angel Island, a run to China Camp, even a few days up-Delta. Not only will you help them get their cruise off to a good start, you might just make some new friends.

— **latitude 38**/ladonna

The crew of 'True Love' had a great run on the Bay after running from the Seattle rains.

EYE ON THE BAY



Howdy, sailor — A wave and a smile from a passing boat can really make a newcomer to the Bay feel welcome. Clockwise from right, 'Flying Tiger' shows her guests a splashy good time; 'Sea Ya' gives the thumbs up; doing the wave; the crew of 'Gennifer' shows how it's done; 'Wild-Type' gets in on the action; all it takes is a little 'Charisma'.



— THE KINDNESS OF STRANGERS



BAJA HA-HA PROFILES, PT II

When we first meet Baja Ha-Ha rally participants in San Diego, they're usually cheerful and excited. But we often sense an undercurrent of anxiety, and perhaps even a bit of carefully guarded fear. By contrast, though, when we catch up with the same folks on the beach at Cabo after they've completed this 750-mile southbound run — which begins October 27 this year — they're usually smiling so broadly that their jaws are about to unhinge. Beaming with obvious pride in this significant accomplishment, they say things like: "Geez, if I'd known it was that easy, I would have done it a decade ago in the crappy little boat I had back then." Likewise, when Ha-Ha veterans are asked to give advice to the wannabes back home, the most typical response is something like, "Don't wait. Go now. Go with what you've got."

The truth is, you don't need a million-dollar yacht with all the latest bells and whistles to sail down to ol' Mexico. As hundreds of past participants have proven, a no-frills bargain boat will get you to the same exotic anchorages and allow you to observe the same spectacular sunsets — albeit with a lot fewer creature comforts. Then again, some would argue that the more spartan the boat, the more extreme the adventure.

The boats and crews you'll be introduced to in these pages cover both ends of the spectrum, from well-heeled yachtsmen aboard luxurious yachts to minimally-funded sailors aboard well-worn fixer-uppers. We wish them all the best of luck! (Look for a final installment of mini-profiles next month, and a post-rally recap in December.)



Mary Lee and Lewis of 'Merry Lee' have set up a three-year window for cruising.

**Merry Lee — Beneteau 473
Lewis & Mary Lee Guiss
Marina del Rey**

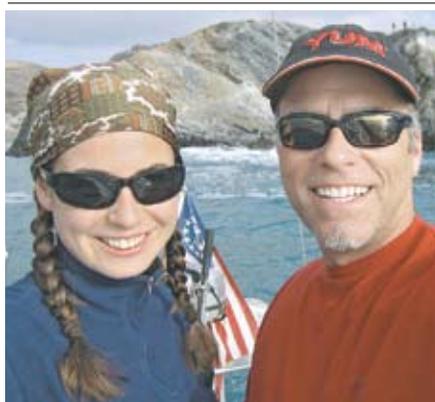
Occupations: Lewis, physician; Mary Lee, teacher, both retired
Add'l Crew: David Mulhearn & Mar-

tin Gardner

Quote: "Owning a boat is all about dreams. Cruising is about living them."

Cruise Plans: Their house is leased for three years, so plans are flexible.

Noteworthy: In 1990 they bought an Oceanis 390, sight unseen, which was lying in Annapolis. They say during five months of cruising in Florida and the Bahamas they learned a lot from mistakes made along the way.



"The mimosas made us do it!" say JoDean and Doug of 'Albatross'.

**Albatross — Lien Hwa Seamaster 46
Doug Schneeman & JoDean Bifoss
Marina del Rey**

Occupations: Doug, photographer; JoDean, photog & massage therapist
Add'l Crew: Brian Chenes

Quote: "Be careful of the ideas you float while drinking mimosas on Sundays!"

Cruise Plans: Cruise Mexico and the Sea of Cortez for six months, then "start to make a plan."

Noteworthy: JoDean comes from a family of commercial fishermen in Alaska.

**Lilly — Beneteau First 47.7
Steve & Cathy Thosath, Seattle, WA**

Occupation: Steve, contractor; Cathy, teacher, both retired

Add'l Crew: Karl & Judy Fetch

Quote: "We are going until it isn't fun anymore — or we run out of money."

Cruise Plans: South to the Canal, then into the Caribbean.

Noteworthy: Lilly's boom is as long as the couple's first boat.

**Vitesse — Beneteau 473
Tom Price, San Francisco**

Occupations: Global account manager

Add'l Crew: Father Roger Price,

Doug Thorne, Dave Lively & Dan Benveniste

Quote: "Spending time with family and friends, then making new friends along the way — that defines the good life."

Cruise Plans: Base at La Paz until spring, then home to S.F.

Noteworthy: Tom learned to sail at age 5 on an FJ and an Ericson 29

**Sheherezade — Yamaha 33.5
Noah Peffer & Alexandria Wolff
Los Angeles**

Occupations: Noah, carpenter; Alexandria, stylist

Quote: "Schrum it up."

Cruise Plans: "We don't plan to return to the States until we're dead broke."

Noteworthy: Noah first went sailing when he was three weeks old.

**Formula Won — Beneteau 473
James Schmid, San Diego**

Occupation: Real estate biz

Add'l Crew: Ian Bossenger

Quote: "We are wildly enthusiastic about the Baja Ha Ha!"

Cruise Plans: On to La Paz and San Carlos.

Noteworthy: As they travel, they plan to raise funds for their favorite charities.

**Waverley — Islander Freeport 41
Tom & Peggy Dalglish, Seattle, WA**

Occupations: Tom, game publisher; Peggy, retired airline passenger agent

Add'l Crew: Randy & Joan Olson

Quote: "Sun, sea and stars — and a sip of something stupendous!"

Cruise Plans: Cruise Mexico for one year.

Noteworthy: They have circumnavigated! (Lake Tahoe, that is.)

**Star Fire — Islander 41
Bill & Paula Carneal, Marina del Rey**

Occupations: Bill, law enforcement (retired); Paula, teacher

Add'l Crew: Pat Clark & Keith

Seagull

Quote: "We wanted to join the Ha-Ha for three years and finally got it together. So Cabo, here we come!"

Cruise Plans: Chill out for a few days, then bash back.

Noteworthy: This is the couple's first boat.

**Mangareva — Dallimore 40.5
Mark & Gail Strong, Emeryville**

Occupations: Mark, ski lift engineer; Gail, teacher

— SOUTHBOUND MIGRATION



The 'Allure' of the cruising life inspired Dennis and Beverly to leave chilly Seattle behind.

Add'l Crew: Nina MacLeod

Quote: "We have been preparing for this adventure ever since we bought our first boat — can't believe it's really happening!"

Cruise Plans: Open-ended; may possibly end up in England.

Noteworthy: This vintage woodie was built in 1951 in Pin Mill, England. The Strongs have done extensive renovation during the 13 years they've owned her.

Harmony — Irwin 37

Dean Tompkins, Creston, BC

Occupation: Real estate broker

Add'l Crew: Ed Fillion, Greg Baker, Yuri Jmaeff and Kelly Frederick.

Quote: "There's no better way to break into the cruising community and start living a dream."

Cruise Plans: Will base boat at La Paz.

Noteworthy: The crew is all from a small town near a glacier-fed lake

— 900 miles from the Ocean!

Eclipse — Cross 34 tri Daniel Bodie, San Diego

Occupation: "Recovering attorney" (retired).

Add'l Crew: Ronald Morinaka

Quote: "Res ipsa loquitur." (We have no idea what that means!)

Cruise Plans: North or south. . . plans are wide open.

Noteworthy: These are two high school buddies "up for another adventure."

Andanzas — Catalina 42

Wally Nevins & Linda Winn, Ventura

Occupations: Wally, utility company supervisor; Linda, dietitian

Add'l Crew: David Bozarth & Alli Craig

Quote: "This is exciting."

Cruise Plans: Mexico and beyond.

Noteworthy: This boat will be looked after by an Angel — that's the name of the ship's border collie.

Wish — Gulfstar 47 Sailmaster

James Bruce, Jr., Vallejo

Occupation: Retired Dept. of Corrections educator

Add'l Crew: Son Chris Bruce, stepson Tim Marsh, Zara & Mark Thomas

Quote: "I'm thinking of changing my boat's name to 'Sooner', because it would sooner cost me money than go sailing."

Cruise Plans: Explore the Sea of Cortez, then do the Puddle Jump.

Noteworthy: James has been sailing since '72.

Allure — Kalic 40

**Dennis Hilling & Beverly Bagley
Seattle, WA**

Occupations: Dennis, electrician; Beverly, swim instructor & office man-

Meet most of 'Harmony' crew — lake sailors heading out on the big blue Pacific.



ager; both retired

Quote: "Keep a smile on your dial!"

Cruise Plans: TBD

Noteworthy: Dennis began sailing at age 5.

Cast Away — Tayana 42 Charles & Sharon Tedrow Coos Bay, OR

Occupations: Charles, police officer; Sharon, legal secretary; both retired

Quote: "After two years of preparation, we can't wait to get started on this

"We're heading south until the butter melts."

adventure."

Cruise Plans: Cruise Mexico until April, then bash home.

Noteworthy: Their only additional 'crew' are two pugs, Puggles and Pudge.

Miss Molly — Cascade 42 William Walters, Morro Bay

Occupation: Retired USAF colonel

Add'l Crew: Allan Roske, Debbie Dube, Randy Landis

Quote: "We're heading south until the butter melts."

Cruise Plans: Beyond where the butter melts.

Noteworthy: Among William's previous passages, he sailed from Hong Kong to Japan in 1970; Allan, the navigator, once kayaked from Mulege to Loreto and back (roughly 160 miles).

Kona Lani — Hunter 466 Larry Boyle, Alameda

Occupations: Retired electronic engineer

Add'l Crew: Randy Judd & Chuck Frank

Quote: "We're looking for a great passage to Mexico."

Cruise Plans: Sea of Cortez for a year, then on to the South Pacific.

Noteworthy: Larry bought this boat, his third, just a year ago.

Vela — Catalina 42

Chris Scott, Half Moon Bay

Occupation: Retired (period).

Add'l Crew: Kenyon Stewart & Luke Kennedy

Quote: "If you do not know what the right thing is to do, stop doing what you know is wrong."

Cruise Plans: On to Central America and the South Pacific.

Noteworthy: This is Chris' first big

BAJA HA-HA PROFILES, PT II

trip since his leg had to be amputated.

Roksan — Crealock 34

Marvin J. Fritts, Whidbey Island, WA

Occupation: Retired engineer

Add'l Crew: Ron Holbrook, Patricia LeBlanc

Quote: "We just want to have fun and meet new people."

Cruise Plans: Continue exploring Mexico.

Noteworthy: Fritts, a Ha-Ha '05 vet, has also sailed from Hawaii to Tahiti and Hawaii to Seattle.

Seeker — Caliber LRC40

Kevin & Nancy McCabe, San Diego

Occupations: Kevin, retired property manager; Nancy, physician

Add'l Crew: TBD

Quote: "The McCabes have arrived. We work so well together."

Cruise Plans: The McCabes will cruise the Sea of Cortez together, then Nancy will fly home to work another year, while Kevin and crew bring the boat home.

Noteworthy: They first heard about the Ha-Ha while sailing Puget Sound during their first charter trip.



'Sisiutl' Bob is anxious to introduce his new bride, Caryl, to the wonders of Baja.

Lake Michigan to B.C. to San Diego, the Rocky Mountains were the toughest sail!"

Sisiutl — Gulfstar 44

**Bob Bechler & Caryl St. Clair
Portland, OR**

Occupations: Bob, consultant; Caryl, educator

Quote: "By now, you would think I would know the way by heart!!!" (This is Bob's third Ha-Ha — and he's done three Puddle Jumps.)

Cruise Plans: Join the 2009 Puddle Jump and eventually circumnavigate.

Noteworthy: They will have sailed 8,000 miles from New Zealand to join this Ha-Ha!"

Faith — Morgan 41

Sandy Smith, Portland, OR

Occupation: Retired financial services specialist

Add'l Crew: Chris Edmonson, Patty Sherman, Sue Thomas and Lorraine Rowan.

Quote: "I don't have any original quotes, but I live by Jimmy Buffett's

Wanderer — Jeanneau 43DS

Patrick & Charlotte Stewart, Ventura

Occupations: Patrick, CEO of manufacturing company; Charlotte, retired systems analyst

Quote: "Life is not a dress rehearsal."

Cruise Plans: A slow cruise through Mexico, Central America, then eventually on to the South Pacific.

Noteworthy: "During the trip from

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'Leap and the net will appear.'

Cruise Plans: We intend to sail from Cabo to Puerto Vallarta and cruise the Mexican Gold Coast until May, then head up the Sea of Cortez and leave the boat on the hard in San Carlos during hurricane season. 2009? Who knows where the wind will blow? The options are endless!

Noteworthy: Sandy, one of several female skippers this year, has an all-female crew apart from her "boat boy" Chris Edmonson.

**Serendipity — Kelly Peterson 44
Barritt Neal & Renee Blaul
San Diego**

Occupation: Barritt, retired fire chief

Add'l Crew: Roy Hubecky

Quote: "We were headed to Mexico for the winter anyway."

Cruise Plans: Cruise south to Zihua, then up to the Sea of Cortez for the spring, followed by a bash back home.

Noteworthy: Barritt and Renee have done loads of sailing, including a 7-year stint in the Caribbean.



Jill and Steve of 'Providence' will be pickin' and singin' all the way to Cabo.

Providence — Valiant 39

Occupations: Jill, airline pilot; Steve,

Air Force & NASA project manager, both retired.

Quote: "We have been blessed with good health and the ability to go cruising. Watching some of our family and friends deal with health issues, we decided that now is the time to go cruising."

Cruise Plans: Cruise the Sea of Cortez and mainland Mexico for a season or two.

Noteworthy: Among their 'go slow gear', the Gearys list: "two kayaks, a guitar, a mandolin and a keyboard."

About Time — Downeast 38

**Jeff & Sharon Smith
Huntington Beach**

Occupations: Jeff, teacher & coach; Sharon, dental hygienist, both retired

Add'l Crew: Larry Stelle, Carole Stelle, John Humphries

Quote: "We're excited!"

Cruise Plans: Stick around Cabo and La Paz until their grandchild is born, then on to Ixtapa.

Noteworthy: Jeff and Sharon say the most interesting thing about their boat is how much it cost to get ready for cruising!

Gaia — Liberty 458

**Robert & Victoria McLeod
Lake Oswego, OR**

Occupation: Robert, software consultant

Quote: "Looks like a lot of fun!"

Cruise Plans: Sea of Cortez, then?

Noteworthy: Although they are long-time powerboaters, Robert and Victoria

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began sailing just this year, and bought this boat three months ago.

Babeeze — Hunter 45
Rene Amyot & Eva Wetzstein
Edmonton, AB

Occupations: Rene, electrician; Eva, teacher, both retired

Add'l Crew: Kathleen Rae, Larry Zabel

Quote: "We do not stop playing because we grow old. We grow old because we stop playing."

Cruise Plans: South. . .

Noteworthy: They bought this boat, their first, less than a year ago.

Eva — Nor'Sea 31
Michael & Gerald Traum
Cape Mendocino

Occupations: Michael, technician; his father, Gerald is retired from the heating and cooling biz

Quote: "Our thoughts create the world we live in."

Cruise Plans: Heading to the South Pacific

Noteworthy: They did a major refit of this boat in their driveway, including an



After Central America, Dennis and Judy may head to the South Pacific on 'Patience'.

epoxy relamination of the bottom.

Patience — Tayana 42
Dennis & Judy Mahar, Houston, TX

Occupation: Dennis, retired geologist

Quote: "We have never sailed in a group with more than three boats, except unintentionally when being overtaken by a race. So we really don't know what to expect."

Cruise Plans: Explore the Sea of Cortez, mainland Mexico, Central America, then possibly the South Pacific.

Noteworthy: We think it's notable that

the Mahars consider themselves to be "Just your average Joes. We probably fit the average Joe profile for age, boat size, and level of experience pretty well."

Rocinante — Islander 36
Dan Martone, Point Richmond

Occupation: Licensed Captain and sailing instructor

Add'l Crew: Suzie Williams

Quote: "Like Don Quixote, this will be my second sally aboard the noble steed Rocinante!"

Cruise Plans: Winter in Zihua and summer "baking in the Sea of Cortez."

Noteworthy: This will be Dan's third Ha-Ha.

Kalewa — 50-ft custom cat
The Millett family, Nawiliwili, HI

Occupations: Kevin, charter cat owner; Marisela, galley slave

Add'l Crew: daughter Ayla

Quote: "Mexico is warmer than Alaska."

Cruise Plans: Cruise Mexico and beyond — to who-knows-where.

Noteworthy: Their daughter Ayla's

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Carinthia — Lagoon 440 cat Dietmar Petutschnig, Las Vegas, NV

Occupation: Retired CEO

Add'l Crew: Suzanne DeBose

Quote: "Solo la lucha nos hara libres."

(Only the fight will make us free.)

Cruise Plans: On to the Sea of Cortez.

Noteworthy: Although Dietmar first sailed at age 12, he bought this boat, his first, only six months ago.

Escapade — Catana 52 cat Greg Dorland & Debra Macrorie Newport, OR

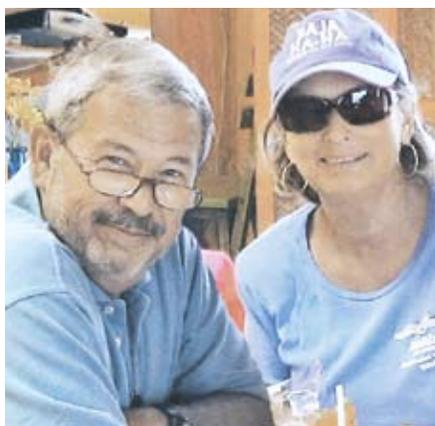
Occupations: Greg, design & construction; Debra, restaurant owner

Add'l Crew: Jim Diepenbrock, Rob Walters

Quote: "We're a bunch of lake sailors trying to figure out what this salt is doing all over our boat."

Cruise Plans: A season in Mexico, then on to the South Pacific or Caribbean.

Noteworthy: They'd owned roughly 20



This time Lou has convinced Marge to sail with him aboard 'Seabird'.

boats before buying this one six months ago.

Litha — Hallberg-Rassy 46 Steven Hannon & Susan Steinway Ft. Clatso, OR

Occupations: Steve, "recovering lawyer" (retired); Susan, tech writer

Quote: "Our skipper cares more about the cleanliness of the engine room than the cleanliness of the salon."

Cruise Plans: The boat will remain in Mexico, where the couple will visit her

often.

Noteworthy: Steve's crossed the Atlantic twice east-to-west, and singlehanded from Nanaimo, B.C. to Glacier Bay, AK, and back.

Stargazer — Catalina 42 Mk II Jeffrey & Kathy Embree, San Pedro

Occupations: Both retired.

Add'l Crew: Mike & Gloria Richards, Nikki Hutchison

Quote: "Our attitude is laidback — love good wine and fun people."

Cruise Plans: Cruise down to Zihua, then back to the Sea of Cortez.

Noteworthy: Stargazer was named as a memorial to Kathy's father.

Seabird — Swan 51 Lou & Marge Freeman, San Diego

Occupation: Lou, retired MD

Add'l Crew: Phil & Joanne MacFarlane

Quote: "I'll do anything to get Marge to stay aboard this time — even yardwork all summer in Fresno!"

Cruise Plans: Cruise the Sea of Cortez, then back to California.

Noteworthy: Lou has done two Single-



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handed Transpacs and a Ha-Ha aboard *Seabird*.

Desert Wind — Newport 30 Mk II Stan Hafenfeld, Elephant Butte, NM

Occupation: Semi-retired geologist
Add'l Crew: Rich Strasia & William Guenther

Quote: "We're looking forward to great sailing, good companionship and a party or two."

Cruise Plans: After the Ha-Ha, they'll turn around and bash back to "the Land of Enchantment."

Noteworthy: Stan circumnavigated Vancouver Island last year aboard *Desert Wind*.

Bugler — Passport 40 Don & Shirley Fife, Napa

Occupations: Don, retired county employee; Shirley, RN

Add'l Crew: Robert Holmes

Quote: "We've postponed this cruise for four years now. We've waited long enough!"

Cruise Plans: Cruise the Sea for a few months, then back to Cali — either by bashing or via Hawaii.



Robert and Iris are headed back to ol' Mexico — for the third time!

Noteworthy: Instead of leaving when Don retired a few years ago, the Fifes built a house in Tahoe. "Once you get a permit, you must build!"

Sea Siren — Hunter 356

David & Judy Fisher, Monterey

Occupations: David, retired electrical contractor; Judy, RN

Add'l Crew: Bob & Mary Pankinton

Quote: "We joined the rally to finally sail in warm waters."

Cruise Plans: "Cruising."

Noteworthy: You'll just have to find out for yourself.

Sky — Hylas 49

Robert & Iris Strang, Mud Island, TN

Occupation: Robert, retired pilot
Add'l Crew: Ronald & Leslie Shirwin, Don & Ann Becker

Quote: "We had so much fun in the '04 Ha-Ha, we just had to do it again."

Cruise Plans: Head to PV and on to Zihua, then back to La Paz and the Sea.

Noteworthy: The Strangs apparently love cruising to Mexico — this is their third time.

Little Christian — Tayana 37

Donald Murvine &

Jacqueline Cavanaugh, Seattle, WA

Occupations: Donald, retired bus driver; Jacqueline, medical assistant

Add'l Crew: Lynn Engle

Quote: "We're very excited to see cruising sailors actually cruising."

Cruise Plans: "Cruising."

Noteworthy: Donald and Jacqueline have owned *Little Christian* for 28 years.

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Serenity — Hans Christian 43

Stan & Jackie Pace, San Francisco

Occupation: Stan, engineer

Add'l Crew: Alison Osinski & Paul Krist

Quote: "We are either going to go cruising or quit talking about it."

Cruise Plans: The Sea of Cortez and San Carlos by December, then down the mainland.

Noteworthy: As the original owners, the Paces oversaw construction of *Serenity* in Thailand.

Sea Toy — O'Day 34

**Dianne MacLean & Larry Pino
Oxnard**

Occupations: Dianne, real estate broker; Larry, real estate investor

Quote: "Wow! Can't wait to start our adventure to our new home in Juncalito."

Cruise Plans: The Sea from home base in Juncalito.

Noteworthy: "All our Baja neighbors told us to bring our boat down in the Ha-Ha, so we are."



It's anybody's guess where Pamela and Ilvano will end up aboard 'Precious Metal'.

Grebe — Valiant 40

**Richard Solomon & Jana Zimmer
Santa Barbara**

Occupations: Richard, arbitrator; Jana, retired artist

Add'l Crew: Ron St. John, Bruce & Andrew Lyon (father/son)

Quote: "I joined the Ha-Ha for adventure and the deadline — I needed a gentle kick in the pants!"

Cruise Plans: Either bash home in December or leave the boat in La Paz

and return to cruising in June.

Noteworthy: Richard sailed his *Valiant 32* to Hawaii and back.

LunaSea II — Challenger 32

Bill Schaul, San Diego

Occupation: Publisher

Add'l Crew: Kevin Anderson

Quote: "Can't wait 'til October 27!"

Cruise Plans: The Sea of Cortez

Noteworthy: *LunaSea II's* previous owner took her on the '01 Ha-Ha and told Bill about it.

Precious Metal — Kristen 46

**Pamela Bendall & Ilvano Villani
Port Hardy, BC**

Occupations: Pamela, retired charter operator; Ilvano, retired marina owner

Add'l Crew: Murray Ball, Noel & Jennifer Villard

Quote: "It's wonderful that we're able to realize our dream of doing the Ha-Ha."

Cruise Plans: Mexico for the season, then on to Panama and the Med. Later, who knows?

Noteworthy: Pamela has her 50-ton Master's license.

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Sabbatical — Valiant 40

Phil Kumpis, Hermosa Beach

Occupation: Retired attorney

Add'l Crew: Alison Tobin

Quote: "I've stopped dreaming my life away. I'm living my dream!"

Cruise Plans: Cruise the Sea and mainland down to Barra de Navidad.

Noteworthy: Phil hopes to complete the previous owner's interrupted circumnavigation.

Savage Lady II — KP 46

**Woody Woodruff & Ed Hasenkamp
Port San Luis**

Occupations: Woody, designer/contractor; Ed, investor

Quote: "My wife said 'Okay!' His said 'No way!'"

Cruise Plans: A month of cruising in Mexico then heading home.

Noteworthy: Woody and Ed plan to do a lot of fishing on the way down.

Hurulu — Islander 36

Nathan & Naomi Beckord, Sausalito

Occupation: Nathan, consultant

Add'l Crew: Nathan's father, Bruce, and brother, Brian



Nathan and Naomi of 'Hurulu' sealed their pact to work less and sail more with a kiss.

Quote: "Work less. Sail more."

