

Latitude 38

Latitude 38

VOLUME 379 January 2009

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JANUARY 2009

VOLUME 379

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Alameda Canvas & Coverings	
Bay Marine Diesel.....	179
The Boat Yard at Grand Marina..	13
Lee Sails.....	174
New Era Yachts.....	184
Pacific Coast Canvas.....	61
Pacific Yacht Imports.....	11
Rooster Sails.....	72
UK-Halsey Sailmakers	44



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BENETEAU 400, '94...\$114,900



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CARROLL MARINE 1200, '95.. 89,000

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Charles Tobias

Charles Tobias, Chairman

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CONTENTS

subscriptions	8
calendar	10
letters	18
loose lips	74
sightings	78
2009 resolutions	96
clark beek	106
midwinters	100
banderas bay blast	112
winners, pt. III	118
max ebb: in the zone	126
the racing sheet	132
world of chartering	142
changes in latitudes	150
classy classifieds	170
advertisers' index	177
brokerage	181

Cover: Storm Petrel swoops under the Gate.

Photo: Latitude 38/Rob

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs—anything but poems, please; we gotta draw the lines 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.

Winner of 9 Boat of the Year Awards

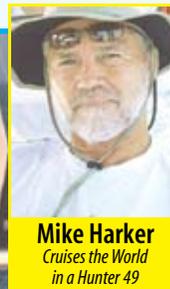
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2007 44' Hunter Deck Salon.....	\$239,950
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1998 42' Beneteau 42.7 First.....	\$179,999
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Latitude 38

"we go where the wind blows"

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- San Diego Boat Show Jan 8-11
- Northern CA Yacht Fest Feb. 19-22 Marina Village
- San Diego Trawler Fest Feb. 26-March 1 Kona Kai Resort
- Strictly Sail Pacific Boat Show April 15-19 Jack London Square

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Catalina 440	2005	\$331,900
Catalina 42 MKII	2002	\$189,000
Catalina 380	1998	\$127,000
Catalina 38	1982	\$49,000
Catalina 36	1987	\$63,900
Catalina 36	1990	\$75,900
Catalina 36	2003	\$139,900
Catalina 36	2003	\$119,900
Catalina 36	2000	\$100,000
Catalina 350	2004	\$149,000
Catalina 350	2004	\$145,900
Catalina 350	2003	\$124,900
Catalina 34	1989	\$57,500
Catalina 34	1986	\$47,000
Catalina 320	2000	\$88,000
Catalina 320	1997	\$74,500
Catalina 320	1998	\$74,000
Catalina 320	1996	\$78,000
Catalina 30	1983	\$18,500

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Beneteau 473	2005	\$304,500
Cavalier 45	1985	\$255,000
Hunter 420	2004	\$199,000
Choate Racer 40	1979	\$39,000