Cruise Plans: Cruising Mexico.

Noteworthy: The boat's name is a mystery. "Our guess is it was spawned by some wild Sausalito party in the '70s."

Girl on the Moon — Niagara 35

**Michael & Bobby Medley
Whiskeytown**

Occupations: Michael, real estate broker; Bobby, claims adjuster

Add'l Crew: Mark Juring & Todd Campbell

Quote: "Did we mention we have beer

. . . lots of beer?"

Cruise Plans: A year or so of cruising.

Noteworthy: *Girl* had been abandoned in a brickyard for 25 years before the 30-something-year-old brothers got their hands on her.

Dolfino — Catalina 42 Mk II

Rick Lino, Marina del Rey

Occupation: Retired "radar jock"

Add'l Crew: Ron Betzing & Art Urbin

Quote: "This is a great way to escape the end of Daylight Saving Time."

Cruise Plans: Turning around after the rally and heading for home.

Noteworthy: We must be doing something right — this is Rick's third Ha-Ha.

Hawkwind — Irwin 60

Kevin & Elaine Dwyer, Seattle

Occupations: Kevin, aircraft technician; Elaine, social worker

Add'l Crew: Dan Weiman, Kevin James & Bob Colin

Quote: "Life is too short to be taken seriously."

Cruise Plans: Cruise the Sea.

Noteworthy: *Hawkwind* boasts a



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**Sarita — Hallberg-Rassy 46
Val & Cynthia Landes, Seattle, WA**

Occupation: Val, retired MD

Quote: "Retirement's first journey."

Cruise Plans: The Landeses are planning a circumnavigation.

Noteworthy: Val has sailed from Ellos, Sweden to Cowes, England.

**Four Points — C&C Landfall 43
Brian & Nancy McCluskey, San Diego**

Occupations: Brian, electronic engineer; Nancy, physical therapist

Add'l Crew: Their son, Cory, 25

Quote: "Life's an adventure, so let's live it."

Cruise Plans: Heading for the Caribbean via the Canal and Florida.

Noteworthy: The McCluskeys crewed in last year's Ha-Ha.

Thin Wolf — KP 44

**Luke Tornatzky & Mike Ward
Port Townsend, WA**

Occupations: Luke, artist; Mike, fish-



Nancy and Brian of 'Four Points' give a goodbye salute as they head out from San Diego.

eries ecologist

Quote: "This is the perfect way to continue our journey in the wake of artist Paul Gauguin, the original thin wolf."

Cruise Plans: Two years cruising the South Pacific and then"

Noteworthy: Mike has thousands of sea miles, including several trips to the Bering Sea, on survey vessels.

**Triumph — Cross 46 trimaran
Tobin Woodley, Seattle, WA**

Occupation: Student

Add'l Crew: Tobin's partner Jamie Haight, friend Gary Longo & father George Woodley

Quote: "This is will be a fun adventure on my first boat."

Cruise Plans: The Baja Bash home.

Noteworthy: Tobin's parents took him on the Ha-Ha back in '99 aboard their Cross 48 trimaran *Triumph*.

**Luna-Sea — Hardin Force 50
David Boyle, Portland, OR**

Occupation: Retired x-ray technician

Add'l Crew: David Hohman

Quote: "There's safety in numbers — and great parties!"

Cruise Plans: A possible Puddle Jump and on to Auckland.

Noteworthy: David first heard about the Ha-Ha about a year ago from *Luna-Sea's* previous owner.



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**Trumpeter — Irwin 43 Mk III
Thor & Anna Thorson, Harbor, OR**

Occupations: Thor, retired marine electrician; Anna, retired jewelry sales
Quote: "Ha ha!"

Cruise Plans: Extended cruising through Central America to the Canal.

Noteworthy: The Thorsons sailed *Trumpeter* up the Inside Passage in 2004.

**Maggie Mae — Hylas 44
Tait Smith, San Francisco**

Occupation: "Retired."

Add'l Crew: Kim Hamilton, David Kaga, Dave & Brenda Long

Quote: "I first heard about the Ha-Ha way back when Papi's was the finish line."

Cruise Plans: A short cruise in Mexico and then bash home.

Noteworthy: Tait is a real Ha-Ha vet — this will be his third time.

**Wind River — Contessa 32
Paul Scott, Duncan, BC**

Occupation: Retired professor

Add'l Crew: Paul's son Ian, 31

Quote: "This should be fun and edu-



'Ektopia's crew covers three generations: Cap'n Jennifer, Grandpa Jens and son Erik.

cational."

Cruise Plans: Winter in Mexico, then on to either the Marquesas or Hawaii.

Noteworthy: Both father and son have spent time sailing in Europe.

Talion — Gulfstar 50

Patsy Verhoeven, La Paz, Mexico

Occupation: Retired from real estate

Add'l Crew: Jack Fawcett & Seth Constable

Quote: "I am *not* sleeping on the beach at Bahia Santa Maria this year!"

Cruise Plans: Heading "home to La Paz."

Noteworthy: Patsy used last year's Ha-Ha to get *Talion* to her new homebase of La Paz. "I may be the only person bashing up just to race down!"

**Ektopia — Custom PH 45
Jennifer Towne, Seattle, WA**

Occupation: Self-employed

Add'l Crew: Son Erik, 8, & father Jens Jensen

Quote: "We hope to meet a lot of other 'kid' boats."

Cruise Plans: Winter in Mexico then decide what to do next when she gets to Panama.

Noteworthy: There will be three generations aboard *Ektopia*.

We'll take a break here, as our computer keyboard is beginning to overheat and our pitcher of margaritas is running dry.

Check in again next month, though, and meet the rest of this lucky fleet, who'll be stripping down to their swimsuits as the rest of us are layering up for winter.

— **latitude/andy & ladonna**

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Despite these troubled times, at least 600 sailors agree that there's no place they'd rather be than in the sunny latitudes of Mexico.

As you read this, the 180-boat Baja Ha-Ha rally fleet is making final preparations for the October 27 start of Leg One.

After two nights at sea, most boats will arrive at Turtle Bay on October 29, in time to celebrate Halloween with local residents.

Leg Two, to spectacular Bahia Santa Maria, begins November 1, with most boats arriving on November 3.

After a bit of R&R there, the fleet will set sail again on November 5, bound for Cabo San Lucas — famous for carefree fun.

The annual Ha-Ha beach party will take place Saturday, November 7, with the Awards Ceremony at Cabo Marina the following evening.

Look for a complete recap report in the December Latitude.

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IMPORTANT DATES

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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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.



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"That can't be right," I thought out loud. One of the masts in the marina was leaning at a 30° angle to all the others, and it was a calm day. This usually means that a boat is sinking at its berth, has already sunk, or is hard aground.

One of my race crew had come down to the boat to help me overhaul winches and he was happy to break for a few minutes and see what was up.

It turned out not to be a sinking or a grounding . . . it was a careening. Not the traditional careening involving a beach and a falling tide. This was the marina version, with the spinnaker halyard made fast to a dock cleat some distance abeam, and the boat pulled over far enough to make bottom brushing an easy job.

Two women were hard at work, and one of them happened to be Lee Helm, naval architect grad student and my occasional crew — although usually she finds more exciting boats to sail on than my heavy old racer-cruiser.

"Gee, I wish I could help," joked my crew. "It looks like so much fun, but I see you only have two brushes."

"And you'd have to, like, give me an apple," Lee answered as she worked the brush, referring to a Tom Sawyer ruse.

"Think we're done on this side?" asked the other woman, who I recognized as my dock neighbor and the boat's owner and skipper.

"Let's give it another pass so we're for sure for sure," said Lee. "Don't want to miss any spots."

"That's why I have a diver do my bottom," I said. "The diver can see what's been cleaned and what's still dirty. He can do the bottom much more thoroughly and in much less time."

"But like, you can't see his work, so how do you know?" asked Lee.

"Not that I don't trust divers or anything," added the owner, "but I prefer to personally make sure every square inch has been brushed before every race. Sponged, actually, since we do this about once a week. And this boat

is light enough to haul over and make to easy to reach the keel and rudder."

"But in this murky water you still can't see what you've done and what

you've missed," I pointed out.

"That's why we have to go over the whole boat about three times," she explained, now sounding a little less convincing about the efficiency of her method.

Lee needed to move from the forward half of the hull to the aft half, so she brought the brush out of the water to move it past her skipper, who was still working on the keel.

"Watch the drips!" she warned as the sponge mop at the business end swung over my head.

Lee's brush was a very simple but ingenious contraption: A few plastic pipes and elbows, with a sponge mop on one end, a T-handle at the other end, and an old boat fender lashed to the middle to give the whole thing enough upward force to keep the brush pressed against the bottom of the hull.

"I should make one of those for my boat," I said. "I tried a store-bought version once. It worked fine on the round parts of the hull, but it didn't really work for the keel and it couldn't get the inside corner at the garboard. I went back to the diver after he told me how many 'holidays' I was leaving."

"You need a second brush for the keel and rudder anyway," Lee explained. "This one is great for hull bottoms, but a straight handle with, like, no buoyancy is much better for keels and rudders."

"My keel brush is made from a broken windsurfer mast," said the owner, lifting it out briefly to show how long it was. "Carbon fiber. Nice and light, but very stiff."

"Well, maybe someday we'll have bottom paint that really works," I mused. "Meanwhile, I can't buy my favorite paint anymore, and the new hard-surface, low-toxicity paints require all my old paint to be stripped off first. That's a bigger project than I want to take on right now so I'm overdue for a haulout."

"You gotta do it," Lee advised. "Low toxicity is where bottom paint is going, and like, mechanical cleaning is going to be a required part of the system."

Diver down — While 'robobrushes' may be the next hot toy, they won't be able to tell you when to change your zinc or if that rock you hit damaged your keel.



"The diver lobby must be in control," I speculated.

"No way. Bottom divers are going to be obsolete. Boatyards won't like it after the transition either because the solution won't come from fancy new paints."

"How so?"

"It's a classic case of the wrong technology solving the right problem. Take longitude, for example."

"I read the book," I said.

"Cool. Then you know how the British Admiralty put up all that prize money for anyone who could figure out a practical method for finding longitude at sea. They expected an astronomical solution — probably something involving more precise measurements of the moon. But along comes Harrison with a totally awesome clock, made possible by the 'wrong' technology for the problem at hand. The



Could homemade brushes and virtual reality goggles make bottom-scrubbing divers obsolete?

MAX EBB

GETS THE BRUSH-OFF



LATTITUDE / LADONNA

Admiralty believed clock-making had nothing to do with navigation. They resisted for years, but finally had to award the prize."

"But how is a chronometer going to help keep our bottoms clean?" asked my crew.

"The whole point is that, like, outlier technologies sometimes solve problems in unexpected ways. For boat bottoms, it's portable computing, virtual reality displays and precise position sensing at consumer prices."

"You'll have to spell this one out," I said.

"The only reason this project is taking a half hour instead of 10 minutes," explained Lee, "is because, like you say, we can't see which parts of the bottom we've already done."

"Right."

"Now suppose there was a little computer in the handle of this brush that knew exactly where the brush head was, knew the shape of the hull, and knew how hard the brush was pressing against the hull and how fast it was moving."

"Oh, that's not asking much," my crew said sarcastically.

"Seriously, all the hardware for this costs less than you spend on your diver. But like, there's one more part you need, and that's the virtual reality goggles.

"Robobrush!" said my crew.

"No, really. You put on the VR goggles and see the hull of your boat. As you brush, you see the path of the brush as a stripe painted on the hull. Maybe different colors according to how much pressure and how many passes. Maybe even a roughness detector of some sort so you can see where more passes are needed. This would be at least as quick as a diver job, much cheaper in the long

run, and more reliable."

"But that's only for little boats like this one," I pointed out. "If a boat is too big to reach the entire bottom easily by hand, then you still need a diver. And with the non-toxic paints of the future, the diver is going to be a necessity, not just a service that only racers use regularly."

"The technology has to evolve a little more for the big boats," Lee conceded, "but gadgets like robotic snails are also going to be cheaper and better than divers pretty soon."

"Robotic snails? Lee, you've been out in the sun too long."

"Picture if you will," she said, "A little robot about the size of a large frisbee, with a tether to dock power and some water jets and brushes. Imagine two large circular brushes rotating in opposite directions, and then an articulated

MAX EBB

pair of smaller nosewheels for reaching around corners like the keel and rudder leading edges. It would look sort of like a horseshoe crab, and bend in the middle the same way. This thing would always

rudder and crossing behind Lee, who was still working on the aft part of the hull. "And how would it clean itself?"

"Good question," said Lee. "But like,

then one thing leads to another"

"I think I'll stick to my toxic bottom paint as long as I can," I interrupted.

"Okay, let it take you by surprise. It's

HOW TO BUILD A BOTTOM BRUSH

Materials list:

- 10-ft length of 1.5" Schedule 40 PVC pipe
- 1-ft length of 1" Schedule 40 PVC pipe
- Two 45° 1.5" elbows
- One 1.5" T-fitting
- One 1.5" to 1" reducer bushing
- One small can of PVC pipe glue
- One 2" #10 machine screw, nut and washers
- One stiff wooden bristle brush
- Waterproof glue
- Duct tape
- 15-ft length of 1/8" dacron cord
- One 20"-22" boat fender

Tools Needed:

- Hacksaw (for cutting PVC pipe)
- Drill (to drill hole for machine screw)
- Screwdriver (to fit #10 machine screw)
- Pliers or wrench (for #10 machine screw)
- Knife or scissors (electric hot knife is ideal)

Assembly Instructions:

- Cut the 1.5" pipe into the following lengths:
 - 20" (for portion under fender)
 - 4" (from fender to reducer bushing)
 - 10" (two of them, for handles)
 - 6' 4" (from fender to handles)
- Glue the parts together as in the photo. Cut

off the bottom 12"-18" of the wooden brush handle, wrap with duct tape for a tight fit inside the 1" pipe.

• Drill through the pipe and brush handle, and lock in place with the machine screw, nut and washers. This is important to prevent rotation of the brush inside the pipe.

• Glue the brush head to the brush handle with the waterproof wood glue. Otherwise it will rotate and unscrew at the connection.

• Lash fender to pipe with dacron cord.

• Make as many as you need, then call your crew for a work party.

know where on the hull it is, where it's been, and how often it needs to go back."

"It would have to be smart enough to not get tangled up in its own tether," added Lee's skipper, now moving to the

if there were two of them, close enough for their tethers to reach, they could be programmed to clean each other at regular intervals."

"I'm so not going there," snickered my crew. "First they'll just share data, and

just like the cure for motion sickness. For who knows how many centuries, civilizations have been looking for an effective pharmaceutical anti-motion-sickness drug or herb. But like, computer simulation technology turned out to be the

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GETS THE BRUSH-OFF

answer."

"I thought it was going to be recombinant DNA, or maybe stem cell research, that would finally give us better drugs," I said.

"No way, the solution came from outside the field. And I don't think the Navy wants anyone to know about this, but reading between the lines of some of the papers in the journal *Aviation, Space, and Environmental Medicine*, I figured out how this works."

"Spill!" demanded my crew, a known *mal de mer* sufferer of legendary reputation.

"Pre-adaptation," explained Lee. "Most people get seasick to some degree. Nearly everyone gets over it after two or three days at sea. And once they are adapted to the motion, they're, like, immune for the rest of the voyage. This adaptation lasts for a long time even after returning to shore. The adaptation half-life is maybe a week or three."

"So they make people sick as dogs in a simulator for three days? Yikes, I'm not so sure that would be better."

"They probably don't have to do it continuously," said Lee. "But if you're going to be deployed into a critical situation, then three days barfing over the simulated lee rail is probably the better choice than being sick on the job. And they can totally tune in the exact kind of boat you'll be on, the sea state they expect, and even the course and speed, so you can be pre-adapted to the kinds of motion you'll have to perform in."

"Our tax dollars at work," I said. "Is there a consumer version?"

"I don't know if it would work with just the VR goggles and the software," she said. "You probably need the special moving chair too. You want a six-axis moving chair to really do it right. Or maybe they make them stand up on a platform. But like, I wouldn't be surprised if a tuned-down version with only roll, pitch and heave motion appears on the market someday. I mean, when the Navy decides it's okay for us to know about it, that is."

"Don't forget the matching bucket," my crew advised.

"I think this side's done," announced Lee's skipper. "Ready about!"

Lee ran down the dock to uncleat the end of the spinnaker halyard while the skipper hopped aboard and eased off the halyard winch to let the boat come upright. A few minutes later, with the halyard made fast to the dock on the opposite side and then winched in, the boat was careened over just as far in the other direction. Lee resumed brushing, perching herself right at the edge of the slip and leaning out over the water so she could reach the bow.

"Do you really think you could do that wearing virtual reality goggles," I asked, "and not walk right into the drink?"

"Hadn't thought about that problem," she admitted. "I guess you'll also need position sensors on your shoes, so they can warn you if you're stepping off . . ."

At least for the foreseeable future, my diver's job is secure.

— max ebb



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THE RACING

With four fleet championships in four weeks plus some other Bay Area biggies, September has been a phenomenal month to race, or even just observe. So, in no particular order, we bring you the **Moore 24 Nationals**, the **J/105 North Americans**, **Express 27 Nationals** and **Columbia 5.5 Meter Nationals**. We also revisit the **most dominant American performance to come out of Qingdao** this year, before checking in with some of the diehards who finished this year's painfully slow **Windjammers Race**. Add that to a chunk of **Race Notes** covering everything from the US Sailing Women's and Men's Championships plus a look at the first-ever Northern California IRC Championship Series, changes for this year's Great Pumpkin Regatta, and the Volvo Ocean Race . . . Enjoy!

Moore 24 Nationals

As part of an ongoing *Latitude 38* investigation, we headed over to Richmond YC last month to evaluate the status of a peculiar condition of the sailor's mind. We found that, despite the advent of newer therapies in the form of generic sportboats which restrict one to inshore racing with crash boats nearby at all times, 'Moore Dementia Syndrome' persists in the multitudes it afflicts, over 140 of whom congregated September 5-7 for the Moore 24 Nationals.

We were curious about what, if any, deleterious long-term effects MDS might have on some of the earliest patients to have developed it, and can conclude, unequivocally, that MDS significantly increases one's chance of being thrown in the water — proof of which was found when trimmer Scott Walecka and helmsman Dave Hodges were ceremoniously tossed in after sailing to their combined sixth Moore 24 National Championship on Walecka's *Adios*.

If you're a long-time reader of *Latitude*

After surveying Hodges and Walecka this year, we found that the roots of their affliction go even farther back.

"We've been sailing the boat together since 1983," Hodges said. "This is our second nationals win together on *Adios*."

And while Walecka and Hodges — who were joined by pitman Tim Cordrey and foredeck Doug Kirk — certainly have a history that would bode well for dominating the fleet of 33 boats that showed up at Richmond, theirs was by no means a slam-dunk win.

Going into the final race with a slim margin, they had both 2008 Roadmaster Series leader Scott Easom and his cherry, tuxedo paint-jobbed *Eight Ball*, and Bart Hackworth and wife Becky Jonas' *Gruntled* to contend with. *Eight Ball* and *Adios* had been trading finishes all weekend until Saturday afternoon's distance race when *Eight Ball*'s boom folded over at the mainsheet blocks, forcing Easom to retire and use his throwout on the DNF.

Adios would go on to win the race, which started on the northern edge of the Circle and was a choose-your-own-adventure affair to Blackaller and back that didn't seem to particularly favor either direction. *Adios* sailed up past Pt. Blunt and all the way to Sausalito before crossing to Blackaller. Past nationals champion Rowan Fennell sailed second-place *Paramour* the opposite way.

"We went left straight-off and hit Pier 39," Fennell said. "We passed a boat downwind and finished a boatlength behind Hodges — it was a head-scratcher."

That set up a final day tussle between *Adios*, *Gruntled* and *Eight Ball* that wouldn't be settled until the final race



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LATITUDE/ROB

Left to right — Scott Walecka, Dave Hodges, Tim Cordrey and Doug Kirk sailed *Adios* to the Moore 24 National Championship at Richmond YC.

38, you may remember one of our previous evaluations, wherein we explored the only-known cause of MDS in the November of 1990 *Boat of the Month* feature. The photo that opened that article was of Hodges and Walecka "blasting through the Gate" on their way to a horizon job in the '87 Doublehanded Farallones Race.

of the regatta.

"We couldn't let anyone get between us and Scott Easom if he was ahead," Walecka said

And they didn't. The two blasted around the course in a two-boat race with *Eight Ball* taking the final race and *Adios* the regatta — not a bad result for what the 48-year-old Hodges figures was the oldest crew in the regatta with all the others in their 50s.

The breeze built from about 10- to the low-to-mid 20s over the course of each three-race day, allowing every team to go through the full range of headsails, a scenario that didn't work in *Gruntled*'s favor — Hackworth was steering to a



tional, this condition, and its root cause, continue to flourish — thankfully so!

MOORE 24 NATIONALS

(RYC, 9/5-7, 9r/1t)

— 1) **Adios**, Scott Walecka/Dave Hodges, 19 points; 2) **Eight Ball**, Scott Easom, 20; 3) **Gruntled**, Bart Hackworth/Becky Jonas, 24; 4) **Flying Tiger**, Vaughn Seifers, 43; 5) **Kung Fu Sock Monkey**, Scott Sorenson, 43. (33 boats)

complete results at: www.moore24.org

J/105 North Americans

The Bay Area-based *Donkey Jack* ass-kicked the 36-boat fleet at the St. Francis YC-hosted J/105 North Americans with an emphatic eeeee-aaw August 21-24. After four days of pushed-start lines, congested beats and crowded leeward gates, *Jack* proved to be the fastest ass in the west.

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Above — The afternoon races at the Moore 24 Nationals provided plenty of breeze. **Right** — winning helmsman Dave Hodges gets a helping shoulder from 'Kung Fu Sock Monkey's' Scott Sorenson on the way to a swim in pristine Brickyard Cove.

seven-year-old jib in the breezy races — and it showed in the boat's scores over the weekend, including the fourth they posted in the final race.

But that wasn't the only challenge the *Gruntled* crew — which, in addition to Hackworth and Jonas, featured Teri White, Simon Winer and Doug Frolich — faced over the weekend. They almost had to sail the last race about 200-pounds light.

"We got a call at 8:45 on Sunday

morning right as we were leaving the dock," Winer said. "It was Doug. He said, 'I can't sail today, I broke my leg.' We were like, 'Yeah right,' and he said, 'No, I broke my leg.'"

Frolich had indeed broken his leg in a fall the evening before while working on a 40+-ft race boat — on the hard! So the *Gruntled* crew made a few phone calls and secured the last-minute services of Bill Erkelens, who filled in for Frolich for the last three races.

With the 33-boat fleet coming from as far away as the Pacific Northwest for this regatta, it's apparent to us that there is no cure for 'MDS' and that while those who suffer from it seem perfectly func-

LATITUDE/ROB

THE RACING



LATITUDE/ROB



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LATITUDE/ROB

— who divy up helm duties throughout the season — *Donkey Jack* put on an impressive display of clean starting and upwind boatspeed in the 10-race, no-throutout regatta to win going away on Sunday, finishing 23 points clear of Chris Perkins and Dave Wilson's *Good Timin'*.

"Our crew didn't make a single mistake," said Sellers, the weekend's designated driver, in crediting the crew — Ted Conrads, Cam Geer, Geoff McDonald, Kaiser and Ryan, all of whom have sailed together on the boat consistently since 2005.

While good boathandling is a must

in any large, competitive fleet like the J/105s, boatspeed is king, and *Donkey Jack* had it in spades.

"We kept getting faster throughout the regatta," Kaiser said. "We were fast upwind and that pretty much allowed us to extend and sail our own races."

After starting off the regatta with a



Clockwise from above right — weather mark roundings were tight with 36 boats on the line; from another view. . . ; 'Current Obsession' lights it off downwind; Scooter Simmons' 'Blackhawk' gets ready to turn the corner; 'Jam Session' keeping heads outside the boat; 'Rock N' Roll' making the most of a sloppy Berkeley Circle; (left) 'Strangelove's boat-bite; 'Donkey's (left to right) Scott Sellers, Rolf Kaiser, Eric Ryan, Cam Geer, Geoff MacDonald and Ted Conrads put on an impressive show of aggressive starts, untouchable upwind speed and solid crew work to take the 2008 J/105 North Americans.

3-3-1-2-7, Donkey Jack — named for the alpha donkey in a pack — rocked Saturday's breezy Circle races with an impressive string of three bullets. They

then followed that up Sunday with a 2-1 to seal the deal.

Perkins — who won the event as a helmsman in 2003 with *Good Tinin'* and

in 2006 and 2007 as tactician for Tom Coates *Masquerade* — was happy with their second-place finish for the week.

"Circumstances never seemed to line

THE RACING

up for us this weekend," he said, claiming that they felt out of sync.

We're betting a lot of the teams would have liked to have been out of sync like *Good Timin'*.

Maybe out of sync like in the third race on Saturday, when Perkins was squeezed out at the pin end of the starting line, and in the midst of jibing around to clear, was forced to jibe around again when a jib sheet got tangled.

Looking like they would be condemned to the cheap seats — effectively ending any hope of at least keeping it close with *Donkey Jack* going into the final day, *Good Timin'* turned on the grit, managing to pass nine boats on the first beat and round the weather mark in 27th. Over the course of the the following two laps, Perkins gradually picked his way through the crowd, ultimately finishing 3rd.

"We were pretty psyched about that one," he said.

The regatta alternated courses each day between the Berkeley Circle and Alcatraz, and with wind in the 15-20-knot range on Thursday, Friday and Sunday and 30 knots on Saturday, there were plenty of close calls at windward marks and leeward gates. And there were a couple that were too close.

In Saturday's final race, Don Wilson's Chicago-based *Convexity* attempted to duck Justin Oberbauer's *Strangelove* as the latter sailed on the starboard layline toward the last weather mark rounding of the day. *Convexity* missed the duck by a few feet, punching a hole in *Strangelove* that went all the way into the cockpit coaming at the traveler.

The boats then locked rigs, with *Convexity*'s backstay grabbing *Strangelove*'s masthead. Miraculously, the two boats came apart without either rig coming down.

"The initial collision was pretty intense," said Oberbauer.

If you've ever been party to a crash, you've seen how a perpendicular collision to either end of a boat sends that end



RALPH DEEDS

Clockwise from above, Nick Gibbens and Bill Moore's 'Shenanigans' mastered the 2008 Express 27 Nationals; Saturday was full-on; 'Strega' workin' hard downwind; a flying douse; Steve Evans, Gibbens, John Collins, Anne Alward, Steve Fisher and Bill Moore (not pictured) with the national perpetual.



PETER LYONS/WWW.LYONSIMAGING.COM



LATITUDE/ROB



ERIK SIMONSON/WWW.H2OSHOTS.COM

in the direction of travel of the colliding boat. This, in turn, causes the rudder to attempt to align with the load caused by its new direction of travel, which in turn, causes the mechanical advantage of the steering system, whether it's a wheel or tiller, to work in reverse — against whoever's at the helm. While it's easy to conceptualize how this process works, and to know that this will be the outcome if you get in a collision like that, the natural reflex during an impending collision is to tightly grip the helm for stability — after all, it's usually the only thing the driver's holding on to — and that's what Oberbauer did.

"I've got a big bruise" said a sore Oberbauer the following Monday, after *Strangelove*'s wheel had flung him onto the traveler. "It was one of the scariest

moments I've had, seeing a boat coming at me at seven-plus knots. They were pretty flat and totally powered up."

Oberbauer added that Wilson graciously offered *Convexity* to the *Strangelove* crew for the following day's races. Understandably shaken, Oberbauer declined.

"They ended up borrowing a boat. I don't think they realized at the time they offered us the boat that there may have been some issues with it."

One potential disaster had a little humor in it when bowman Les Yamamoto got launched off the bow of Don Wieneke's *Lulu* by the spinnaker sheets in Friday's last race.

"It should have been a textbook rounding," Wieneke said. "The jib was fouled and wouldn't roll out, then I had to



This year only 36 showed up in San Francisco — a good turnout by most class organizations' estimations, but a far cry from 2007. Almost all are Bay Area boats. Surprisingly only two boats came up from Southern California — Bernie Girod's *Rock and Roll* and Gary Mozer's *Current Obsession* — despite there being over 30 down there.

Initially we thought, the rest of the Southern California boats must be scared of the Bay, but it turns out that may not be the case.

Because the J/105 is underpowered in the light stuff typically found in most venues south of Pt. Conception, sails in lighter air venues are typically cut radically differently than those chosen for work on the Bay. So a team from Southern California with their best set of sails would be at an automatic disadvantage in 25 knots of breeze on the Bay, unless they decided to forego good results in the bulk of their schedule at home.

So why not have both sets? That's where the sail-purchase limit of five new sails in a two-year period — which has played a large part in the class' cost-effective appeal — come in, effectively making it really difficult to be competitive in two different venues. While the argument could be made that owners should just choose one and live with it, the other, very valid one is that it's dissuading people from travelling either direction.

If the post-race talk was any indication, many owners are eager to arrive at a solution that strikes a balance between continuing to control costs and boosting regatta participation. Whether there will be any changes by the time the 2009 North Americans — hosted by the American YC in Rye, New York, and scheduled for October 29-November 1 — roll around remains to be seen. . . .

J/105 NAs (St.FYC, 8/21-24, 10r/0t)

1) **Donkey Jack**, Sellers/Ryan/Kaiser, 22 points; 2) **Good Timin'**, Chris Perkins/Dave Wilson, 45; 3) **Aquavit**, Tim Russell, 51; 4) **Blackhawk**, Scooter Simmons, 77; 5) **Rhymenoceros**, John Horsch, 102. (36 boats)

complete results at: www.stfyc.org

Express 27 Nationals

From an 18-mile ocean race to Pt.



ERIK SIMONSON/WWW.H2OSHOTS.COM

gybe to get around the mark. Once I was forced to gybe, the chute filled because it was no longer shielded by the main."

Wieneke estimated that they had an unhurt Yamamoto back onboard in under 30 seconds, with the whole thing caught on video and available on YouTube.

"I'll take the blame," Wieneke said. "No matter how good your bowman is, the back of the boat can always foul it up. He was looking at us like 'What are

you guys doing back there?' And we were looking at him like, 'What are you doing up there?'"

With the 2008 J/105 North Americans on the books, there was one issue on many people's lips at Sunday's awards ceremony — turnout.

Last November, 69 boats from all over the country showed up in Annapolis for the 2007 North Americans — so many that the fleet had to be split in two to provide reasonable-length startlines.

THE RACING

Bonita with breeze into the low 30s, to a balmy final day on the Cityfront when the genoas came out in the first race, the 20-boat fleet at the 2008 Express 27 Nationals hosted by St. Francis YC August 29-31 got a little of everything.

"What a great event," said Nick Gibbens, who steered his and co-owner Bill Moore's *Shenanigans* to an 11-point win in eight races. "We had the long race which required some navigation, we had extreme conditions on Saturday and on [Sunday] we even got the #1s up. . . everyone had a chance at 'their' conditions."

Friday's ocean race did indeed require some navigation, as the fleet was met with pea-soup fog outside the Gate and a ripping 33-knots of breeze for the run back in.

"There was no visibility as we sailed from the North Tower toward Blossom with the kite up," Gibbens said. "We kept hearing tanker whistles and were really relieved when Ft. Mason finally popped out of the fog."

When they finally broke through to the sunshine, they found themselves in second place, a spot they held until the finish, and one which Gibbens figured was important for the rest of the weekend.

"It gave us a little leg up on Saturday," he said. What followed was some textbook sailing and no finish worse than fifth, with nothing else outside the top two other than third. "Some boats gave us some openings here and there, and we were able to pick some guys off downwind also."

Five other boats notched bullets for the series, one of which was Brendan Busch's sweetly restored hull number one, *Get Happy!*, which finished just two points clear of Tom Jenkins' *Witchy Woman* — the final production Express 27 — which in turn finished just two points clear of Jason Crowson's *Moxie*.

Gibbens gave credit to co-owner Moore for *Shenanigans'* level of preparation.

"He really took the initiative and got the boat in shape," he said.

In addition to Gibbens driving, Moore and Steve Evans in the middle of the boat, Anne Alward on the mast and John Collins on the bow, the crew was rounded out by Tony Fisher trimming.

With its loyal following, the Express 27 class keeps rolling on. With sailors like Collins, a previous two-time nationals winner returning to the class years later and Gibbens, who was active in the class in the 1980s and had some wild coastal race experiences aboard, the

boats are coming back. In those days, Gibbens would frequently bring along Fisher, then a Richmond YC junior, to fill out the weight limit. Twenty years later they're all sailing on the same enduring boat.

EXPRESS 27 NATIONALS (StFYC, 8/29-31 8r/0t)

1) **Shenanigans**, Nick Gibbens/Bill Moore, 18 points; 2) **Get Happy!**, Brendan Busch, 29; 3) **Witchy Woman**, Tom Jenkins, 31; 4) **Moxie**, Jason Crowson, 33; 5) **Magic Bus**, Eric Deeds, 39. (26 boats)

complete results at: www.stfyc.org

2008 Paralympic Games

Counting no finish worse than a second, Nick Scandone and Maureen McKinnon-Tucker secured a gold medal in the Skud 18 class with two races to spare on Saturday at the 2008 Paralympic Games in Qingdao. Despite not having to sail Sunday's final two races of the 10-race, two-throwout regatta, the duo elected to sail the first to show support for the rest of the 11-boat fleet before cashing in one of their throwouts. Scandone and McKinnon-Tucker were both first-time Paralympians, and the latter holds the distinction of being the first woman to win a gold medal in any of the the Paralympics' three sailing events.

"I feel exhausted, very satisfied and somewhat overwhelmed all at the same time," Scandone said. "It's been such a long road to get here. It's emotionally overwhelming for me to finally realize my goal."

For the 42-year-old Scandone, who hails from Newport Beach and Balboa Yacht Club and suffers from ALS — more commonly known as Lou Gherig's disease — a progressive, neurodegenerative disease that affects the nerve cells in the brain and spinal cord, it became increasingly more difficult to train and compete as the years passed. Simply making it to Qingdao was a huge question mark for the former Rolex U.S. Yachtsman of the year and College Sailing All-American.

"This is something I've strived for since I was 20 years old, when I was trying to go for gold in the 470 class," he said. "Now, to reach that goal, it's hard to describe in words."

"Sailing and his [Paralympic] goal has kept him alive," said Scandone's wife Mary-Kate, for whom the advent of the Skud 18, in its first paralympic cycle and designed by renowned skiff designer Julian Bethwaite, had implications beyond simply enabling her husband to



DAN TUCKER

keep sailing. At the dock after racing, she thanked Bethwaite, "because he gave me four more years with my husband."

For the 43-year-old McKinnon-Tucker, who was paralyzed after a fall from a seawall in the '90s, the year leading up to the regatta was fraught with challenges beyond sailing as well. Her two-year-old son Trent was diagnosed with brain cancer and underwent brain surgery just prior to January's Miami Olympic Classes Regatta.

In the singlehanded, 16-boat 2.4 mR division, Peewaukee, Wisconsin native John Ruf took home bronze in his first ever Paralympic regatta. The 40-year-old Ruf, an attorney, finished the tight series — where the top seven boats were separated by single-digit point spreads — with a third, for a 29-point total.

"He came into this as an underdog," said Paralympic team head coach Betsy Al-





Maureen McKinnon-Tucker and Nick Scandone are solid gold at the 2008 Paralympic Games.

lison. "For those of us who know Johnny, his work ethic, and how hard he has been working to improve his speed, we are so proud."

Clifton, New Jersey's Rick Doerr, Marblehead's Tim Angle and Brick, New Jersey's Bill Donohue took eighth in the 14-boat, triple-handed Sonar division which was also really tight, given that the trio scored a bullet, two seconds, a third and a fourth over the course of the regatta.

While the focus of the world of adaptive sailing was squarely on Qingdao last month, you don't need to go to China to get involved. There are a variety of programs available in the Bay Area for adaptive sailing, notably at the Treasure Island Sailing Center at www.tisailing.org, and through the Bay Area Association of Disabled Sailors headquartered at Pier 40 and on the web at www.baads.org.

2008 PARALYMPIC GAMES

(Qingdao, 9/9-13, 10/21)

SKUD 18 — 1) **Nick Scandone/Maureen McKinnon-Tucker**, USA, 9 points; 2) Daniel Fitzgibbon/Rachael Cox, AUS, 18; 3) John Scott McRoberts/Stacie Louttit, CAN, 21 (11 boats)

2.4 mR — 1) Paul Tingley, CAN, 21 points; 2) Damien Seguin, FRA, 25; 3) **John Ruf**, USA, 29. (16 boats)

SONAR — 1) Jens Kroker/Robert Prem/Siegmond Mainka, GER, 35 points; 2) Bruno Jourdren/Herve Larhant/Nicolas Vimont-Vicary, FRA, 36; 3) Colin Harrison/Russell Boaden/Graeme Martin, AUS, 36; 8) **Rick Doerr/Tim Angle/Bill Donohue**, USA, 47. (14 boats)

The Columbia 5.5 Meters sailed their nationals on the South Bay September 20-21.

Columbia 5.5 Meter Nationals

Adam Sadeg sailed *Tenacious* to a win at the the 11-boat Columbia 5.5 Meter National Championships presented by Svendsen's Marine, Harken and Doyle Sails September 20-21 at Encinal YC.

The fleet featured seven boats from Alameda and four trailered in from the Stockton Sailing Club. They raced on the South Bay in a ripping flood and breeze that ranged from 5 to 20 knots.

"The flood made the weather mark roundings interesting," said *Tenacious* crewmember Drew Guay, who rounded out Sadeg's crew along with Chris Shepard. "The full keels on these boats make maneuvering tricky in close quarters."

There was a tight race for second place, which changed hands several times before Steve Hutchison's *Seabiscuit* secured it in the last race with Liem Dao's *Alert* taking third on a tie-breaker.

Two-time defending champion Bill Colombo's *Maverick* was knocked out of the regatta in the third race when the backstay parted during a run, dropping the boat's rig. Fortunately no one was hurt and the crew were able to salvage the sails and rig, securing everything to the deck for a tow back to Encinal.

The race committee then shortened the course, finishing the fleet at the weather mark to avoid further carnage in the fleet.

COLUMBIA 5.5 METER NATIONALS (ENCINAL YC, 8/3, 5r/0t)

1) **Tenacious**, Adam Sadeg, 9 points; 2) **Seabiscuit**, Steve Hutchinson, 22; 3) **Alert**, Liem Dao, 23. (11 boats)

results at www.encinal.org.



THE RACING

Windjammers

Twelve resolute starters in this year's 33-boat Windjammers Race persevered all the way to the finish in what sounded like a trying, light-air race.

The elapsed-time and overall winner — Dick Watts and Tom Thayer's TP 52 *Flash* — took 18 hours to complete the course that started off the St. Francis YC race deck and ended 67 miles to the south in Santa Cruz.

Greg Nelsen's *Azzura 310 Outsider* took second overall and the MORA division perpetual, finishing less than an hour behind *Flash* on corrected time.

"We finished not long after [John Walker's] *Sorcery* and were surprised that *Flash* didn't finish until 6 a.m. — the slowest first-to-finish I had ever heard of," Nelsen said, "so we were pleased with our finish time."

After starting at noon on August 29, the fleet beat out the Gate in 10 knots of breeze. By the time the first starters had rounded Seal Rock, the course became socked in — marking the start of what

was mostly a light-air beat all the way until the final ten miles before Santa Cruz

"The fog was extremely thick," Nelsen said. "We couldn't see more than a few feet — only the glow of the bow navigation lights. We were usually doing 1-1.5 knots, but sometimes we actually got up to 2 knots!"

That sounds pretty painful to us and makes the fact that 12 boats actually fin-

ished pretty darn remarkable.

Flash took the PHRO1A, elapsed and overall corrected honors. Larry Wright's *Express 37 Spindrift IV* took PHRO1; Michael Joyce's *Catalina 36 Interlude* took PHRO 2.

WINDJAMMERS (STFYC/SCYC 8/29)

PHRO1A — 1) *Flash*, TP 52, Dick Watts/Tom



LATTITUDE/ROB

Above left to right — Andrew Kerr, Lester Igo, Michael Whitfield and Mike Arraji held it down for Area G at the US Sailing Men's Championship for the Mallory Cup, hosted by the San Francisco YC September 16-20. Right — San Francisco YC's Vickie Sodaro, Stephanie Wondolleck, Katie Maxim and Emily French won the women's counterpart, the Adams Cup 1500 miles east, hosted simultaneously by the Oklahoma City Boat Club.



BRUCE MCDERMOTT

THE BOX SCORES

Want to give your event the best possible chance to 'break out' of box scores and be elevated to a mini-article in *The Racing Sheet*? Then be sure to email or post as much information as possible about it. At the very minimum, it should include the boat name, boat type and boat owner's full name for each boat in each division. If it's a series, it should include placings and points in each race and a cumulative score. You get extra credit — and our undying appreciation — if you include course lengths, wind direction and strength, a few notes about who did what to whom — and photos.

TOTALLY DINGHY

(RICHMOND YC, 9/20-21, 7/0t)

EL TORO SR. — 1) Gordie Nash, 7 points; 2) Fred Paxton, 12; 3) Vickie Gilmour, 24. (10 boats)
OPTI — 1) Jack Barton, 6 points; 2) Will Cefali, 16; 3) Julius Hallstrom, 17. (17 boats)
SNIPE — 1) Michael Mack, 13 points; 2) Nabil Shahin, 15; 3) Vincent Casalaina, 19. (9 boats)
BYTE — 1) Bill Tieman, 8 points; 2) Trish Sudell, 8; 3) Dan Ouellet, 15. (10 boats)
LASER — 1) David Lapier, 9 points; 2) Mike Bishop, 9; 3) Brian Vanderspek, 19. (28 boats)
INT. 14 — 1) Kirk Twardowski, 6 points; 2)

Lawrence Henderson, 8; 3) Rand Arnold, 14. (7 boats)

WYLLIE WABBIT — 1) Kim Desenberg, 6 points; 2) Jim Malloy, 11; 3) Colin Moore, 14. (7 boats)

29ER — 1) Fraser/Liebenberg, 4 points; 2) Paxton/Gurdal, 8; 3) Marisa/Pat, 10. (4 boats)

ODAY DAYSAILOR — 1) Michael Gillum, 8 points; 2) Dean Iwahashi, 11; 3) Dave Keran, 14. (5 boats)

FD — 1) Zhenya Kirueshkin-Stepanoff, 5 points; 2) Mike Meszaros, 10; 3) Saul Schumsky, 24. (6 boats)

FJ — 1) Keith O'Hara, 10 points; 2) Neil van der Plas, 15; 3) Darrel Lager, 17. (4 boats)

WETA — 1) Gregory Mitchell, 9 points; 2) Robert Hyde, 9; 3) James Beninghaus, 11. (5 boats)

FINN — 1) Richard Clarke, 5 points; 2) Andy Casey, 10; 3) Henry Sprague, 17. (11 boats)

PORTSMOUTH — 1) Phil DeGaa, 8 points; 2) Gil Woolley, 10; 3) Michael Molina, 21. (13 boats)

Complete results: www.richmondyc.org

JAZZ CUP

(SOUTH BEACH YC/BENICIA YC, 8/29)

1) *Adrenalin*, Bill Erkelens Sr., D-Class cat (NEW COURSE RECORD 1:54:52); 2) *Origami*, Ross Stein, Corsair F24; 3) *Serenity*, Michael Ropers, Seawind 1160; 4) *Chilaxn*, Tim Merrill, J/105; 5) *Flying Tiger*, Vaughan Seifers, Moore 24. (69 boats)

Complete results: www.southbeachyachtclub.org

CATALINA 34 SAN FRANCISCO CUP

(SOUTH BEACH YC 9/20-21 3r/0t)

RACING — 1) *Jet Lag*, Torin Knorr, 6 points; 2) *Mottley*, Chris Owen, 8; 3) *Queimada*, David Sanner, 10. (10 boats)

CRUISING — 1) *Music*, Bob Englehart, 3 points; 2) *Aquavite*, Stu Jackson, 8; 3) *Irish Whiskey*, Duane Quick, 10. (4 boats)

Complete results at: www.sfbayraces.com/R1250.html

DOUBLE ANGLE

(ELKHORN YC, 9/6)

MONTEREY to MOSS LANDING

RACING — 1) *Kemosabe*, John Herne; 2) *Ariel*, William Hunt; 3) *Blue Bayou*, Rick Srigley. (3 boats)

CRUISING — 1) *Touché*, Rich Richards; 2) *Granuaille*, John Molyneux. (2 finishers)

SANTA CRUZ to MOSS LANDING

RACING — 1) *Magic*, Magdalena Naef; 2) *Racer X*, Mark Shipper; 3) *Sagittarius*, Steve Murphy. (10 boats)

CRUISING — 1) *Kindred Spirit*, Meredith Dunton; 2) *Saline Solution*, Mick Freeman; 3) *Westwind*, Dale Jarred. (4 boats)



Race Notes

US Sailing News — The San Francisco YC had a good weekend September 17-22 at both the US Sailing Men's and Women's championships, hosting the former and winning the latter.

The women's event — the Adams Cup — was won by Tiburon's Vicki Sodaro, with crew Emily French, Stephanie Wondollock and Katie Maxim.

They topped an 11-boat fleet hosted by the Oklahoma City Boat Club by a whopping 25-point margin. The win represented Sodaro's third at the helm (she also counts another as crew). Wondollock now has three as crew to go with one that she helmed.

On the men's side of things — the Mallory Cup, sailed in J/24s on the Circle — 11 teams sailed a complete round robin. Austin, Texas sailors Scott Young, John Morran, Doug Kern and Mike Haggerty won — Young's sixth Mallory Cup title.

Area G representatives Michael Whitfield, Mike Arrajj, Lester Igo and Andrew Kerr sailing for the Berkeley YC finished eighth in their workup to what's looking like a banner summer for J/24s on the Bay in 2009. For more on that visit: www.j24class.org/usa

For more on the Adams Cup and

Thayer; 2) **Surfer Girl**, SC 50, Mike Travis; 3) **Sorcery**, Mull 82', Walker/Mehserle. (3 finishers)

PHRO1 — 1) **Spindrift IV**, Express 37, Larry Wright; 2) **Spellbound**, Olson 40, Bob Gardiner. (2 finishers)

PHRO2 — 1) **Interlude**, Catalina 36, Michael Joyce; 2) **Trial Run**, Passport 40, Johnson/Pickup/Bieda; 3) **Made Easy**, Beneteau 42, Jim Petersen;

4) **Galaxsea**, Nauticat 43, Daniel Wiley. (4 finishers)

MORA — 1) **Outsider**, Azzura 310, Greg Nelsen; 2) **Saffron**, SC 27, Charlie Abraham; 3) **Always Friday**, Antrim 27, John Liebenberg. (3 finishers)

Complete results at: www.windjammersrace.org

BEER CAN RESULTS

FRIDAY NIGHT SERIES (GGYC, 9r/2t*)

SPINNAKER — 1) **Jam Jam**, Neil Ruxton, 9 points; 2) **Crazy Jane**, Doug Carroll, 16; 3) **One Trick Pony**, Peter Szasz, 19. (5 boats)

NON-SPINNAKER — 1) **Mary Belle Bright**, Bright Winn, 13 points; 2) **Late Harvest**, Modern Sailing Academy, 14; 3) **Snafu**, Maurice Quillen, 15; (6 boats)

Complete results: www.ggyc.com

FRIDAY NIGHT SERIES (CYC, 8r/1t)

J/105 — 1) **Roxanne**, Charles James, 10 points; 2) **Lulu**, Don Wieneke, 18; 3) **Tiburon**, Steve Stroub, 22. (12 boats)

SPINNAKER 2 — 1) **Inspired Environments**, Beneteau 40.7, Timothy Ballard, 25 points; 2) **Abigail Morgan**, Express 27, Ron Kell, 29; 3) **Nothing Ventured**, Melges 24, Norm Anderson, 31. (32 boats)

SPINNAKER 3 — 1) **Dragonfly**, Rhodes 19, Kevin Cole, 13 points; 2) **Wintersmoon**, Knarr, Bryan Kemnitzer, 20; 3) **Vague Unrest**, Rhodes 19, Phil Simon, 20. (14 boats)

NON-SPINNAKER 1 — 1) **Q**, Custom Schumacher 40, Glenn Isaacson, 10 points; 2) **QE3**, T10, Tom Perot, 10; 3) **Perseverance**, Beneteau 47.7, Daniel Chador, 25. (25 boats)

NON-SPINNAKER 2 — 1) **Maxine**, Yankee 30, Stephen Spoja, 19 points; 2) **Summer Sailstice**, Ranger 33, John Arndt, 22; 3) **Mimicat**, Hinckley 38, Robert Long, 23. (19 boats)

NON-SPINNAKER 3 — 1) **Tension II**, Cal 20,

John Nooteboom, 13 points; 2) **Swellbound**, Colgate 26, David Hayward, 18; 3) **Chica**, Cal 20, Ted Golbeck, 25. (19 boats)

Complete results: www.cyc.org

SUMMER TWILIGHT SERIES (EYC, 5r/1t)

DIVISION 1 (PHRF <126) — 1) **Rascal**, Rui Luis, 4 points; 2) **Audacious**, Scott Christiansen, 10; 3) **Spirit Of**, Bill Mohr, 10. (6 boats)

DIVISION 2 (126-160) — 1) **No Moore**, Bernard Saggese, 8 points; 2) **Double Trouble**, Kevin Durant, 18; 3) **Claire de Lune**, Jim Lovell, 24. (6 boats)

DIVISION 3 (>161) — 1) **Bewitched**, Laraine Salmon, 5 points; 2) **My Tahoe Too!**, Steve Douglas, 9; 3) **Ostituki**, Rodney Pimentel, 15. (7 boats)

NON-SPINNAKER — 1) **Blueberry**, John Foster, 5 points; 2) **Iskara**, Paul Mueller, 10; 3) **Dazzler**, Don Lucas, 11. (4 boats)

COLUMBIA 5.5 — 1) **Tenacious**, Adam Sadedg, 4 points; 2) **Jaguar**, Keith Rarick, 9; 3) **Alert**, Liem Dac, 17. (3 boats)

Complete results: www.encial.org

THURSDAY NIGHT SERIES (Benicia YC, 9/18)

A FLEET — 1) **Bluefin**, Noble Griswold; 2) **Bay Loon**, Grant Harless; 3) **Cilaxn**, Tim Merrill. (5 boats)

CORSAIR — 1) **Flash**, Brett Nelson; 2) **Gaijin**, Pete Adams. (2 boats)

B FLEET — 1) **Too Tuff**, Tom Hughes; 2) **Keika**, Mike Weaver; 3) **Stolen Moments**, Deborah

Lyons. (4 boats)

C FLEET — 1) **Yippee!**, Chris Klein; 2) **Alte Liebe**, Jerry Martin; 3) **Katie Bay-B**, Mike Munn. (6 boats)

Complete results: www.benicia yachtclub.com

CROWN JEWEL TWILIGHTS (IYC, 5r/1t)

DIVISION A (PHRF <150) — 1) **Kolibri**, Tibor Ipavic, 5 points; 2) **Crazy Eights**, Aaron Lee, 7; 3) **Spirit Of**, Bill Mohr, 10. (11 boats)

DIVISION B (168 Raters) — 1) **Bewitched**, Laraine Salmon, 8 points; 2) **No Name**, Scott Wilder, 6; 3) **Dire Straits**, Dawn Chesney, 8. (4 boats)

DIVISION C (>150) — 1) **My Tahoe Too!**, Steve Douglass, 4 points; 2) **Dumbo**, David Torrisi, 4; 3) **Lelo Too**, Emile Carles, 9. (6 boats)

NON-SPINNAKER — 1) **Cat Nip**, Bruce Hasson, 3 points; 2) **Playpen II**, Steve Dale, 6; 3) **Horizon**, Bill White, 10. (4 boats)

SANTANA 22 — 1) **Atuna Matata**, Bill King, 4 points; 2) **Poniente**, Javier Jerez, 7; 3) **Fun Zone**, Tom McIntyre, 8. (5 boats)

Complete results: www.iyc.org

FRIDAY NIGHT SERIES (TYC, 9/8 Race #12)

DIVISION A/B/C — 1) **Natural Blonde**, J/105, Brian McInerney; 2) **Miss Demeanor**, J/105, Aidan Collins/Dan Reed. (5 boats)

Complete results: www.tyc.org

THE RACING

Mallory Cup, visit www.ussailing.org for links to results and photos by Bruce McDermott and David Dibble respectively.

Northern California IRC News — With the 2008 Rolex Big Boat Series in the books, so goes the 2008 Northern California IRC Series presented by the Storm Trysail Club.

Redwood City painting contractor Mike Garl sailed his Beneteau 40.7 *White Dove* to a strong finish in the inaugural series, with overall wins at both the Aldo Alessio Regatta — which also functioned as the West Coast IRC Championships — and the Rolex Big Boat Series.

Brad Copper's Tripp 43 *TNT* took second in the series by virtue of her late charge with division wins in both the Aldo and Big Boat. John Siegel's well-traveled Wylie 42 *Scorpio* finished third.

"I'm pleased with our first year of existence," Siegel, an 'SF Bay IRC' director. "The racing has been great, with seven boats competing in all five events. The final results were close, with the top four boats all within two points of each other."



Mike Garl's Beneteau 40.7 'White Dove' — the first ever winner of the Nor Cal IRC series.

It sounds like a good foundation for an even more fleshed-out series in 2009.

"Next year, we look forward to the addition of two new boats, Steve Stroub's

Santa Cruz 37 and Dan Woolery's King 40," Siegel said. "Since the 2009 Rolex Big Boat Series will also serve as the US-IRC National Championship, we expect as many as 50 IRC boats participating in that event. The IRC rule continues to gain momentum."

The 2009 schedule should be finalized by mid-October, and you can find it, as well as all other things IRC in these parts at: www.sfbay-irc.org.

'Greater Pumpkin' — Looking ahead in Richmond YC's regatta schedule, the October 25-26 Great Pumpkin Regatta is undergoing some changes this year which should open it up to even more boats than the 250 or so that showed up last year.

The three buoy races on Saturday and the pursuit race on Sunday will remain, but for the first time there will be dedicated handicap divisions for Saturday, and multihulls are invited for Sunday's race.

"There were so many requests to come to the Pumpkin from boats that were in small classes, or were one-of-a-kind,



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that we decided to simply open it to all boats with PHRF certificates on Saturday," said regatta chair Eric Arens. "We tried to restrict it to monohulls in the past. However, there were beseeching appeals from some multihulls to be allowed to come, so we are inviting BAMA for Sunday's pursuit race."

More info for both of these is or will be available at www.richmondyc.org.

Ruth Gordon Schnapp Regatta — The Golden Gate YC held the 2nd annual Ruth Gordon Schnapp regatta on September 20.

A fund raiser for the Susan G. Komen for the Cure Foundation. All registration fees and donations go to the local Komen affiliate on behalf of Ruth Gordon Schnapp. This year over \$5,000 was presented to Maria Sousa, executive director for the Foundation.

This regatta requires that a woman is at the helm at the warning signal and through-out the race.

Eight boats — three in the Spinnaker Division and five in the Non-spinnaker Division — sailed two races. The first gun

was at 1100 and the fleets sailed a Cityfront course in light wind. The 5.7 mile course took over two-hours to complete.

The second race on a 3.4 mile course took 50 minutes in much heavier air. Aimee Daniel sailed the 1D 35 *Diabalita* to two bullets to win the spinnaker division, and the Modern Sailing Academy sailed *Late Harvest* to a 2-1 to take the non-spinnaker division. Full results can be found at: www.ggyc.com.

Winter Fun — While the summer racing season in the northern hemisphere is in its dying throes, the round-the-world racing is just starting to heat up.

First up is the Volvo Ocean Race, back



TIM STAPLETON

From left — Patrick Tara, Hayden Stapleton, and Mckenzie Cook with what used to be the SBRA season trophy, now redicated to the inaugural El Toro Junior Championships Series.

three years after Mike Sanderson's *ABN AMRO 1* demolished the field with a far superior mousetrap. This year, Sanderson won't be back — at least for now — but the designer of that mousetrap, Juan K, is back with not one, but two new boats.

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THE RACING

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"The results are in the Box Scores!" is what this woman is trying to tell you as the Express 37 'Escapade' scoots by during this year's Jazz Cup. You'll find Beercan and weekend results too!

Brazilian Torben Grael will be sailing *Ericsson 4* — an international entry fielded by the Swedish Network Solutions Company — Juan K's fourth generation Volvo 70, while Anders Lewander will be sailing *Ericsson 3*, the team's second boat.

Grael's team is considered by many to be the odds-on favorite, but American Ken Read's *Il Mostro* — which is sponsored by the apparel company Puma — also gets plenty of nods from the ocean

racing pundits.

There's also a Russian entry led by supermarket tycoon Oleg Zherebtsov — with a radical Rob Humphreys design featuring twin strakes on the bow — that gets the, "If they're right, then everyone else is wrong," billing.

But maybe the most exciting thing to come out of this year's Volvo Ocean Race, is the addition of a new crewmember, whose sole purpose is to shoot video, take photos, and write dispatches from the boats as they sail a brand-new, far longer course that features six equator crossings, a 12,300-mile leg, first-ever visits to the Indian subcontinent and Asia, and in port races.

This 'embedded' reporter will not be allowed to help sail the boat — ostensibly to allow them more time to perform their duties. They are however, permitted to assist with 'environmental' tasks, i.e. mixing freeze-dried food with tepid water, or cleaning the head — we sincerely hope there's no video of the latter.

Check it out at www.volvooceanrace.org. The action starts October 4.



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WORLD

We depart from our normal format this month, to bring you a special quiz on **Charter Destinations Around the World**, plus a first-time charterer's report on **Doin' the BVI with an All-Female Crew**, and miscellaneous **Charter Notes**.

Have You Done Your Homework? Testing Your Travel Trivia

As British satirist John Cleese loves to say: "And now, for something completely different."

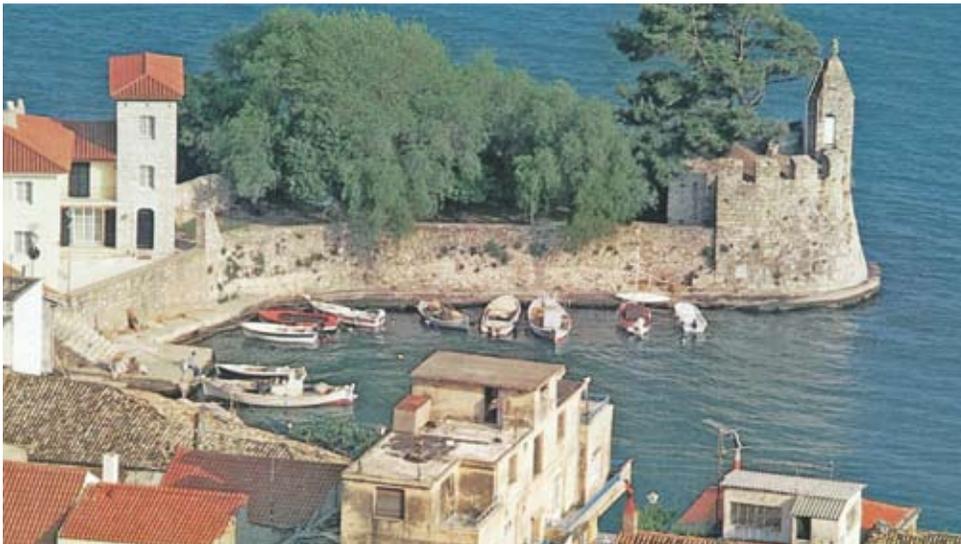
Given the fact that our nation's economy is in the crapper, and the citizenry's morale is lower than that of a Skid Row chambermaid — thanks to the gargantuan bailout of our free-wheeling financial institutions — we figured it was probably time to have a little fun. So, rather than giving you more savvy advice on chartering around the world, we decided to test your knowledge of charter-related travel trivia.

As we often say in these pages, the more thoroughly you understand the cultural heritage of the place you plan to visit, the richer your experience will be. With that in mind, the following quiz is a chance for you to see how well you've done your homework — and how closely you've read our previous articles. (You'll find answers at the end.)

1) *The Sea of Cortez, where Mexico's only large fleet of bareboats is based, was named after Spanish conquistador Hernán Cortés. What ancient people did he conquer?*

- A) The Mayas
- B) The Incas
- C) The Aztecs

Yeah, you can still find idyllic little harbors in the Greek Isles where you'll feel as though you've slipped back in time.



2) *Which Pacific island groups share similar cultural heritage?*

- A) Fiji and Tahiti
- B) Tahiti and Tonga
- C) New Zealand and Vanuatu

3) *From what nation did the U.S. purchase its Virgin Islands holdings, and in what year?*

- A) England, 1834
- B) Holland, 1923
- C) Denmark, 1917

4) *During the colonial era, what Caribbean Island was such a hub of commerce that it was dubbed Golden Rock?*

- A) St. Eustatius
- B) Puerto Rico
- C) St. Thomas

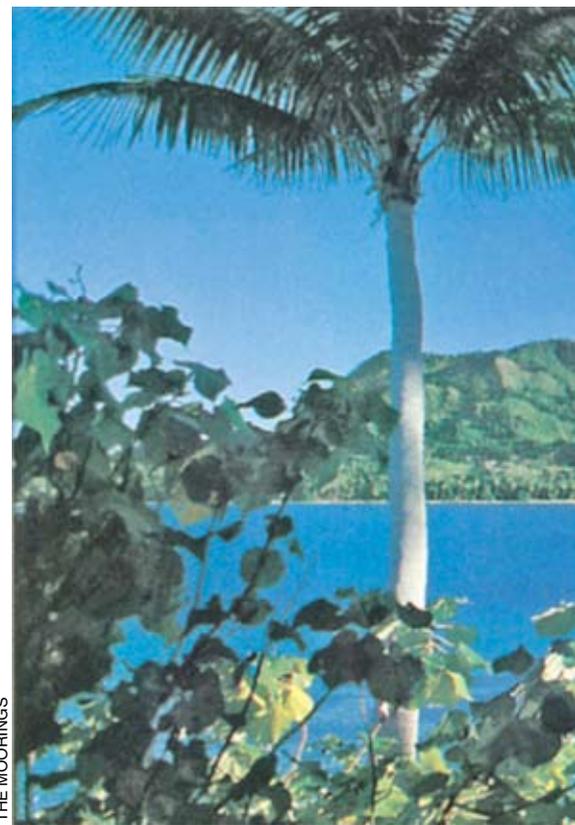
5) *The Seychelles archipelago in the Indian Ocean is renowned for its boulder-strewn islands and sugar-fine beaches. What two European nations fought for possession of it during the 1700s and early 1800s?*

- A) Spain and Holland
- B) Portugal and France
- C) France and Great Britain

6) *Legend holds that which Greek island was the birthplace of the gods Apollo and Athena?*

- A) Delos
- B) Rhodes
- C) Mykonos

7) *The Turquoise Coast refers to a*



THE MOORINGS

region of what country?

- A) Antigua
- B) Turkey
- C) Australia

8) *An unfortunate pig was the only casualty of the Pig War. In what popular charter destination did it occur?*

- A) Tahiti
- B) The Grenadines
- C) The San Juan Islands

9) *Emancipation of slaves occurred in the British Virgin Islands before it did in United States. By how many years?*

- A) 3 years before (1861 / 1864)
- B) 31 years before (1834 / 1865)
- C) 53 years before (1813 / 1866)

10) *Which Caribbean island was not formed by a volcano?*

- A) St. Lucia
- B) Antigua
- C) Anegada

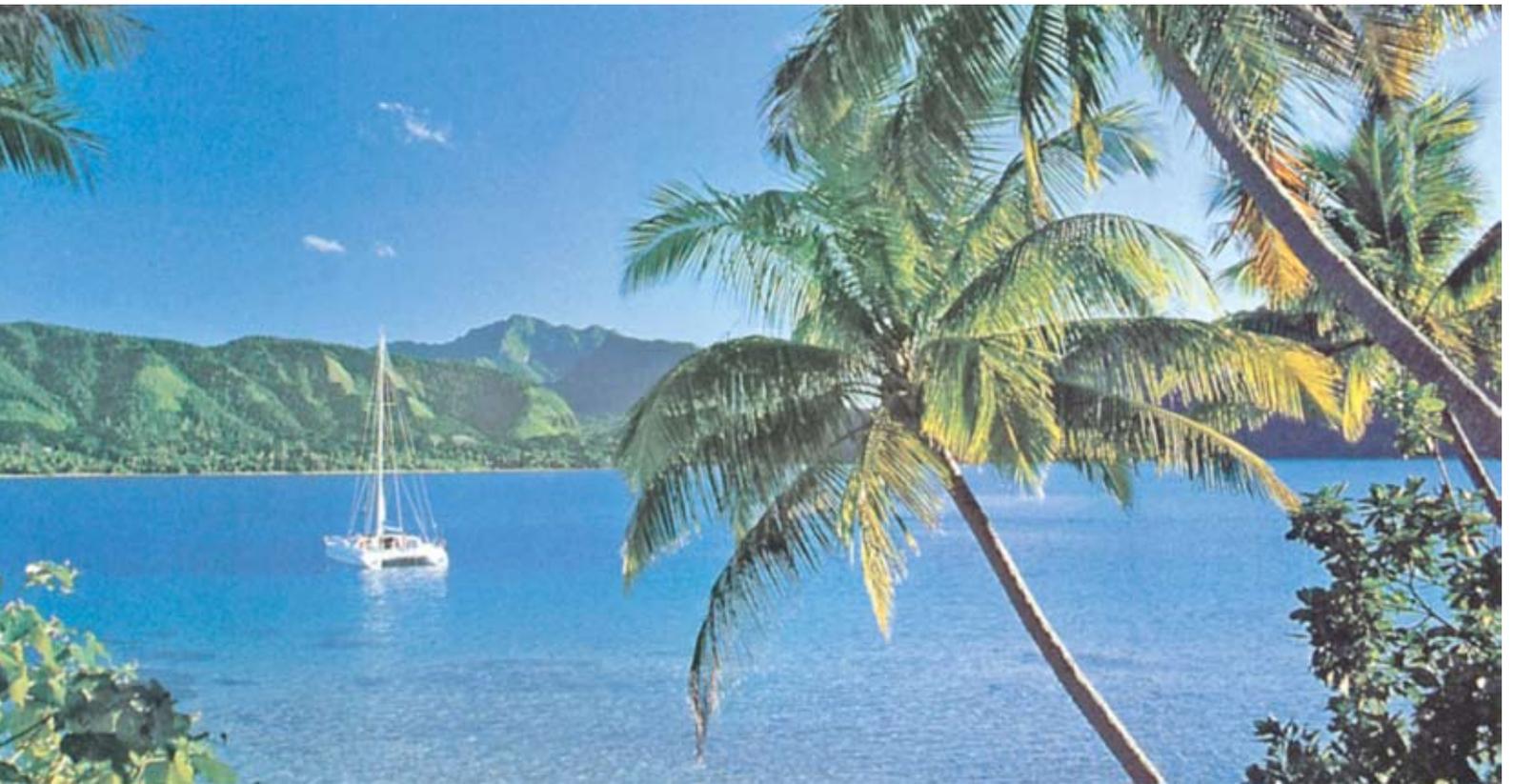
11) *The Whitsunday Islands of Australia were given their name by what famous sailor and when?*

- A) Ferdinand Magellan, 1650
- B) Vasco de Gama, 1573
- C) James Cook, 1770

12) *On which Eastern Caribbean islands was Alexander Hamilton born?*

- A) Nevis

THE MOORINGS



How do you define paradise? A charter vacation can take you to places you might have thought only existed in dreams.

- B) Tortola
 - C) St. Croix
- 13) *The Lipari Islands are part of what country?*
- A) Turkey
 - B) Italy
 - C) Croatia
- 14) *Which Caribbean island was invaded by U.S. troops in 1983?*
- A) Cuba
 - B) Jamaica
 - C) Grenada
- 15) *Within which charter venue can you swim over so-called "sunken cities?"*
- A) The Whitsunday Islands
 - B) The Turkish coast
 - C) The Seychelles
- 16) *Within which charter venue can you find an abundance of nature-formed sea caves?*
- A) California's Channel Islands
 - B) Antigua
 - C) St. Kitts & Nevis
- 17) *What Caribbean island is actually a Kingdom, recognized by the British government?*

- A) The Kingdom of Mustique
- B) The Kingdom of Anguilla
- C) The Kingdom of Redonda

18) *What charter venue once served as a hideout for pirates such as Sir Francis Drake, and what did they prey on?*

- A) The San Juan Islands; fur traders
- B) The Sea of Cortez; Manila galleons
- C) Tahiti; black pearl exporters

19) *What popular sailing region was settled by British immigrants after the fall of the Roman Empire?*

- A) British Columbia, Canada
- B) Rhodes, Greece
- C) Brittany, France

20) *An underwater nature preserve was established by the Cousteau Society off which island?*

- A) St. John, USVI
- B) Guadeloupe, French West Indies
- C) Orcas Island, Washington

21) *The first non-indigenous inhabitants of this charter destination were shipwrecked*

English seamen who arrived in 1638.

- A) Belize
- B) Antigua
- C) Anguilla

22) *In order to reach French Polynesia, the ancient settlers traveled:*

- A) Upwind, against the prevailing current
- B) Downwind, with the prevailing current
- C) Across both the prevailing wind and current

Along the Turkish coast you can choose to anchor in sheltered spots like Tomb Bay, or tie up to a busy town wharf — where the action is.



JOHN THOMPSON

WORLD

So how'd you do? (See below.) If you ace it, you're a pretty worldly traveler, who's done his/her homework well. But if you struggled, perhaps you should spend some quality time curled up in a comfortable chair with a lap full of cruising guides. What better way to find inspiration for your next sailing getaway?

— *latitude/andy*

Answers: 1-C; 2-B; 3-C; 4-A; 5-C; 6-A; 7-B; 8-C; 9-B; 10-C; 11-C; 12-A; 13-B; 14-C; 15-B; 16-A; 17-C; 18-B; 19-C; 20-B; 21-A; 22-A

Conspiracy Uncovered!

An All-Girl Caribbean Getaway

All of these years, it is highly possible that men have deftly kept undercover how much outright fun it is to get away with their friends on a 'guys-only' adventure! We never fully understood it before.

After taking fishing trips in Canada with other guys, our husbands have often said, "I don't know why you women don't do something like this." We must confess that a shopping trip never seemed that 'adventurous'. Well, we finally found an appropriate getaway for ourselves — a



HELDENBRAND / STILLWELL

"Yes! We're doing it!" say Lois. Once the idea was hatched in a Chicago bar, it quickly grew into reality. Similar trips are yet to come.

sailing charter with our female friends! Ladies, we've been missing the boat, so to speak!

Earlier this summer, four of us chartered a beautiful Beneteau Oceanis 393 called *Nakaia* from Sunsail for a cruise through the British Virgin Islands. We had the time of our lives! We sailed, ate, laughed and drank, in various orders,

throughout the second week of July. Winds were 12 to 25 knots with a few scattered showers, but mostly beautiful skies. We would highly recommend that other women consider following our lead. With that in mind, here are some tips that may be useful:

Plan — Do your homework. Our adventure actually started in February at a bar near Strictly Sail Chicago. Our husbands were going to be busy during the coming summer, so we joked about planning separate vacations. Then we decided it was *no* joke and we would 'just do it'. We had a variety of sailing experiences behind us, including a joint charter in the Apostle Islands, various lessons and sailing on Lake Michigan and in Maine, and one of us had even chartered on a flotilla in the BVI. After looking at the options, including pricing, travel time, etc., we opted for the warm waters of the Caribbean.

By the time we left Chicago, we had decided to charter with Sunsail and we had set a date. We also decided that we would try to recruit some other women, but if we couldn't, we would go with just

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OF CHARTERING

the two of us. As it turned out, two other women found us. Using e-mail and a few meetings, we booked our flights, drooled over the proposed itinerary on the website, narrowed down our packing lists, and ordered provisions.

By the end of May, we had a good working plan, including a contingency for getting everybody to the boat. We had a lot of fun along the way and Suzanne coordinated all of the final arrangements.

We chose a flotilla in order to gain some local knowledge and a measure of security. In addition, the itinerary set by the flotilla took pressure off the day-to-day planning, and eliminated the necessity of negotiating where we wanted to go every day. Fewer decisions translated into more time for fun. By coincidence, our flotilla lead team was a female duo. They gave us some great sailing tips, information on where to make day stops, advice on how to get in and out of bays smoothly, and onto moorings for the overnight stops.

Get to know your boat and be thorough during checkout — We chose a boat

and rigging that was similar to ones we had sailed. We took extra time during checkout to go over all of the electronics, oil checks, and dinghy motor checks. Those items found not to be working properly were replaced or fixed. For example, even though our charter representative didn't think it necessary, we actually got into our dinghy, started the motor, and checked out the steering. To his surprise, we found that it was very difficult to turn or steer. Our dinghy motor was promptly replaced. The next day at our flotilla briefing, another couple, who had not been so wise, reported a wild first ride to shore when the throttle of their dinghy stuck open. While some mechanical problems may happen in spite of your checks, even



HELDENBRAND / STILLWELL

The girls strike a pose at a typical BVI beach bar. Did they cause trouble? Oh, maybe just a little — but that's par for the course.

simple problems can really complicate and steal vacation time.

Buy breakfast and lunch provisions through the charter company — It might cost you a little more, but the provisions are delivered to the boat before, or shortly after you arrive, so you'll spend a

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WORLD

minimum of time getting ready to go. We didn't provision for the evening meals, and eating dinner ashore proved to be part of the fun.

The flotilla included a few planned group meals. Through those, we got the opportunity to meet some interesting sailors. The Last Resort was a treat for dinner, with white table cloths and wonderful food. One of our favorite places was the beautiful Marina Cay. This was the one day that we moored early so that we could snorkel and drink the famous Pusser's Painkillers on the beach.

Think safety first — Our goals were to have fun, test our sailing skills, and come home safely. We took our own life vests and used them when we sailed. Also, we rigged a jackline so that the person on deck was tethered to the boat when we raised and lowered the sails. Find or make a dinghy ladder and you will be very glad you did. Ours was fashioned out of a dock line looped and knotted to provide rungs to ease our climb back into the dinghy after snorkeling. Also, along the safety line, double check the latches on the cockpit table. When the table



HELDENBRAND / STILLWELL

Suz emerged as the group's ace at the helm. She glided up to those overnight mooring balls like an old pro.

crashed, we stared with open mouths as nearly a half a bottle of treasured Bailey's Irish Cream catapulted across the floor of the cockpit. Then we cried! There were no BOB (Bailey's Overboard drills) capable of salvaging one drop, so prevention is the key.

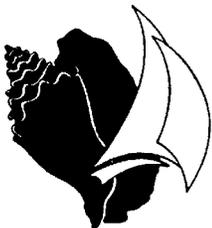
Above all, have fun and sail — We started from Road Harbour and sailed

to Trellis Bay, Jost Van Dyke, Monkey Point, Spanish Town, around the Dogs to Marina Cay and back to Road Harbour. We started each day at about 9 a.m. (which was early for some of our crew), sailed a couple of hours, stopped at a day mooring for lunch, snorkeled an hour or so, and sailed to the evening mooring by about 3:30 or 4 p.m. each day.

Jobs were rotated among the four of us, but we did develop our specialties. We hardly missed a mooring with Suz at the helm, coming into the wind while Lois and Liz picked up and secured the mooring. Lois was our designated dinghy captain. It took all of us to raise and trim the sails. Teamwork turned every challenge into a fun adventure.

Although we know we are not the first, by a long way, to do a 'ladies-only' charter, we find that we are still in the minority. We had an incredible time learning and laughing together. We still break into first mischievous grins, then suppressed giggles just thinking about successfully picking up the mooring ball the first time out, reefing the mainsail,

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furling the jib just right, and the slap of the water against *Nakaia's* hull as we picked up speed.

We're hooked! It was so much fun to go with *our* friends on an adventure. So, honey, when are you going fishin'? 'Cause we're going sailin'.

— *lois heldenbrand & suzanne stillwell*

Lois and Suzanne — You go girls! We're glad you had such a fine time. And your trip sounds a whole lot more fun than a guys-only fishing trip. So, where to next? Be sure to send us another report.

— *Ed.*

The Upside of Hard Times: Discounted Deals are Everywhere

At the risk of being called insufferable optimists, we feel compelled to remind you that, well, every cloud has a silver lining.

In the context of these dire economic times, when consumer confidence is waning, and gas — as well as jet fuel — prices are through the roof, the 'silver lining' we've observed lately is that there



SUNSAIL

seem to be discounted deals everywhere within the charter biz.

While every bareboat and crewed yacht operator needs to make a profit, it does them no good at all to have boats lying idle at the dock. So if you can scrape together the airfare — or find a route where you can use those moldy frequent flyer miles — the coming months are loaded with getaway opportunities at much-less-than-typical pricing. Every charter industry website we've perused lately has enticing deals which we doubt

You can probably also get special deals at waterside resorts such as *Sunsail's Club Colonna on Antigua.*

you'd find in boom times. And, who knows, you may even be able to negotiate a bit, especially if you can put together a flotilla of two or three boats among friends.

Before we get into specifics, though, we should remind you also that when tourism slows down you often get more attentive service in shops and restaurants, a wider choice of hotel rooms and fewer

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WORLD OF CHARTERING

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Here's a set of discount offerings that should make you sit up and pay attention: Sunsail's 35th anniversary specials can save you 35% off the basic rack rates for selected dates and locations.

The Moorings also has a variety of special offers with substantial discounts in the South Pacific, Caribbean and elsewhere.

In both good times and bad, if you can travel on short notice you can often find deals on boats as well as airfare. TMM, for example, has been offering 10 days for the price of seven in Belize and Tortola on last-minute bookings.

Another point to consider is that, as high as jet fuel prices are now, they are predicted to rise even higher before we can find a way to stabilize demand. So putting off that often-dreamed-about getaway could lead to bitter disappointment.

— latitude/andy



COURTESY CAPTAIN RON BROWN

The Caribbean regatta season is fast approaching. Will this be the year you finally compete at Antigua, Tortola or St. Maarten?

Charter Notes

We seem to have backed ourselves into a corner here, but we do have enough space to remind you that the prime **Caribbean regatta season** is only a few months away. As we often remind

you, **St. Maarten's Heineken Regatta**, the **BVI Spring Regatta**, **Antigua Sailing Week** and others wholeheartedly encourage bareboat participation — in fact, they have special classes for bareboats where boat-for-boat competition is always exhilarating. True, bareboats don't come with spinnakers or whisker poles, but that actually helps level the playing field between the international roster of competitors.

If you haven't yet experienced the thrill of **trade wind racing** and **barefoot post-race partying** to the sounds of reggae and calypso, you've deprived yourself of some of the sailing realm's greatest pleasures.

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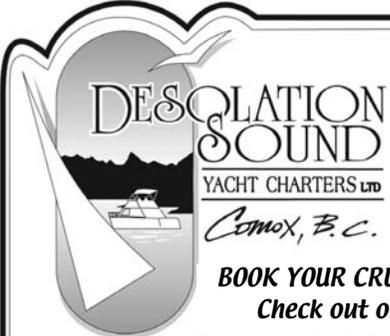
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With reports this month from Liz Clark and **Swell** hauled out at Raiatea; from **Geja** on Andrew Vik's "best summer ever" in the Med and Adriatic; from the ultra budget cat **Manu Rere** in El Salvador; from **Blue Banana** on the passages from Thailand to Turkey; from **Magnum** on the first two years of cruising; and a plenty of **Cruise Notes**.

Swell — Cal 40 **Liz Clark** **Hauled Out At Raiatea** **(Santa Barbara)**

Having hauled *Swell* out at Raiatea three days ago, I've finally started to adjust to onshore existence again. I spent my first two days in total shock, shuffling in circles, not really sure where to begin. I didn't really know anyone here yet, and the secretary, the only person who is fluent in English, has seemed a little cold toward me.

Getting set up to work and live out of the water has been a job in itself. I hadn't thought about the fact that I can't use my 110-volt tools with the European 220-volt power on shore — until I plugged in my 110v mini vacuum. It growled fiercely, lurched out of my hands, and plummeted to its death on the cabin sole. A faint plume of smoke rose from it as a farewell salute.

Without a transformer, all my power-tools were useless, but that's not been the only problem. My refrigeration system is water-cooled, so it doesn't work when *Swell* is on the hard. Plus, I get to share one grimy little bathroom and cold shower with everyone else who is hauled out. Then there's some sort of electrical ground problem that's allowing electricity to flow through things that it shouldn't. To get on or off *Swell*, I have to climb up or down a 10-ft ladder. I butted the ladder against one of *Swell's* stainless steel stanchions so I could get a good grip while taking that critical

The thick growth on her bottom and rust on her bow suggested that 'Swell' was overdue for a major haulout in French Polynesia.

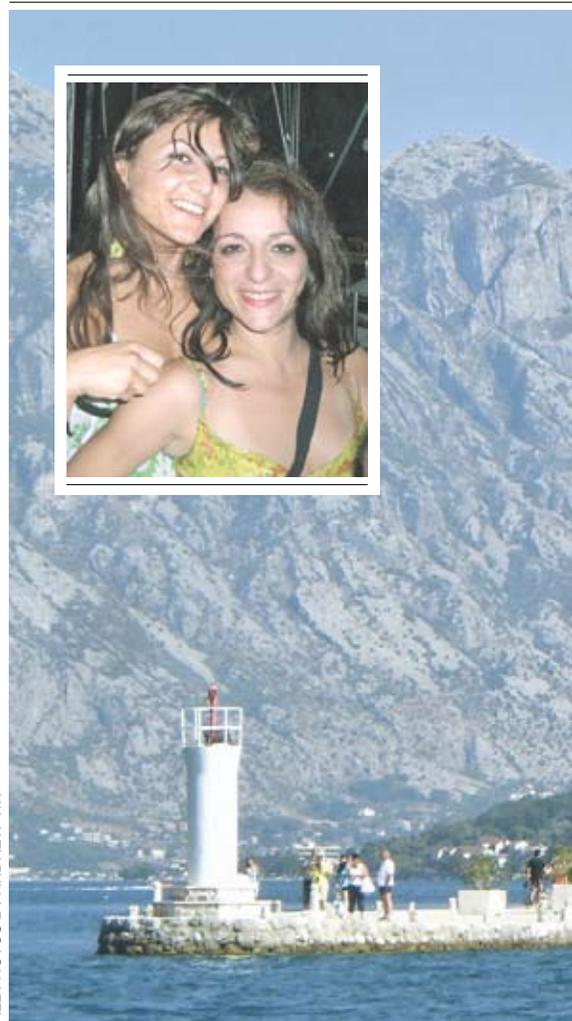
first or last step onto or off the ladder. It seemed like a great idea — until I nearly got electrocuted. What's worse, I only get shocked intermittently, so I'm never sure what's going to happen.

Then yesterday morning, I lost my balance on top of the ladder and had to grab the often-hot stanchion. It was live that time, of course, so the shock had me spastically recoiling in the other direction. I fell backwards, but luckily caught the top rung of the ladder with my right hand. I dangled there by one arm, my shower bag in the other. Dazed and grateful not to have ended up with the same fate as the vacuum, I hung there for a moment. Fortunately, Pascal, a local marine electrician, would have to pass me on his way to work.

"Bonjour," I said, my feet still suspended in air. He'd already seemed suspicious of the strange new solitary blonde girl, but my predicament seemed to be further confirmation that I was a weirdo.

But as usually happens when cruising, friends come to the rescue, so I'm getting set up. Teva is going to loan me a sander and a grinder; Aymeric will bring over a cooler this weekend; and Pacome's lent me a bike I can fix up so I can roam as I please on two wheels.

Thanks to new tubes and a little paint, I've got Pacome's old bike hitting the streets with new authority. It felt good to cover ground on my own terms rather than with the use of my thumb — even though I'd met a series of wonderful people hitchhiking. Despite having been on the same route to town at least a dozen times, when I cover it on my bike, it's as though I'm seeing it for the first time. At biking speed, new details become evident everywhere. I saw the marlin tails nailed to the wall of a proud fisherman's house and the budding water lilies lining the drainage ditch; I smelled the fresh baguettes when I waved to the shopkeeper; and I heard the ukulele tune coming from inside a house. I noticed which coconut trees had good coconuts, and saw that the mangoes were getting big-



ALL PHOTOS BY ANDREW VIK

ger on the trees. I heard the dogs bark, and felt the strength of the wind as I rode against it. Riding a bike added a whole different dimension to a trip into town. In the last year I'd noticed the same about my life in general. By slowing down, I was discovering things about myself and the world that I might otherwise have not noticed.

— liz 09/05/08

Geja — Islander 36 **Andrew Vik** **Wrapping Up In The Med** **(San Francisco)**

As some readers will remember, while in San Francisco last January, I bought the Islander 36 *Geja* sight unseen in Pisa, Italy, and have since cruised her from mid-June to mid-September. During the 90 days, I covered 1,700 miles, visited 50 different places, and had 20 different friends — and my mother — join me for parts of the trip. But with the sudden change in the weather — it was in the mid-90s all last week, but it's suddenly dropped to the 60s during the



LIZ CLARK



better weather before sailing downwind to the Straits of Messina, timing our arrival at dawn to navigate the shipping traffic and whirlpools of this fabled region. The shifting winds and need to pay careful attention to navigation were a bit stressful to my Swedish crewmate Tina and me. Nonetheless, we managed to beat our way through the Straits under sail alone, dodging the whirlpools. Actually, the famous tidal rips near Messina aren't that much different from those near the Golden Gate Bridge or Raccoon Strait. By that afternoon we'd completed the 70-mile sail from Lipari to Taormina, almost all under sail, including a screaming 20-mile

Spread; A lovely man-made island in Croatian waters. Insets; Sicilian cuties just want to have fun; and, Danish pal Rikki at the helm off Vis.

day and is cold at night — I sadly realize that my most amazing dream tour of the Med is over.

What about the future? As I've only taken a sabbatical as opposed to an early retirement, I'm leaning towards passing the *Geja* torch on to someone else. But it won't be an easy decision, and nothing is final yet. It was the best summer ever, and there is so much more to explore. While *Geja* is tired, all of her systems work, and she has everything one needs for cruising. Even her old Yanmar motor seems really solid. Further, she sails so well. I never would have bought a plastic classic otherwise, but she's been such a pleasure to sail, with a light and stable helm, and no pounding.

At the risk of going over some of the same ground from my previous *Changes*, I'll pick up when I was roaming the north coast of Sicily, or more specifically the town of Cefalu, and the amazing Aeolian Islands. The approach to the Aeolians is

surreal, as perfect conical shapes project out of the sea, some still letting out an occasional belch of steam and soot. Our first stop was on the island of Vulcano, where my Swedish crewmate Tina and I climbed the crater. We opted to have a guide, who provided us with special gas masks, give us a walking tour through the steaming vents on the crater's perimeter. The view from the top was stunning, offering views of nearby Lipari, Salina, and even Mount Etna in the distance.

Cruising these islands takes some nerve, however, as the winds can be vicious, and even the few marinas available offer poor protection. For example, while at anchor one morning, the wind flipped my 10-ft rigid bottom Avon inflatable.

Plans for a nighttime sail by of the constantly erupting Stromboli were aborted due to heavy winds and seas. Instead, we waited for

flat water beam reach a mile off Sicily's east coast. The winds gusts to over 30 knots at the base of the canyons.

Approaching Taormina meant approaching Mount Etna, where lava flowed visibly down its slopes. One can get pretty worked up over weather, navigation and keeping the boat and crew safe while cruising. This was especially

Rob and Grete Aronen, who did the Ha-Ha last year on their 'Nomad', but who now live in Europe, helped provision 'Geja' in Montenegro.



ANDREW VIK

CHANGES

true for the Messina passage. I needed to switch perspectives for a bit in order to realize that this "kid" from San Francisco — I'm actually '36 going on 26', not 26 as previously reported — successfully



Vik with a new friend.

piloting his own boat within view of Mount Etna! The village of Taormina, about halfway down Sicily's otherwise unimpressive east coast, is a gem. It appears to be impossibly perched on cliffs, and the road up to the village is right out of a James Bond flick. And at around 1 a.m. on Saturday night, the nightlife was really picked. There was an endless stream of girls, seemingly straight from the modeling runways of Milan, filling the upscale bars and clubs.

While in Taormina, Norwegian friends Lars and Grete replaced Tina as crew. Together we sailed most of the 50 miles to our next stop, beautiful Syracuse, where there was no charge to tie up to the town wall. A wall, by the way, that was just two minutes by foot to a cluster of popular outdoor student bars. We had a little after party onboard one night, hosting a handful of local ladies. But the odds took a turn for the worse when the two prettiest ones disappeared to the foredeck — to make out with each other!

We shifted into delivery mode after Syracuse for the 380-stretch under the boot of Italy and across the Adriatic Sea

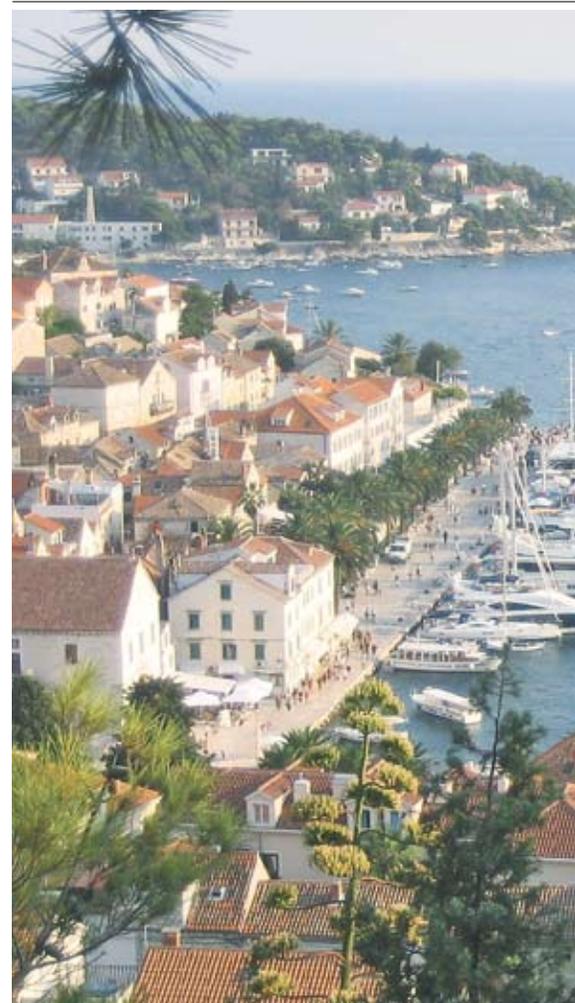
August is the huge vacation month in Europe, and legions of young folks head to the coast eager to have fun and make memories.

to Montenegro. Robert Aronen, whom I met during the '06 Ha-Ha when he and his wife Christine owned the Rival 36 *Nomad*, flew down from his new home in Luxembourg for the adventure. During this stretch we saw plenty of dolphins, which we'd seen none of before. We even had two dolphin-sized tuna chasing us for 15 minutes. The winds were mostly light, so we stopped for fuel in Otranto, a humble looking Italian city with a small commercial port. But concealed within the city was a remarkable old town just bursting at the seams with life! The main walking street, just 10 feet wide, was a human traffic jam late into the night, with shops open until about 2 a.m.! As one could imagine, there were plenty of opportunities to make friends and party. By this time it was early August, and the Mediterranean tourist season had been really kicking into high gear.

We left the West behind at Otranto by making the 120-mile crossing of the Adriatic to Montenegro, part of the former Yugoslavia. I knew little about our first stop, Budva, except that it would be possible to clear in there. I had the sunrise watch, and the view of approaching the Montenegro coast under sail, with the sun rising behind its towering 'black mountains', was awesome. Check-in took five hours of running around between the police, customs and port captain, who assessed a "special tax." Welcome to the East! At least the Montenegro officials were the only ones to appreciate *Geja's* official rubber stamp, as they allowed me to use it to stamp their documents.

Once we got secure in the marina, I was surprised to find ourselves completely surrounded by shiny U.S.-flagged powerboats, most registered in Delaware! It's apparently common for Russians to create shell corporations in Delaware to avoid paying local taxes. Despite also having a U.S.-flagged boat, let alone a salty older boat with San Francisco clearly shown as her hailing port, none of my dock neighbors ever said hello or even made eye contact. After spending much of the summer in Italy, where nobody is really a stranger, it was a little hard to get used to.

But that first day in Budva was my 36th birthday, and the place didn't disappoint. Most visitors to Montenegro



are Serbians, and I soon learned that Serbia has just about the hottest women on this planet! Better yet, it turns out that Budva is like the Ibiza of the Adriatic, and the place was swarming with young people who loved to party. Never before had I seen such a concentration of tall, thin, scantily-clad women happy to be sexy during all hours of the day and night.

After three days and nights of very little sleep, I managed to pry myself away from heaven and continue north into Montenegro's Gulf of Kotor. From a one-mile opening in the Adriatic, the walled town of Kotor, a UNESCO site, lies 16 miles 'inland', deep within a Norwegian-like fjord. It was one of the most spectacular settings that I had ever seen, especially from the fortress some 1,000 steps high above the town. And the sailing was very nice, with flat water and a consistent afternoon breeze.

The journey continued north to my final destination for the summer, Croatia. Having previously backpacked along the coast, I knew that this was *the* place



IN LATITUDES



ANDREW VIK

the sea to scrape the bottom but in the opaquely muddy water this was all but impossible. Although the village ashore looked inviting, I sailed with the tide at dawn for the gulf's outermost island, Meanguera, where more transparent seawater could be expected.

In many ways Isla Meanguera was a beautiful place to visit. There are no cars, so there is a network of trails and roads paved with dry laid slabs of black basalt, the prevalent stone on the island. The roads are used by lots of horses, mules and donkeys hauling farm products. There were also lots of basalt walls forming terraces and fences. Walking along the shore road, I met a friendly young man who walked all over delivering bills. He offered to show me petroglyphs in a remote valley, so we hiked up a steep ravine which cut into the interior and examined the petroglyphs, then came down another way, passing many uncultivated fruit trees, which locals insisted we could forage. By the end of the day I had a bag full of avocados, mangoes and sapotes.

Even though the anchorage was pretty awful, I stayed at Isla Meanguera for about two weeks. The strong tidal current held the boat beam on to the nighttime southerlies that blew strong. Had I been on any other type of boat than a catamaran, it would have been intolerable. There were scores of friendly naval personnel on the island building a wharf intended to attract small cruise ships. One day the officers took me for a lunch cruise on their little patrol boat.

The only exception to the very friendly people was the large group of young men who constantly congregated, completely drunk, next to the store that sold *aguardiente*, Central American firewater. There

Glenn aboard the 38-ft 'Manu Rere', an authentic Polynesian design that he built for \$14,000. She's one of our favorite cruising boats.

If a sailor is looking for a beautiful and crowded harbor, and major nightlife, few places can compare with Hvar in the late summer.

to slow down and leisurely sail among its many islands and anchorages. And what great sailing there is! The normal northwesterlies kick in most afternoons, and with numerous long islands paralleling the coast, there is plenty of great flat water sailing to be had. Though places like Dubrovnik, Mljet and Korcula are fantastic, and I did indeed visit them, my hub for the remainder of August was naturally the famous party island of Hvar. The Italians and backpackers were still there in force, but unfortunately, the island had priced itself out of the budgets of most Croatians. And I prefer to mingle with the locals.

During the final night with my last complement of crew, I did accomplish what I believe to be an Islander 36 first. With my all-male Finnish crew, and a few lovely English lasses, we had seven people dancing to the latest hits in *Geja's* cabin.

As I mentioned, I'm not sure what the

future holds, but my *Geja* summer was the best of my life.

— andrew 09/05/08

Manu Rere — Polynesian Cat Glenn Tieman Exploring the Gulf of Fonseca (Oxnard)

After a last foray to the market for provisions, it was already noon by the time *Manu Rere* and I sailed out of La Union, El Salvador. The timing was awful since the morning land breeze had given way to the contrary sea breeze, and the contrary flood made it even more hopeless. Just as I was preparing to anchor at the edge of the channel, the tide turned so that I was able to make it behind little Zacatillo Island at dusk, where I anchored in three feet of water. Straight into



LATITUDE/RICHARD

CHANGES

were also a couple of American inner city gangsters, one of whom told me he made his living selling drugs. As I returned from a hike one morning, this guy, looking especially frazzled, threatened to shoot me. "You white guys are all the same," he said, "you think you can do anything." In all my years of sailing pirate-infested waters, the only other time someone said that to me was while I was teaching high school in Los Angeles.

Because of that incident, and because I was out of propane, I had the anchors up and was sailing out of there. As *Manu Rere* gathered way, a voice from shore called out, "Come back!" But having had enough of the widely reported problems of El Salvador, I sailed nonstop back to La Union, spent one day clearing out of the country, and then headed across the Gulf of Fonseca to Amapala, El Tigre Island, Honduras. I only went to Amapala to clear into the country, so I only stayed a night. Then I sailed around the island and into a wide estuary, which eventually narrowed to a small river through a labyrinth of mangroves.

Ten miles up through the swamp, where the river ends under the mountains, huddles the small town of San Lorenzo. Although small, it's lively because it's the only Pacific port for Honduras, which has a very small coastline. It's full of third world curiosities, too, such as horse-drawn wagons sharing the road with shiny new pickup trucks and swarms of bicycles. And dugout canoes, some of which were propelled by engine, paddles and even black plastic spritsails.

About a third of the stores in San Lorenzo are adobe with red tile roofs, and many have dirt floors. There are also two vibrant public markets, where I found the prices to be half that of California and Mexico. Bananas were 25 cents/lb at the one supermarket, but only 15

Tieman's smaller outrigger canoe with the original solid outrigger. He's now gone to a hollow outrigger on his big canoe — and likes it.

cents/lb from a truck that parked along the street. That's a typical marketing situation in Latin America. Other prices included 50 cents for a medium avocado, feta-like cheese for \$2/lb, and medium whole fresh shrimp for \$1.20/lb. There is a large shrimp packing plant in town, and shrimp ponds all around the mangroves.

Another thing San Lorenzo has in its favor is the weather. It's said to be a mysterious dry spot during the otherwise soaking Central American rainy season. It rained most nights that I was there, but was reasonably dry during the day. I collected enough water off my awning to supply my needs. It's hot in Central America during the summer, of course, but that makes it easy to dive into the tepid river. There are crocs, but only in the more remote areas. Should a hurricane draw near, this would be the best anchorage, as it's surrounded by mangrove bumpers.

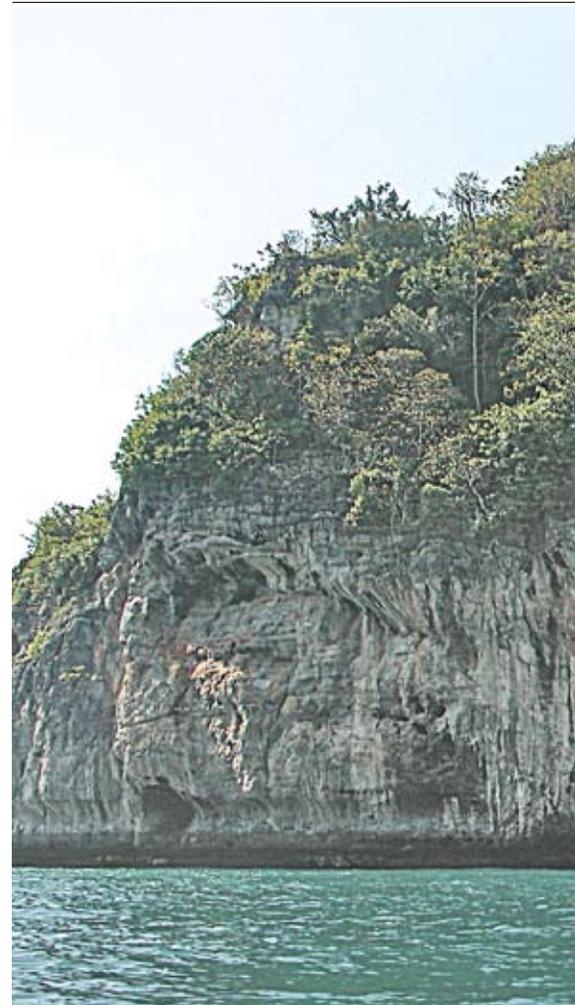
There was one other cruising boat here, but having been here for 14 months, he finally departed. The locals are friendly — except for their custom of hurling "*Gringo!*" in my face with a big proud smile. I'd prefer they just say 'hello'.

During my two months in San Lorenzo, I finally made a proper outrigger for the larger canoe that I'd made before disposing of the shop in Oxnard. This larger outrigger is hollow, unlike all my previous outriggers, and is attached to the crossarms by a method used in East Africa. These new methods turned out well. This canoe is intended to sail as a proa, but I'm still working on the rig.

— glenn 08/15/08

Blue Banana — Gulfstar 50 Bill and Sam Fleetwood Thailand To Turkey (Monterey)

Last year, during which time we cruised from Thailand to Turkey, was amazing. We'd spent two years in the Thailand/Malaysia area cruising and getting our boat painted, so we were more than ready to head for the Med. We left in January and took our time so we could explore along the way. We spent three weeks in Sri Lanka, our first stop, as it was

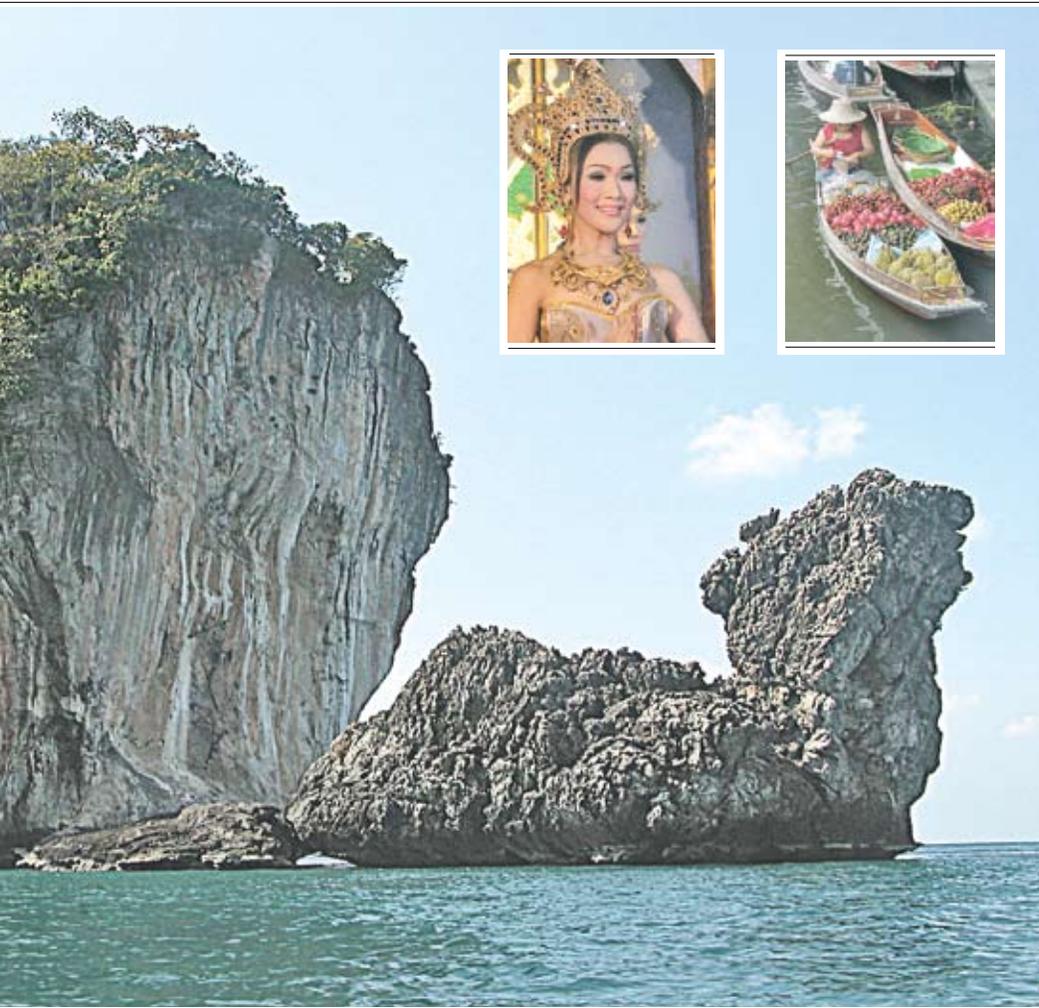


fascinating. The harbor at Galle was a bit scary, though, as we were fenced in at night by a line of buoys. In addition, the government set off depth charges at night to keep the Tamil Tigers out. They sounded like heavy objects falling on our decks, so it took some getting used to. Thirty thousand people died in Sri Lanka as a result of the tsunami, and everyone we met had lost at least one loved one. But what a beautiful country! There is so much history, and the ruins are from thousands of years ago.

We then sailed to the beautiful, peaceful Maldives — which are Muslim — located south of the southern tip of India, and then made an eight-day passage to oil-rich Oman. While in Oman, we formed a convoy of four boats to sail what we called 'East of Aden' — otherwise known as Pirate Alley near the approach to the Red Sea. Have you ever tried to get four very different sailboats to sail in formation? It's like herding cats. Our only scare was when two fast-moving 25-ft boats roared into the middle of our small fleet and stopped. One of our group



IN LATITUDES



ALL PHOTOS LATTITUDE/NICK

As these three photos demonstrate, Thailand has unusual and exotic looking rock formations, dancers and markets.

calmly offered water and cigarettes, and when it turned out that's all the crews of those boats wanted, we all breathed a big sigh of relief. For the rest of the way to Aden, we had windy, choppy conditions where no small boats would venture out, so we saw nothing else to scare us. We visited Sana, the capital of Yemen, which was founded by Noah's son, before going through the Bab-el-Mandeb and into the Red Sea.

The Bab is no place for cowards. We had 35-knot southerlies and huge seas going through the narrow strait, with rocks on one side and an off-limits military island on the other. Luckily we had timed it right, as it was just getting light when we went through. We sailed on to Eritrea, stayed for two weeks, spending six days in the capital of Asmara. Then we day-hopped through the reefs of Sudan and the *marsas* of Egypt. These offer wonderful protection, but you can only navigate them by eyeball, and then

only before 3 p.m., as after that the sun is too low to see the reefs. The charts for these waters are way off.

Using Abu Tig Marina in Egypt as our base, we toured Luxor, Aswan and Abu Simbel, and sailed a felucca on the Nile. Since we'd had so much fun seeing the sights, it was late in the season and the wind was blowing out of the north — and on our nose — all the time. And the Red Sea is like the Sea of Cortez, with short, choppy seas that stop a 20-ton boat in her tracks. We waited three weeks for a weather window to proceed to Port Suez at the southern end of the Suez Canal. We never really got a window, and ended up motoring into 25 knots for 36 hours or so. We got measured and paid the fees for the canal transit, and the next morning our Egyptian pilot clambered aboard. He took the helm and got us as far as Ismailia, which is 40 miles or halfway up

the canal. We left the boat there to visit Cairo and the pyramids. By the way, riding a camel to the pyramids was a big mistake. Get a horse! For the second half of the canal we had a different pilot who got off at Port Said.

As we sailed on to Israel, we dumped our shotgun and all our ammunition overboard. Lucky we did, as the first question the Israelis asked us was whether we had any guns. The Israeli officials didn't stamp our passports, only a separate piece of paper, in case we wanted to visit more Arab countries. We spent a month in Israel exploring everything, including the Dead Sea, Bethlehem and the West Bank. We feared for our safety.

It was an overnight sail to Cyprus, an island with a fascinating history and great ruins. We toured the island by rental car. We subsequently sailed on to Turkey and worked our way west along her coast, discovering castles and ancient theatres, and even an ancient city that's now underwater. We left *Blue Banana* in Marmaris and returned to California for the winter.

This season we only sailed in the Aegean. There are so many 'stones and bones', aka ruins, and so much history in Turkey and Greece, that even if you're learn-as-you-go historians, like us, you'd be blown away. Where else in the world can you see streets paved with marble and larger than life-size statues of the gods you learned about in the fourth grade? The overriding factor of the whole summer season in this area, however, is the *meltemi*. This is the northerly wind that blows almost every day from June through late September. It is well forecast but very unpredictable around the islands. One day we sailed to the south

Bill and Sam are able to cruise the Med economically by avoiding the classic budget-busters — marinas and dining out.



BLUE BANANA

CHANGES

tip of an island in light conditions, and planned on going another six miles up the west side to a pretty anchorage. But once around the island, the wind was blowing 30 knots on the nose and the



Some of the small islands of Greece look like Thailand.

seas were big and short. We could not make it. So we ended up turning left and sailing 50 miles farther with the wind on the beam — with no problem. Other times we found that when it was gusting 30 or more

in an anchorage, it was only blowing 15 knots out in open waters, requiring us to undo the double reef in the main.

Where to cruise — Thailand/Malaysia or the Eastern Med — if somebody only had a year or two? It would depend on what a person liked. It's very hot and humid in Southeast Asia, but the sailing is easy, as it's flat water and the winds are usually light. It's cooler in the Eastern Med due to the natural air conditioning of the *meltemi*, and there's so much to see, but it's a much more challenging sailing venue. If money were a factor, Southeast Asia would definitely be the choice, as it's so much less expensive. With the dollar so weak against the euro, we've been getting killed in the Med. On the other hand, we don't do marinas and we don't dine out much, so those are two potentially huge expenses that we're eliminating. The snorkeling/diving *Having met at a Latitude Crew List Party in the mid-'90s, the Fleetwoods just celebrated their 12th anniversary in Greece.*

are great in Thailand, while the water is cooler and there is less to see in the Med. The bottom line? How could anyone choose?

— sam & bill 09/15/08

Magnum — Peterson 44 Uwe, Anne and Kara Dobers Two Years Out (San Francisco)

It's been a long time since we wrote. You might wonder why; after all, what's there to do on a boat all day long? Since our last correspondence, we've sailed down through the Marquesas, Tuamotus, Society Islands, Southern Cook Islands, Niue, Tonga, New Zealand and Fiji and are now in Vanuatu. Come November we'll have been out two years, which means we'll no longer be newbies, which means we'll no longer feel guilty about having sundowners most evenings.

We're still wholly together, in body, at least. And our minds still retain a decent share of equanimity. We've lived a lot, learned a lot, cursed occasionally, endured frustrations, met some amazing people and enjoyed some great moments we'll not soon forget. It's safe to conclude we're indeed happy, and other than not being heirs to a huge fortune, have no regrets.

We have taken pleasure in varying degrees from all of the places we have visited. In the Marquesas, we quickly accepted that what the robust, warrior-like collection of islands lacks in white sandy beaches and calm anchorages is more than made up for with dramatic landscapes. I always like to imagine what it is that draws people to a certain place. Maybe for the French painter Gauguin it was the ripe young girls rather than the ripe young coconuts. For Belgian singer Jacques Brel, it may have been the peaceful escape offered by the informal attitude of the locals. Both men have graves in the cemetery

at Atuona, Hiva Oa. Marquesans appear proud in a polite sort of way, and are quite unlike their fellow Polynesians farther south. We also found cleanliness to be more important in the Marquesas than in most of the other South Pacific islands.

The low-lying atolls of the Tuamotus are situated



between the Marquesas and Tahiti, and couldn't be in more stark contrast to the Marquesas. The Tuamotus are flat jewels of coral, some of which are surrounded by unbroken circular reefs. The atolls are hopelessly infertile for plants, but have become a big center for cultivating pearls. The Tuamotus may well appear in the tunnel of our deathbed visions, as we fell completely in love with how isolated they are, and how wonderful the blue lagoons are for snorkeling. The three of us spent many days by ourselves, swimming, snorkeling and wandering around under the coconut palms.

We adored the colorful fish of the Tuamotus — except for the one that gave us ciguatera. Actually, it was the fault of an Italian sailor, who, using Pavarotti-like promises, said there was no problem eating the type that got us sick. He'd been eating them all week, and said, "No-ah won a-got a-sick." My mother had always warned me about Italian men, but it took Uwe, a German man, only about half an hour to land his



IN LATITUDES



BOTH PHOTOS COURTESY MAGNUM

The glaciers of New Zealand's South Island provided the Dobers with a nice change of pace from the warm and clear waters of the tropics.

own bright red grouper, cook it, and feed it to his wife and child. The symptomatic results, which took a while to decipher, were most unpleasant and strange: excruciating leg pain, cramps, tingling or numb feet and hands, lethargy, nausea and the other nasty bowel stuff. They stayed with me for about two months! It took another six before I'd eat fish again, and let me tell you, I'm still quite selective. Uwe and Kara, perhaps because of her birdlike appetite, escaped easily enough, experiencing just relatively short-lived reactions. But even now I still experience some numbness after eating certain kinds of fish or drinking beer.

We were a bit disappointed with the Society Islands, and particularly Tahiti, which has always conjured an image of the utopian paradise for me. I had slight expectations of its being a South Pacific meets French Bohemian sort of a place. Instead, I found Papeete to be

dull, congested and seedy. A friend from another boat and I went so far as to try investigating where the long white sandy beaches on the brochures might be. We never did find them.

Moorea, however, was pretty, with Opunohu Bay being a decent anchorage with a justifiable beach. Bora Bora was a place we could have skipped. I suppose I was a bit cynical, not merely because I was still sick from ciguatera, but also because we'd just enjoyed the pristine atolls of the Tuamotus. I suppose folks who fly to Bora Bora from a wet and wintry part of the world, and lock themselves up in one of the fancy resorts with the artificial beaches, won't be disappointed. We found Raiatea much more enjoyable, and Maupiti even more so.

Raiatea has some tourists, but none of the resorts, so you can

still feel a bit of authenticity about the place. Marina Apooiti in Raiatea proved to be a great place for Kara to recuperate after her bicycle incident. She managed to stick her feet between the spokes of the turning wheels, which required that we take her to a hospital in Tahiti for treatment. We were told she needed a week in one place to recuperate, and Marina Apooiti proved to be just the spot. Less visited Maupiti is now what Bora Bora was 20 years ago. Residents have pledged that not a single hotel will be built there. While the entrance to the pass looked a bit scary, the anchorage was perfectly fine.

By this time in our cruise, we'd become sick and tired of the soft, airy texture of the white bread found throughout the entire South Pacific. Even the chewy baguettes didn't taste good to us after a while. A bread snob, I decided to work on my bread baking rather than sailing skills. The first few attempts produced something more akin to a slab of plywood, but were nonetheless met with encouragement and praise from Uwe and Kara. Of course, if you layer anything with an inch of Nutella, what 5-year-old would complain? Over time, the experiments took on a measure of success, but it wouldn't be until we reached New Zealand that I perfected the art. You see, good bread is only as good as the flour used to make it. I eventually decided to buy a manual grinder so I could mill my own flour. This method has a two-fold benefit: the resulting bread has more nutrition, and the bread lasts longer. A rumored third benefit is that the smell of freshly baked bread supposedly induces orgasmic feelings in males. Perhaps that benefit should take precedence over the others.

We had a rolly and uncomfortable ***Although spectacular from the air, Bora Bora didn't live up to the Dobers' expectations. They liked humble Niue much more.***



GUSTAV DE EIFFEL

CHANGES

four-day passage from Maupiti to Rarotonga in the Southern Cook Islands, but the 35-knots of wind got us there quickly. As is commonly known, the harbor in Rarotonga is not the most ideal, and is completely untenable if the wind blows out of the north.

Our next stop was Niue, a five-day passage. Having read so many good reports in *Latitude* about the island nation, we were excited to visit — and were not disappointed. You can only tie up to offshore mooring balls because there is no harbor, and this was the source of some excitement. With me at the helm, I missed the loop on the mooring ball, and immediately put the boat into reverse. The only problem was that the engine and drive shaft had become disconnected, so I got no reverse. As we slowly drifted toward the reef, we tried to hail a French diving dinghy. The skipper gave us an uncomprehending look, but eventually he took a line and managed to pull us to the next mooring ball. We are grateful to the French people.

Niue is a rare place indeed, with royal blue water that's remarkably clear. We could see almost 120 feet down. The yacht club, run by a friendly Kiwi named Keith, was our introduction to Kiwi-style hospitality. But we did have something strange happen one moonless night while the three of us were asleep on *Magnum*. Hearing a loud thud, we jumped up to see the glare of the lights of the mega sailing yacht *Skylge*, which had been anchored behind us but was now slowly moving away. Half asleep, we didn't really know what had happened. We hailed them on VHF, but nobody answered. We persisted, and eventually a female voice answered: "Yes, sorry that we hit you, did we do any . . ." The woman's voice trailed off as a male with an arrogant tone took over. He informed us that they **When the Dobers began their cruise, Kara was just three and not confident in the water. That's all changed in the last two years.**

were on a tight schedule, had to leave, and if there was damage we could contact him later.

Unbelievable! We got the boat name but nothing else as they motored off. The next day we examined the damage, which was just some scratched paint. Nevertheless, we were so irked by the captain's behavior that we filed a police report on the island. The officers told us they'd send the information along to Fiji, the boat's next destination. When nothing came of it, I did a Google search and tracked down the name of the boat's insurance carrier in London, explained what had happened and requested information on the captain. They responded immediately with his email address. Over a period of email exchanges, the captain claimed there was nothing he could have done and that he had not seen our boat, and told us to contact him once the damage had been assessed. He remained arrogant throughout. Not wanting to deal with him anymore, we dropped the matter.

By the time we reached Vav'au Tonga, Kara was about to turn five, and we'd been struggling trying to meet up with other boats with kids. We were nervous about how we would celebrate her birthday with no kids around. But the good spirits emerged as we anchored in Port Maurelle, as there were seven boats from different parts of the world, all with children aboard! We organized a party on the beach, ordered a black forest cake made by the eccentric Austrian baker in Neiafu, had our friend Cedric devise a treasure hunt — and the result was a birthday party that Kara will never forget.

[To be continued next month.]

— anne 09/05/08

Cruise Notes:

Danger never takes a vacation. Max de Rham, a Swiss citizen with a home in Maui, is about as adventurous a 70-year-old as one could imagine. He cruised a catamaran all over the Pacific for years, during which



time he made many difficult scuba dives. And during the winters, he was a very ballsy skier. Earlier this year, he took delivery of **Kanaloa**, the first Gunboat 66 catamaran. The big and powerful cat was meant to be the culmination of his sailing career. Having missed the winter season in the Caribbean because the yard in South Africa hadn't finished the boat in time, de Rham took *Kanaloa* straight to the Med — which is where tragedy struck. We don't know any of the details, but we're told that de Rham, while snorkeling off Corsica, was struck by a dinghy or a launch. He survived, but lost an arm, and a month later was still in the hospital.

We don't want to scare anyone about to go cruising for the first time, and there is no way anyone can anticipate all dangers that may come their way, but the more you remain fully aware of what's going on around you, the better your chances are of not getting hurt or killed. One of the big dangers faced by cruisers are outboard- powered dinghies/



IN LATITUDES



BOTH PHOTOS LATITUDE/NICK

No matter if they are outboard powered dinghies/pangas operated by fishermen or by cruisers, they are potential killers.

launches/pangas, both those operated by their owners and those operated by others. Outboard-powered dinghies are fun, but they can be as deadly as motorcycles. The biggest dangers faced by dinghy operators are reckless operation when coming in or out through the surf and over bars, operating at high speeds in crowded anchorages, and motoring at night. Operators should always wear the kill switch cord, for if you go overboard, you need to be sure that prop stops immediately — as opposed to slicing you or members of your crew into shark snacks.

The other danger is dinghies/pangas/launches operated by others. If you've been around, you've seen these being operated with complete disregard for safety by Mexican fishermen, megayacht captains, Joe Cool Italian boat boys, drunken cruisers and clueless bareboat charterers all over the world. Over the

years, we've had to report on fatal dinghy accidents that happened at Catalina, Punta Mita, St. Thomas, St. Barth and many other places. All of them could have been avoided by halfway intelligent and responsible operation. So always dinghy defensively — meaning being alert for idiots operating at high speeds and/or who think nothing of suddenly appearing from behind large boats. The most dangerous time is at night, for many dinghies/pangas/launches show no light(s), can be almost impossible to see or hear until they are right on you, and in many cases are being operated by drunks or idiots rushing to shore to get drunk. Always have at least a bright white light with you when

operating at night, and wave the thing around, making it easier for irresponsible inebriates to see you.

Finally, as the tragic case of Max de Rham proves, you also have to be very careful when swimming or diving. For when you're in the water, you're very hard to see, even by sober and sane operators. Indeed, the day we got the news about de Rham, a diver from a big dive boat was nearly run over at Harbor Reef, Catalina. Some swimmers in the Caribbean have taken to swimming with a small helium balloon tied to their body. The balloon floats a few feet above them, making it easier for them to be seen. It may sound and look a little silly, but if it works, it's smart.

As this issue hits the streets, we're only a month away from the start of the cruising seasons in Mexico and the Caribbean, and based on the 180 paid entries for the Ha-Ha and heavy reservations at marinas all over Mexico, it's going to be a busy one. Here are some of the noteworthy dates and events:

Baja Ha-Ha, October 27-November 8. It's going to be another huge fleet with lots of new sailors to meet on the way from San Diego to Cabo, so get ready to have fun. But never forget, safety and responsibility always come first.

Subasta, late November or early December. Although the date hasn't been posted on the Club Cruceros website yet, this is their big cruiser fundraiser and has been very successful over the years.

Thanksgiving, November 27. There are cruiser Thanksgiving celebrations all over Mexico, but particularly in La Paz, Mazatlan and Puerto Vallarta.

Banderas Bay Blast, including **Pirates for Pupils Spinnaker Run**, December. *Yes, there will be surfing like this at Punta Mita between 'nothing serious' races two and three of the Banderas Bay Blast.*



LATITUDE/RICHARD

CHANGES

ember 3, 4, 5. This is a joint effort of the Punta Mita Yacht & Surf Club and the Vallarta YC. It's three days of 'nothing serious' destination racing on Banderas Bay, with socializing each night. The Pirates for Pupils Spinnaker Run is for charity. There is no entry fee!

Vallarta YC Chili Cook-off, December 6. It all happens at the Vallarta YC at Paradise Marina, and is the big P.V. cruiser fundraiser for charity.

Christmas, December 25. A natural cruiser get-together, usually with new cruising friends, all over Mexico. It's often the first big cruiser social event of the year in places like Tenacatita Bay, Barra, and Zihuatanejo.

Zihua SailFest, February 3-8. One of the biggest and most successful cruiser charities in Mexico, this one helps the local schools, especially schools for indigenous kids. There are fun social events and a pursuit race.

Banderas Bay Regatta, March 17-21. The most organized of the 'nothing-serious' cruiser regattas in Mexico is organized by the Vallarta YC and sailed out of Paradise Marina. There could hardly



LATITUDE/RICHARD

Sea of Cortez Sailing Week was not only revived, it thrived. Both the original and revived versions were the doing of Latitude.

be a better venue for cruiser racing, as the winds are moderate, the seas flat, and the facilities fantastic. All this and no entry fee.

Sea of Cortez Sailing Week, April

1-6. We revived this La Paz and out-at-the-islands event last year, and it was a smash, with 30 enthusiastic entries. So let's do it again. There is no entry fee!

Loreto Fest, May 1-3. A largely cruiser and landlubber music fest, with lots of sailors participating. Held at Puerto Escondido. There is no entry fee, and all proceeds go to local school programs.

If you're going to be in the Caribbean instead of Mexico, don't worry, there are plenty of events for you also. In fact, there are so many we can't even begin to list them all, but here are some of the bigger ones:

St. Barth Around The Island Regatta, New Year's Eve. Some of the greatest and largest yachts in the world participate in this 22-miler, which is technically a 'parade', and the boats are sometimes looking for crew. Smaller yachts do it, too. In fact, last year Jimmy Buffett endured up to 30 knots of wind on the nose in full tradewind conditions with his 30-ft **Groovy** — and still managed to sing and play guitar with the band until 3 a.m. No entry fee, but lots

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Carnival, February 23-24. This one happens all over the Caribbean. Trinidad has the big one, but it can be a little dangerous in Port of Spain if you end up in the wrong part of town. Some of the much smaller Carnival celebrations are even more fun, and there's no reason why you can't be a part of it.

Heineken St. Martin Regatta, March 5-7. Now in its 29th year, it will feature excellent racing off St. Martin for more than 200 for world class racers, local boats, charter boats, and beach cats. Got a week? Do three days of racing at St. Martin, then head 15 miles over to St. Barth for four days of recovery.

B.V.I. Spring Regatta, March 30 - April 5. This is the big one in the British Virgins, and charter boats are encouraged to participate. It's not just racing, but lots of other fun, games and social events, too.

Antigua Classic Regatta, April 16-21. This is nothing less than the world's greatest classic yacht regatta. Crew positions are often available, so look sharp.

Antigua Sailing Week, April 26 - May 3. This is the one that started all the fun in the Caribbean, and it's still going strong after more than 30 years. Over 200 boats, with everything from world class yachts to local boats to charter boats. Discounts at the Betty Ford Clinic for all participants after the regatta.

Early in September, Australian officials reported that up to 21 planes were searching the coast off Queensland, Australia, for the Morgan Out-Island 41 **Blessed Be**. The yacht had been purchased in Tahiti earlier this year by Aussie businessman Bruce Glasson of New South Wales, who had been a passionate sailor for more than 40 years. Crewing for him was Graeme



Nothing is for sure, but the St. Barth Around The Island Race is probably the best opportunity a regular sailor to crew on a megayacht.

Woodhouse, also of New South Wales, who had retired as a Qantas 747 pilot only in July. Not only were these guys seasoned and competent sailors, the boat was equipped with an EPIRB, liferaft and satphone. *Blessed Be* had arrived safely in New Caledonia, and as late as August 23 called their families to report

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everything was fine. It's a real puzzler. If the name *Blessed Be* rings any bells, it's because she was previously owned by Jessica Stone of Seattle. In the spring of '06, Puddle Jumpers Stone and crew Mike Irvine were just 10 miles from Hiva Oa in the Marquesas when the mast folded over during a 3 a.m. squall.

There's better news to report in the case of Ron and Linda Caywood of Portland, who for many years cruised their 30-ft Catalac catamaran **Spindrift** in Mexico before having her trucked to the East Coast and sailing to the Caribbean. We were contacted by Al Cannon of **Li'l Chickadee** of Luperon, Dominican Republic, who reported that the Caywoods had left there August 31 bound for the Caicos Islands and, ultimately, Georgetown in the Bahamas. Cannon reported that the Caywoods may have headed right into the path of hurricane **Hanna**, and since none of their friends had heard from them, and nobody could find them on the cruising nets, there was widespread concern that the Caywoods might have been lost. The good news is that the Coast Guard eventually discovered that the couple were safe and sound in



LAST RESORT

Sharon Drechsler and her mean electric motor scooter. The new ones can go 28 miles on a single charge, but you've got to be careful.

Tampa, Florida. So good on them — and Cannon and all the others for caring about fellow cruisers.

"Those who know me understand that when I'm passionate about some-

thing, I jump in with both feet," writes Dick Drechsler of the Long Beach-based Catalina 470 **Last Resort**. "While in San Francisco on our way from Southern California to Alaska, Sharon and I stopped in San Francisco, where we realized that we needed some kind of personal transportation. After searching for a solution for several weeks, I finally discovered the Go-Ped® electric scooter. Having now used it extensively for almost six months on our cruise to Alaska, I can attest to the fact that it's everything it's advertised to be — and more. What's really put me over the top is that the company announced the introduction of new lithium-ion battery technology that extends the range on a single charge up to 28 miles! For details, visit www.boat-scooter.com. As for Sharon and me, our wonderful season in Alaska is over, and we'll be wintering over in Sidney, British Columbia."

Kirk McGeorge, who has just begun his second long cruise with his wife Catherine and son Stuart aboard their St. Thomas-based Hylas 49 **Gallivanter**, has some bad news from a part of the

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cruising world where bad news has been all too common. "A French catamaran skipper was shot dead during an attack aboard his boat on the night of September 14 while anchored outside Marina de Caraballeda, which is between La Guaira and Cabo Codera, Venezuela. *El Universal*, the big Caracas newspaper, reported that four robbers attacked French yacht **Chrisalide**, having gotten to her using a *pirogue*. In the course of resisting the attack, skipper Philip Armand Leudiere, 61, was shot in the head several times. Catherine Marie Therese de Leudiere, Philip's wife, was held captive until the robbers had finished their looting. The robbers took an undisclosed quantity of money and equipment. The *pirogue* driver apparently got scared upon hearing the shots, and fled, leaving the robbers/murderers to swim to shore. Mme. de Leudiere alerted police by firing a red flare after the robbers had left. This is not the first robbery or attack on a boat near Marina de Caraballeda, which is home to frequent petty theft from boats, and where cruising crews have occasionally been injured during robberies. But this

was the first cruiser killed. Alfredo Penso of **Irie**, currently waiting for repairs to his yacht in Marina de Caraballeda, advises the following: "Never, under any circumstances, anchor in the bay of Marina de Caraballeda for overnight stays. Please call VHF channel 16 to speak with the Marina Commodore or his assistant and ask for help in anchoring. They will probably assign you a slip, or even allow you to anchor inside the marina where they have security personnel." Marina de Caraballeda is state-owned and for public use, but it was officially closed for repairs due to the damage suffered during the '99 landslides. Nonetheless, a lot of boats remain in the marina waiting



Can you blame cruisers such as the *McGeorges* from preferring to play in the waterfalls of Grenada than getting shot at in Venezuela?

for work to be finished."

The disturbing part of this tragedy is that most of the previous violence against cruisers had occurred on the northeast coast of Venezuela, while this murder took place just down the hill from Caracas. Given the history of violence toward cruisers on the Venezuelan

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CHANGES

mainland — it's as bad as anywhere that we can think of in the world — we can't imagine why anyone would want to cruise there.

"We have sold our truck and have gone out of the business of **trucking boats from Mexico back to the States**," Kiki Grossman, Manager of Marina Seca, San Carlos, told *Latitude* in a telephone interview on September 11. Marina Seca was the only 'truck your boat back from Mexico' game in town. For an average of about \$2,300, they would haul out boats to 50 feet, remove the mast, truck the boat and mast to Tucson, and transfer them to the truck and trailer of an American carrier. They've been shipping about 80 boats a year to Tucson, almost all of them in the spring. So what went wrong? "Getting across the border became a real pain," explained Grossman. "U.S. Customs suddenly started to require much more of our driver, and was basically looking for ways to make life hard for us. For example, they started to demand proof that duty had been paid on foreign-built boats, something they don't do if boats are sailed back. In sev-



GLENN TWITCHELL

Like the walls of Jericho, the wall that separated the school from Marina Seca came tumbling down . . . and right on five multihulls.

eral cases, boatowners had to pay duty a second time. And with just one truck and one driver, and all the deliveries being wanted during just three months of the year, it no longer made business sense to

offer the service. As a result, we sold our truck. We did keep the trailer, however, and there is a possibility we'll be able to offer the service again sometime in the future using a third party trucking company."

In other **Marina Seca** news, five multihulls were damaged after heavy rainfall in late August caused the cinderblock wall of an adjacent school to fall onto the hauled out boats. The school maintains it is not responsible for its unsupported wall's tumbling onto the boats.

The many cruising friends of Terry Bingham, owner of the much travelled Seattle-based Union 36 **Secret O' Life**, were shocked to learn that he passed away in late October in a Bolivian hospital as a result of acute pancreatitis. Bingham and Tammy Woodmansee, his partner of 13 years, had been cruising the west coast of Central and South America for the past few years, and had made it as far south as Bahia de Caraquez, Ecuador. They would occasionally leave the boat to travel inland, and were on such an adventure in La Paz, Bolivia, when Terry

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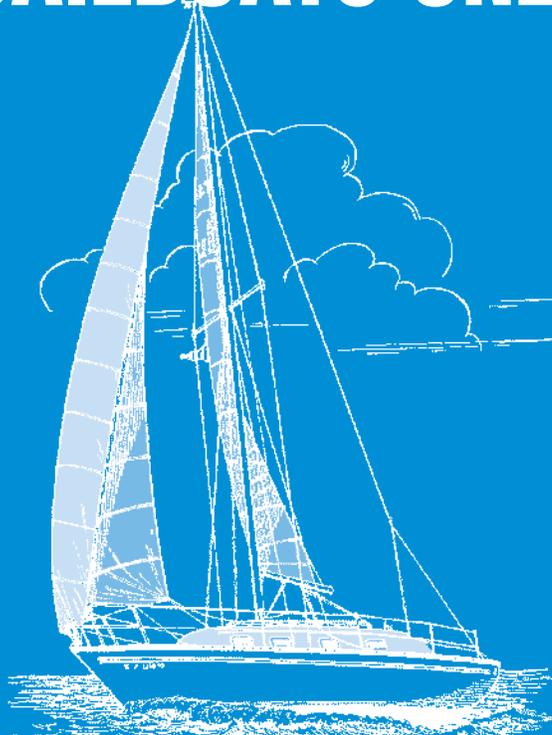


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began to experience debilitating stomach pains. After normal treatment didn't help, surgery was performed, revealing that he was also suffering from sepsis, a severe blood infection. Treated with antibiotics, he seemed to be recovering when he suffered a fatal heart attack. Bingham was extremely well liked in the cruising community and will be greatly missed.

What's it like trying to bring boat gear across the U.S./Mexican border by car? Bob Black, who will be doing the Ha-Ha aboard his Bodega Bay-based Newport 33 **Lapdancer**, tells us he made six round-trips to southern Baja this year to help a friend furnish his house on the East Cape. On each trip down, his vehicle was loaded with household stuff, and on one occasion, two motorcycles — all of which would seem to be subject to import duty. But Black tells us he wasn't assessed anything at all. This doesn't mean that you won't have to pay import duty on boat gear you drive across the border, just that the chances you will don't seem to be very great. Mind you, a Temporary Import Permit (TIP) for your

boat might help. But then it might not; you just don't know how Mexican officials are going to react. Anybody else want to share experiences driving — or flying — boat gear into Mexico?

They travelled halfway around the world to find the boat they wanted. "We're Robert and Deborah Parker of San Diego, and are currently in Aruba with **Gioconda**, our Grand Soleil 52. She's an Italian-built boat, and because she was designed by German Frers, is sometimes referred to as a 'Spaghetti Swan'. We identified the model as the one we wanted, and it turned out we had to travel all the way to Italy to find one! We left San Diego for



Unable to find just what they wanted here, Robert and Deborah Parker went all the way to Rome to buy the Grand Soleil 52 'Gioconda'.

Rome in January of '07, and after a sea trial, purchased her. Two months later we sailed across the Atlantic to Trinidad. For a number of reasons we've delayed our return to San Diego, but we'll be leaving Aruba for the Canal and California very soon.

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CHANGES

Earlier in *Cruise Notes*, we listed some of the big upcoming events in Mexico and the Caribbean. What, you might wonder, about in Southeast Asia? The two big 'regular sailor' events there are the **Raja Muda Cup**, which starts in Port Klang, Malaysia, and runs from November 16-24. The event is hosted by Regatta Patron High Royal Highness the Sultan of Selangor, and includes two overnight races and day racing. The other is the **Phuket King's Cup Regatta**, with day racing only, in Thailand. The dates are November 29 - December 6.

Doug and Sara know what it's all about! When Andrew Vik — see the **Geja Changes** earlier in this section — arrived in Pisa, Italy, in June to see the Islander 36 he'd bought sight unseen six months before, this is what he remembers: "*Geja* is certainly not the prettiest girl at the prom, and is quite possibly the opposite. After seven months of her being sealed up on the hard, my first look at *Geja*, a very jet-lagged first look, was that I faced an overwhelming task. She was going to take lots of organizing and cleaning to bring her to a cruise-ready state. And her



ANDREW VIK

When Vik first got to 'Geja', she needed a lot of TLC to get ready for the season. Doug and Sara of 'Mindemoya' provided big assists.

interior and exterior were so cluttered with cruising equipment that I could hardly climb inside. But as luck would have it, the tiny Arnocchio Marina was then also home to another U.S.-flagged

boat, the beautifully maintained 41-ft **Mindemoya**, owned by retirees Doug and Sara of Traverse City, Michigan. Within minutes of my arrival, they extended a dinner invitation to me, and a short time later offered to let me sleep in their very clean and comfortable boat. As the week wore on, Doug and Sara invited me to every meal, and continued to house me in their 'living room'. In addition, they either lent or gave me needed tools and supplies, as well as lots of helpful advice."

And we bet the couple had a blast being such a help to Vik, too.

Last month we reported that the berthing situation in the La Paz area was going to be quite tight for the upcoming season. **Paradise Marina** Harbormaster Dick Markie, who came to Alameda for the Ha-Ha Crew List Party, says things are going to be tight at his marina at Nuevo Vallarta on Banderas Bay, too. "The economy doesn't seem to be affecting our business at all. In fact, we're already ahead of last year's bookings. We've done some major expansion to



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accommodate our megayacht clients, but it will not affect any of our regular customers."

If it seems as if the number of **megayachts** doesn't stop surging, that's because it hasn't. Defined as yachts over 100 feet, 87 megayachts were delivered in '98. Last year 257 of them were delivered, and the average size was much larger. Experts believe that 90,000 people can afford megayachts, but currently there are only 3,500 of them, so despite the crumbling world economies, this market — particularly at the upper end — has remained very strong. About 80% of the megayachts being built are power, but the percentage of new build mega sailing yachts has increased in the last year or so. Experts say it actually has something to do with it now costing about \$160,000 in fuel to bring a large motoryacht across the Atlantic.

The good news on Banderas Bay, where two years ago you couldn't get a berth to save your life, is that the number of slips has increased dramatically. The big addition has been the **Nayarit**

Riviera Marina over in La Cruz, which has room for more than 400 boats. The even better news is that the slip fees will be lower than last year. For example, on a monthly basis, it's 65 cents/foot/night for boats between 30 and 49 feet. If our math is correct, that's about \$750 a month for a 40-footer. We're also told that the fuel dock and boatyard will open by the time the first cruising boats arrive in November. In addition, **Marina Nuevo Vallarta** is being entirely rebuilt, with hundreds of slips. However, only the slips over 80 feet will be ready by the end of the year, with the smaller ones not expected to be available until April or May of next year.



Jennifer and Coco Sanders are glad to be back in civilization for some things, but they'll miss the really fresh lobster of the South Pacific.

After two years of cruising in Mexico, Central America and French Polynesia, Jennifer Sanders, daughter Coco and Capt. Greg King of the Long Beach-based 65-ft schooner **Coco Kai** have arrived in Hawaii. We'll have a more in-depth report next month, but here are the things they were most looking forward to



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CHANGES

back in the 'ol' English-Speaking U.S.A." for the following things 'civilization' has to offer: "steak burritos, crunchy rolls, burger/fries, mixed green salads — and being able to buy ready made things like bread and tortillas. "We enjoy the pioneer life-style," the three write, "but it will be nice to be able to go to the grocery store and just buy the stuff for a change!"

A Bermuda Triangle in the South Pacific for cruising boats? Earlier in *Cruise Notes* we reported that the Morgan Out-Island 41 *Blessed Be* had gone missing between New Caledonia and Queensland, Australia, despite being well-equipped and being crewed by two capable sailors. In July, 75-year-old German Eric Pohlmann was headed from New Zealand to New Caledonia aboard his 32-ft sloop **Motu**, but never showed up. A month later, his boat was found drifting, but nobody was aboard. Last year a Kiwi-crewed yacht washed up on Rarotonga some two years after she'd gone missing. The message "Help 2 p.o.b." was painted on the barnacle encrusted hull, but there was no sign of the crew. And finally, in '06, a catamaran



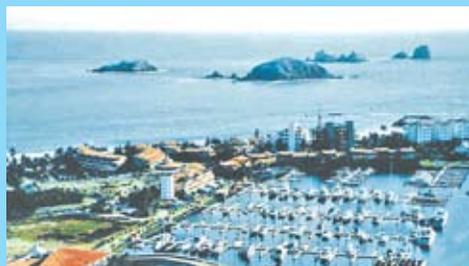
Costco has been selling the Lumix DMC-TZ4 by Panasonic for a couple of hundred bucks. It's one of the many great point 'n shoots.

was found northeast of New Zealand, with the sails set and table laid, but no sign of the six crew. What happened remains a mystery. To keep this all in context, there are several thousands of

boats cruising in the South Pacific.

If you're going cruising, or maybe just crewing on the Ha-Ha, you're going to want to take a **digital camera**. The good news is that there are so many great, inexpensive point 'n shoot cameras on the market that it's hard to go wrong with any recent model. The new cameras come with many millions of pixels, as much as 10 times optical zoom, and in some cases are both shock- and waterproof. For most sailors, the wider the angle zoom, the more useful the camera. A long telephoto sounds great, but isn't that useful. We shoot with both a point 'n shoot camera and a bigger SLR-type Nikon digital camera with interchangeable lenses. The SLR types are much less convenient to carry, but they offer two big advantages. First, they have no discernible shutter lag. Second, they do a much better job on panoramic shots. And why not, as you can't expect a tiny lens on a point 'n shoot to compete with the much larger and complicated lenses on SLRs. Nonetheless, for most cruisers the much less expensive and much more convenient point 'n shoots are the way to go.

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Michael Price

Michael has been boating for almost 50 years and has owned a total of 23 vessels (both sail and power), 11 of which he built from the keel up. Before his current 20 year stint with West Marine, Michael was a partner in Anchorage Marine in Sausalito for 10 years. When it comes to maintenance, electrical, plumbing and power, Michael is the "go-to" source for his large following of loyal customers.

Jeff Zarwell

Jeff has been racing on San Francisco Bay for over 25 years and now manages over 90 days of racing each year around the country as a "Certified National Race Officer." Jeff's certification by the United States Sailing Association qualifies him to be the Principal Race Officer of virtually any regatta in the world. In addition to racing, Jeff has also cruised the West Coast and the Caribbean. Jeff has expert knowledge of running rigging for racing and cruising, anchoring, navigation, foul weather gear and electronics.

Alameda — Dan Niessen

730 Buena Vista Av. (510) 521-4865

Dan Niessen comes to West Marine with over 25 years of sailing experience. After competing in the Pac-10 college sailing circuit, he moved up to racing J-Boats, 505s and FDs in the San Francisco Bay Area. Dan currently owns 2 boats and is an avid long distance cruiser and a certified sailing instructor.

Long Beach — Holly Scott

251 Marina Dr. (562) 598-9400

Holly's love of boats and sailing began at the age of nine, when she found a fully rigged Sabot in the living room. By the age of 15 she was skippering her parent's Cal 36 to Catalina and up and down the California coast and bought her very own cruising sailboat at the age of 24. Today Captain Holly has a 100-ton Masters License and charters all over the world. Holly loves to share her knowledge, experience and boating humor.

Newport Beach — Louis Holmes

900 West Coast Highway (949) 645-1711

Louis has been an avid sailor for 22 years. Starting in sabots, he has sailed in regattas ranging from Dinghy and Olympic One Design, to Grand Prix and Offshore events. He has over 6000 miles of delivery experience, including two Mexico returns and a return from Hawaii, and over 10,000 miles of racing experience. Louis is most at home charging down waves or slogging around the next point. Now in his tenth year at West Marine, Louis is eager to tackle your rigging, electronics, and navigational needs to make your boat faster, safer, and easier to sail. Stop into our Newport Beach location to talk to Louis or the many other knowledgeable associates about outfitting your boat for the Baja Ha Ha.

San Diego — Mick Fritzching

1250 Rosecrans (619) 225-8844

Mick has been sailing since he was a small boy. He started out sailing Thistles, Comets, and Lightenings on the finger lakes in upstate New York and built his first sabot out of plywood with his dad when he was 11 years old. Their family yacht was a 60' Alden that his father salvaged off the Jersey shore and completely rebuilt. Mick, along with his wife and son, have cruised on and off for many years, and he is currently restoring a 1967 Columbia Constellation.



Sausalito



Alameda



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San Diego

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CAL 27, 1975. Bottom faired 2006. New Doyle main and jib 2008, kite net new but crinkles. Too much new gear to list. Freshwater boat with no dry rot. Very fast 180 rater. Must sell. \$6,000/obo. (209) 479-0513.



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29 TO 31 FEET

PACIFIC SEACRAFT MARIAH, 1979. LOA 36', LOD 31', 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. Clipper Marina, Sausalito. \$69,000/obo. Richard (415) 927-2765.

ISLANDER BAHAMA 30, 1974. Well kept, very good condition. BMW diesel engine. Priced to sell. \$12,800/obo. Call (415) 328-4552 or wsunke@sbcglobal.net.

CAPE DORY 30, 1980. New 20-hp Beta Marine engine, V-drive, shaft, bearings with less than 30 hours. 4-bladed Variprop feathering prop. Radar, GPS, chartplotter, davits, new Profurl Yankee furler. \$39,500. Email: lgerhardy@wildblue.net or call (925) 838-1048 for details and photos.

PEARSON 30, 1977. Built in the U.S. with high standards. Autopilot, furling jib, dodger, optional auxiliary engine and amenities. A great buy at \$10,000. Call (650) 219-HELP.



1961 NORTH SEA 30 CRUISER. Bill Tripp design. Built in Amsterdam. Hand-laid fiberglass. New Yanmar 24-hp, under 25 hours, new oversized stainless rigging, Autohelm 1000, roller furling, new interior, 110v electrics. Complete and beautifully restored. \$17,500. Jim (831) 840-4609 email: windwardcaymarine@yahoo.com.

30-FT WOODEN ONE-DESIGN BIRD. Outstanding condition. Good race record. Nothing sails like a Bird. \$15,000. (415) 302-7490.

1988 BUEHLER. Port Orford cedar coastal sailboat. LOD 30', LOA 38', aluminum mast, 40-hp Westerbeke, wood heat stove. Liveaboard mooring available until July 2009, then renegotiate with commercial harbor, Brookings, OR. \$40,000. Call (360) 450-3749 or email: kjiincoln8@yahoo.com.

C&C 30, 1979. Blue hull. Beautiful teak interior. Yanmar diesel, offshore dodger by Pacific Coast Canvas, Raymarine autopilot. Speed, depth by Signet. 3 chutes, new main in 2006, lots of jibs. Recent excellent survey. Grand Marina, Alameda. \$18,500/obo. (707) 367-2530.



ISLANDER 30. Excellent shape, new rigging, lifeline, sail, interior. Must see. Diesel engine great shape. \$28,999/obo. Call for more info (818) 223-1124.

YANKEE 30, 1971. Deck and house repainted 2007 at KKM1. Bottom paint 8/08. Sausalito Yacht Harbor transferable slip. New stays, lines and halyards 2005. New electrical wiring. Yanmar diesel, runs strong. A lot more, must see. \$12,000. (415) 342-5245.



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.

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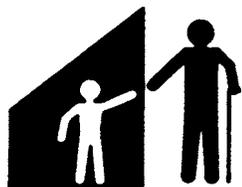
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ERICSON 30, 1978. Bruce King design. With her double-spreader, keel-stepped mast rig, and 5'11" fin keel she is responsive and easy to sail. Roller furling, spinnaker, mainsail, extra sails, standing rigging and sails replaced 5 years ago. New running rigging, new dodger and mainsail cover, new 22-lb Delta Fastset anchor, stainless steel bow roller, 40' of 5/16" chain, 200' of 1/2" anchor rode. Yanmar diesel rebuilt in 2006, wheel steering. Hauled and painted 2/2007. Beautiful teak interior, new upholstery, new cook top, refrigeration, head, new VHF marine radio and Garmin GPS chartplotter. Berthed in a desirable transferable Sausalito slip. \$21,500/obo. Call (831) 419-2083 or email: jeffshaefter@hotmail.com.

NEWPORT 30 Mk II, 1979. Sarah needs TLC. Sails and hull good but diesel dead. Cruised to Seattle 12 years ago, been in Bay Area since. Not used last 5 years. Nice Berkeley F-dock upwind slip. \$10,000/obo. (707) 326-5211.



NONSUCH 30, 1982 CLASSIC. Hard dodger, autopilot, anchor windlass, all-chain rode. 4-cyl Westerbeke with V-drive, 2,000 hours. Force 10 propane cabin heater, Paloma demand water heater. New aluminum propane tanks with crossover. Electric main halyard windlass. Propane stove with oven. New Sunbrella cabin cushions, vinyl cockpit cushions, interior refinished. Lee cloths, all berths and jacklines, new sail cover. Located Richmond, CA. \$43,000. (925) 934-1580 or dhwheeler94598@hotmail.com.

CAL 29, 1973. Great Bay boat. Newer interior with standing headroom, refinished teak. New headliner, lighting, head, battery charger. Lines led aft. 3 sails in good condition, tiller, Atomic 4 engine. Full galley, sleeps 6. Asking \$10,000. (530) 228-9723 or kmc3577@sbcglobal.net.

32 TO 35 FEET

CHEOY LEE 33 CLIPPER KETCH, 1975. 2001 Volvo MD2010 diesel, very low hours. New rigging 2004, dripless shaft seal, self-tacking jib, genoa, recently refinished with Honey Teak long-lasting finish, propane stove, plumbing for LectraSan waste system, pressure water, icebox, new cabin sole. \$35,000. Breaks my heart to sell her. (707) 315-1884 or pelican.freedom@yahoo.com.



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DOWNEAST 32 CUTTER, 1979. Nice 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 La Paz. \$31,000. (949) 500-0652 or dgroverman@aol.com.

J/105, 1992. LA PAVONI. Tiller. Good, fast, early boat. Needs some attention. Priced aggressively at \$62,000. Location: Treasure Island. Call (408) 569-2480.

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/obo. Located Lake Tahoe, CA. (775) 287-9360 (days) or (775) 852-0321 (eves) or kathl.kunze@gmail.com.

OFFSHORE ONE DESIGN 34, 1980. Doug Peterson design, 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>

1965 FIBERGLASS CHEOY LEE LION. Hot/cold pressure water, head with holding tank, propane stove and BBQ. Depth, autopilot and VHF. Furuno radar (uninstalled). Roller furling, serviceable main and spinnaker with pole. \$29,900. (707) 688-2314 or webmaster@deltamarina.com for more info.



34' x 10' x 5' CUSTOM CRUISING sloop. All new construction in sound, reclaimed, recoated glass hull. Tanbark Dacron 100% self-tacking and 150% sails. 2-speed self-tailing Andersen's. Hydraulic steering, autopilot. 25-hp Universal/Kubota 3-cyl diesel with Hurth V-drive. All new tanks and plumbing. New electrical system. 2 rodes, 4 anchors. Beautiful varnished blond wood interior. Sleeps 4. Lots of storage. See pictures on: <www.craigslst.com>, LA, San Diego. Reduced \$28,000. (415) 706-6962.

SABRE 34, 1983. Good mid-size cruiser/racer. 6'3" headroom below, can sleep six. Beautiful wood interior, galley, head with shower. New Hood 90-105 headsail, Harken roller furler, new Harken traveler, new fuel lines, dodger, Westerbeke 28-hp diesel. Clean. \$41,000. (415) 883-3733.



CATALINA 34, 1989. Good condition. Radar, autopilot, inverter. TV/VCR, Kenwood CD. Diesel engine. New Bottom paint. Sails in good condition, 2 jibs, roller furling. Dinghy with Johnson 5 hp. Emeryville Marina. Clean interior. Only \$36,000. (415) 215-4841 (cell) or (510) 558-1738 (hm).

C&C 33, 1976. Navtec rod rigging, Harken roller furling, Harken traveler, Lewmar opening portlights all new in 1999. ST4000 autopilot. Edson wheel. Atomic 4, new exhaust. DSC VHF, GPS, integrated knot and wind instruments. 15 sails. 11 winches, large 2-speed self-tailing primaries, 4 other 2-speeds. Quick-Vang. Needs topsides paint and bottom paint, otherwise in great shape. \$20-25k value. Priced to sell fast at \$15,000. Lots of info at: <http://www.sail.dellison.net> including 30+ photos, full list of equipment, reviews. Call (650) 325-4773.

J/BOATS J/100, 2005. Fast, fun, ultimate singlehander. Extensively equipped: jib boom, lifelines, dodger, lazyjacks, B&G autopilot and instruments, Furuno GPS, VHF with RAM, new gennaker and new 3DL class jib (winter 2008), powered half-yard winch, solar charger, two sets of primary winches, whisker pole, Bottomsiders cushions. Wow. \$129,000. Contact Steve for more information: (415) 931-7983 or SteveR.sf@gmail.com.

ERICSON 32 SLOOP, 1974. Alameda, CA. \$8,000. Replaced bottom, Yanmar 2-cylinder diesel, lazyjack, main. Needs some woodwork. Will email pictures. Call Jeff (510) 774-9223 (days) or (510) 881-5672 (eves) or Jeff.Blum@e2.com.



HUNTER 33, 2004. Excellent condition. Glen Henderson design. Absolutely the most custom, cruise-ready 33 on the planet. All top-quality hardware and installation. Too many options, custom products and systems to list. Handles easily and is very spacious and comfortable. Located in Puerto Escondido, Baja, Mexico (no tax delivery). On private anchor system in harbor at \$30/month rent. Will deliver to US location. Divorce forces sale. \$112,500, reduced to \$88,765. (415) 992-8057 or <www.myspace.com/carlosmango>

CAL 34 Mk III, 1977. New bottom paint, Westerbeke diesel, reworked/painted, new motor mounts, new PSS dripless stuffing box in Sept. 2008. Wheel steering, CNG stove, sails like new, ProFurl, upgraded 55-gal ss fuel, 18-gal holding tank, pressure water, H2O heater, reefer, 6v golf battery-bank new 3/08. Solid Lapworth design, easy to sail on Bay or cruise or live aboard, Mexico vet. Many extras and upgrades. Two boat owner. See pics at: <www.flickr.com/photos/30685008@N08/> Emeryville. \$28,000. Call Ron (925) 997-0317 or sailingman40@gmail.com. No brokers.

32-FT NEW ZEALAND-BUILT racer/cruiser. Modern Farr-ish design. Very fast, fun and comfortable. Open transom, big cockpit with great layout, powerful double-spreader rig, roller furling. B&G instruments, radar. Great interior. Pressure hot water, propane oven, double sinks, engine-driven freezer, stand-up shower, teak and holly sole. Sadly, must sell. \$26,000. Reasonable offers seriously considered from good home, someone who will appreciate and use this fantastic boat. Pics, specs, more at: <www.lotus950.blogspot.com> Boat in San Pedro. (970) 497-4330.

COLUMBIA 10.7M, 1980. 35', recently serviced 22-hp Yanmar diesel, good main and jib, dodger, bimini, radar, VHF, Loran, etc. Shower, hot and cold pressure water, large interior, good condition, extra gear and sails, everything works, dry sailer. Brickyard berth. \$37,000. Call Dan (530) 752-7031 (days) or (530) 753-0270 (eves).

CABO RICO 34, 1995. Crealock design, cutter rig, excellent condition, all electronics. Yanmar 35-hp. New standing rigging. Big cockpit, comfortable, safe cruiser. Mexico ready with hard-bottom tender. Purchase \$139,000 or explore fractional ownership. (707) 477-6980.

RANGER 33, 1978. Wheel steering, Universal 16-hp diesel, dodger, Monitor windvane, Pineapple sails with extras including storm jib. New bottom, alcohol stove, Raritan head. Ready to cruise, race, live aboard. Located La Paz, Baja. \$24,600. (415) 902-1061.



TED BREWER 32 FIBERGLASS cruising sloop, 1984. South Pacific vet. Volvo diesel, Norcold reefer, Autohelm, SSB, inboom furling, Profurl jib furling, MaxProp, windlass. Beautiful interior, a solid classic pocket cruiser. \$29,000. Lease/purchase. (949) 645-9412.

CAL 34 Mk III, 1977. Mexico veteran. Fast, great sailing boat. Great running, well maintained 30-hp diesel. Dodger, bimini, wheel, AP, radar, Norcold fridge, CD player. Sails, standing rigging and mast just 5 years old. New bottom paint. Beautiful newer interior. This is a very nice, well-maintained boat. Most equipment is just 2-3 years old. Asking \$33,900. Call Jay (209) 617-1384 or email: jay.sousa@sbcglobal.net.

36 TO 39 FEET

SWAN 40, 1971. #25. S&S, Lloyds certificate, proven passagemaker EU, Med, Mex. 2001: Topsides LP. 2004: Westerbeke 30B, now 35 hours. Monel shaft and Nautor cruising prop, Vetus dry-lift muffler, interior upholstery. 2008: Bottom paint, alcohol oven/stove, batteries, Treadmaster deck, sail cover, chart GPS. 45-lb CQR, 40-lb Bruce, Hood main, 135, 150, storm jib, storm trysail, 1/2-oz spinnaker, 3/4-oz drifter, Hood slab reefing, Aries windvane. Owner 22 years. Lying Oceanside. \$95,000/obo. (760) 994-7028.

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 or will trade up for larger boat with aft cabin, trade plus cash. Arnie (415) 999-6751 (cell) or (415) 383-9180 (hm) or email: arnoldgallegos@comcast.net.

COLUMBIA 36. Super cruise boat. Roller furling jib, fully-battened main, Yanmar diesel engine, full dodger and bimini, holding tank, color plotting GPS, new upholstery, swim ladder. Fully rigged for Delta cruising and Bay cruising, \$15,000. Call (707) 568-1564.

WHAT A DEAL: CATALINA 36 with everything. Please just take over payments. New wifey, no likey. Call Joe for details: (510) 919-0261.

PEARSON 36, 1975. Great sailer. Roller furling, 110 genoa, 2-year-old main, Volvo 3002 diesel, dodger, speed/depth, 3 anchors/chain/rode. 90 gals water, 30 gals fuel, feathering prop, Anderson self-tailing winches. Teak interior, Origo stove/oven, plenty of storage, 6 berths. \$35,500. (415) 209-6323.



SHANNON 38 CUTTER, 1980. Quality built, immaculate cruiser perfectly equipped for exploring the Sea of Cortez and beyond. Lying in La Paz, Mexico. \$109,900. For photos, blog access and full specifications call (812) 327-4171 or email: sthward@comcast.net.

KETTENBURGS: K-38. Hull #s 18, 27, 32. Serious renovations accomplished and underway on each. Details, photos, and prices available at <www.sailk38.com> or (916) 847-9064.

BENETEAU 37, 1985. I am the original and only owner. Immaculate condition. 50-hp Perkins diesel. Rerigged. New sails, new dodger, new sail cover, new head. Excellent sailing. This boat must be seen. \$63,000. Sandy (925) 785-2170.

CUSTOM 38-FT CUTTER. Built and raced in the 1976 Ostar by legendary sailor Val Howells. Exceptionally strong and well equipped. Rounded Cape Horn twice and well-equipped to circumnavigate again. Berthed in San Francisco, more info at: <www.bermuda40.net> \$65,000. (408) 218-9604 or kabaii@yahoo.com.

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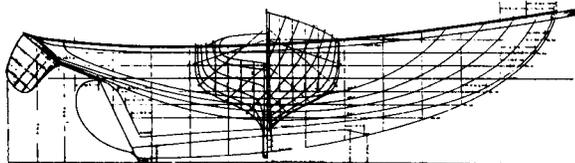
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SABRE 362, 1998. Well maintained. Bottom and topsides paint December, 2006. New standing rigging February, 2007. Updated Autohelm May, 2007. New spinnaker 2007, new mainsail July, 2008, etc. Wing keel, 4'6" draft. Beautiful boat in Berkeley. \$170,000. (925) 766-2205 or dan@deltaexcavating.net.



KETTENBURG 38 CHORUS is for sale. Modifications since 1979 make her a delight to sail, a race winner, Bay and ocean. Sausalito berth. Extensive equipment list and 2007 survey available to seriously interested buyers of this true classic. \$37,000. Call Peter English (415) 377-9333.



JEANNEAU 36.2, 1997. Very well maintained, electric anchor windlass, dodger, refrigerator/freezer, GPS chartplotter, autopilot, CD player, VHS, B&G instruments, depth/knot/wind, dinghy with 2-hp Johnson. \$95,000. Brian (209) 722-2068 or coolswick@aol.com.

39-FT X-119 JUST BACK FROM successful Pac Cup. Continuously upgraded. Too much equipment to mention here. Asking \$119,000. Email: steenmoller@sbcglobal.net for further specs.



CATALINA 38, 1981 CLASSIC S&S design. Fast Bay racer, perfect Delta cruiser. 3-cylinder diesel, low hours. Fuel efficient, 1.2 gph. 3-speed winches, furling genoa, CNG oven, double sink. Nav station, photos, survey. Reduced to \$44,500 delivered to Alameda. (949) 533-5317 or jdr4adr@earthlink.net.



CAPE DORY 36. *Indigo* has been refurbished and upgraded over the past three years and I love this boat. But another boat has caught my eye and I must sell *Indigo* to buy another. Photos and equipment list available. \$98,000. (530) 518-5971.

2003 FARR 36 ONE DESIGN. Hull #2. Triad trailer. Large sail inventory, North and Quantum. Very nice instrument package, Furuno GPS plotter. New to West Coast via Annapolis and Key West. Very fast and fun. Asking \$139,000/obo. (530) 583-5150 or johnscorda@hotmail.com.

ISLANDER 36, 1980. Good condition. Repowered with Yanmar diesel. Roller furling. Lots of equipment. Priced for quick sale. \$35,000. Berkeley Marina, D-4. I was in Hawaii and did not return phone calls last month. Michael (510) 644-1217 or michaelgray@comcast.net.



UNION 36, 1987. *Secret O'Life* has been cruised extensively since 1999 throughout Mexico, Central America and on to Ecuador. Haulout with complete bottom job this past April. She is ready to sail away to any part of the world. In extremely good condition and well equipped for comfortable cruising. New mainsail May, 2008. Presently lying Ecuador. Asking \$80,000. Call (360) 421-0346 or email: tammy1wood@hotmail.com.



GULFSTAR 37, 1977. Recently rebuilt Perkins 4-108. Radar, GPS, VHF, Autohelm, electric windlass, Harken roller furling, speed/depth, dodger/bimini, dinghy and motor. Roomy with 6'4" headroom, teak and holly sole, super clean. Lots more. Excellent condition. Great cruiser or liveaboard. \$49,000. Call Don in Ventura: (805) 672-0007 or email: ddobertson@adelphia.net for specs and pics.



37-FT CRUISING SLOOP. \$44,000. Fiberglass hull with structural insulation, cockpit decks, cabin, etc. Rebuilt by Northwest School of Wooden Boat Building alumnus/shipwright. I started her off on the right tack, you finish her with your personal touches. Comes with storage unit full of never-used gear. Email: krispijnspa@hotmail.com for info and photos.

VAGABOND 39 BLUEWATER CUTTER. Beautiful fiberglass sailboat, built in 1984. Shows like new. New professionally applied Awlgrip, new mast, new boom, new sails, new rigging and halyards. Plus lots more new. \$106,000. Tons of pics and info at: <www.sailboatunity.com> Email: vanjerm@yahoo.com.

40 TO 50 FEET



FAST IS FUN. Win this high-performance cruiser or just a great night on the town for \$200. Is your last night out on the town just a \$200 dollar memory? Email: svlonestar@yahoo.com for details and pictures.



JEANNEAU INTERNATIONAL 50, 1996. New refit, upgraded St. Maarten, heading to San Diego, in Acapulco now. She's sweet, fast and beautiful. Converted forward berths into huge captain's stateroom, two staterooms aft, everything new. \$245,000/USD. Join us. cabokurt@cabokurt.com.

PETERSON 44 CENTER-COCKPIT cutter, 1977. Two staterooms, two heads. New Yanmar, LP, fuel tanks. Robertson autopilot, radar, dinghy, outboard. \$109,000. San Carlos, Mexico. Call or email for complete list and photos. (520) 742-2727 or (520) 235-6695 or svbetcha@aol.com.



ROBERTS MAURITIUS 43. Fiberglass hull, composite deck, center-cockpit aft-cabin ketch. Fully equipped for cruising and cruise-tested cruising Mexico. Berthed in La Paz, BCS, Mexico. Go to: www.Morningstar-Rene.blogspot.com for full details and pictures. \$158,000. ReneDorieMS@cs.com.

40-FT BENETEAU M405 1995. Cruise ready. Fully solar and wind powered. Bone simple, fast, fun and comfortable. Join her in the Eastern Caribbean. See her at: www.accidentalcruiser.com (510) 693-6840.

KING CHOI 40 KETCH, 1973. Ferroceement sailboat. Bottom and top painted August 2008. 3-year-old sails. Volvo diesel engine. Good condition. Located in Dana Point, CA. \$15,000. Must sell. Call (949) 510-0348 or email: cecilelorlania@yahoo.com.



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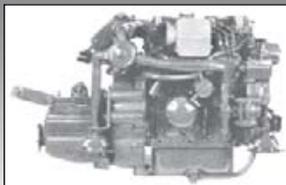
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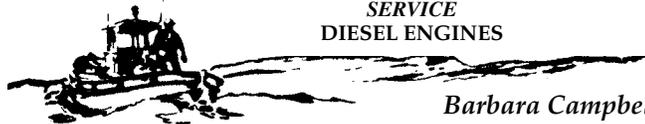
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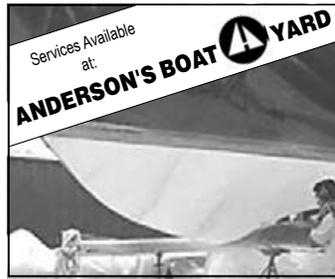
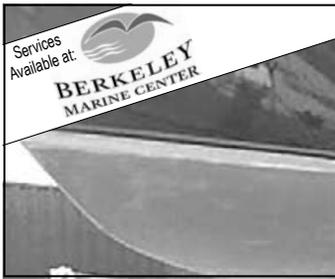
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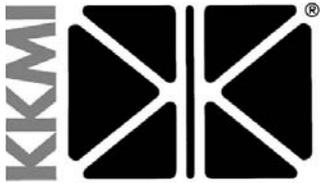
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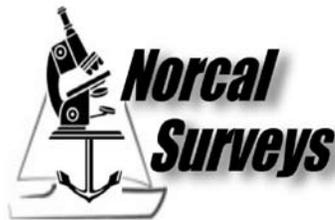
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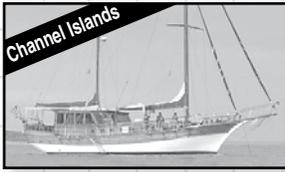
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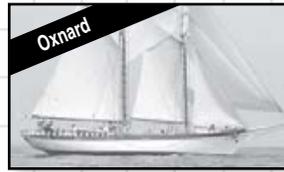
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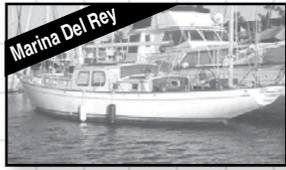
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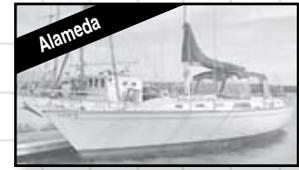
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REDUCED

See at:
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40' CATALINA 400, 1997

Maintained bristol, this boat has been only lightly sailed and literally shows as new inside and out. High-lights: Extensive suite of fully integrated electronics, sails show no wear whatsoever, beautiful custom dodger, interior perfect, much more, must see. One of the nicest on the market. **\$139,000**



NEW LISTING

38' HANS CHRISTIAN TRADITIONAL, 1984

The 38 Traditional is a lovely modern classic and this particular example is in very nice inside and out. Some highlights: new main in 2003, new roller furler in 2001, all new electronics in 2001, epoxy barrier-coated bottom painted 2001. **\$134,900**



See at:
www.marottayachts.com

36' CASCADE CUTTER, 1989 Custom-built raised cabintop cutter that was designed specifically for a cruise that was never taken, almost \$30,000 spent over the past couple of years. She shows very nicely today – new electronics, new sails and rigging, low time on the Yanmar diesel and a hard dodger that's a work of art. She's ready to head anywhere you see fit. **\$124,900**



NEW LISTING

35' J/BOATS J/105, 2002

Lightly used and VERY clean 105 that's loaded: all the factory option packages as well as a dodger, roller furler, practically new sails, etc. etc. Never class raced. Lying in PRIME Sausalito Yacht Harbor slip right on the boardwalk. **\$124,000**



See at:
www.marottayachts.com

39' GRAND SOLEIL, 1986

Over \$300,000 spent upgrading this Swan look-alike: new Yanmar engine with less than 500 hours, sails, rigging, winches, dodger, electronics, interior all redone, much more. Transferable Sausalito slip. **Reduced to \$99,500**



NEW LISTING

See at:
www.marottayachts.com

34' TARTAN Mk II

S&S design in OUTSTANDING shape inside and out – meticulous long-term owners and spent the first 15 years of her life in fresh water. Most systems have been updated, including electronics and sails. With less than 500 total hours on her Yanmar diesel, she's been very lightly used. **\$74,500**



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**



REDUCED

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 ABI stainless steel, new custom hard dodger, etc. **\$69,000**



See at:
www.marottayachts.com

32' BENEteau OCEANIS 321, 1995

Never cruised or chartered, IMMACULATE, must see! Wing keel, spade rudder and broad transom. Cockpit very roomy, as is interior, which is done in flawless cherry. Huge owner's berth aft. She's well equipped, competitively priced and lying in transferable Sausalito Yacht Harbor slip. **\$69,000**



See at:
www.marottayachts.com

36' ISLANDER, 1975

With almost 800 launched, the Islander 36 has proved to be one of the most popular 36-ft sailboats ever built, and this particular example is clean overall with her oiled teak interior in particular showing nicely. Transferable Sausalito Yacht Harbor slip. **\$40,000**



NEW LISTING

30' & 27' CATALINA, 1986 & 1981

Both boats are diesel powered, in nice shape and lying in transferable Sausalito Yacht Harbor slips. **\$29,000 and \$16,000 respectively**



NEW LISTING

SISTERSHIP

20' PACIFIC SEACRAFT FLICKA, 1978

Very competitively priced for quick estate sale. Powered by a Honda four-stroke outboard. Boat being sold as is, where is, in a transferable Sausalito Yacht Harbor slip. **\$12,000**

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43' HANS CHRISTIAN, 1989
Cutter, Telstar, low hours.
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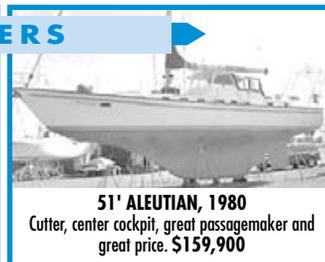
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1980**
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51' ALEUTIAN, 1980
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38' MORGAN, '84
\$59,500
Also: '78...\$44,000



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36' UNION POLARIS, '78,
Cutter, diesel, Sausalito slip.
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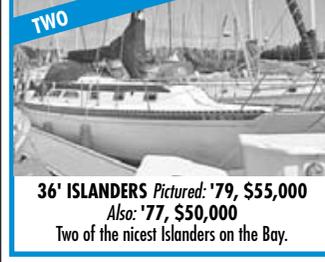
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52' Hartog schooner	99 195,000	67' Stephens, alum.	90 795,000
51' Aleutian	80 159,500	65' Nordland	71 225,000
50' Santa Cruz	82 185,000	65' Pacemaker, cert.	71 299,000
50' FD 12	81 65,000	65' Elco Classic MY	26 450,000
49' Reliant ketch	91 135,000	60' Riva	82 599,000
48' C&C LF	80 135,000	57' Chris Craft	65 135,000
47' Perry cutter	80 99,000	53' Hatteras MY, new engines	76 259,000
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46' Lippincott	99 69,500	50' Stephens	63 159,000
45' Columbia	72 69,500	50' Stephens	65 135,000
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36' Palmer Johnson	74 46,000	34' Sea Ray Sundancer, dsl	01 155,000
36' Swain, steel	97 98,000	34' Kevlacat	97 125,000
36' Union Polaris	78 74,000	34' Tolly Craft (2)	'73 & '87 from 26,000
36' Islander (2)	'77 & '79 from 46,000	32' Bayliner 3288	89 54,900
36' Lyle Hess cutter, steel	88 41,500	32' Silverton FB, 370 hrs	98 55,500
35' Hans	08 Inquire	31' Fishing boat, steel	89 37,500
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34' Sabre	'83 46,000	28' Boston Whaler, twin Merc	99 59,000
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33' Hans Christian	86 112,000	28' Cruiser, nice	86 28,000
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30' Islander	'74 & '75 from 15,000	21' Boston Whaler Ventura	05 45,000
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Also: **'77, \$50,000**
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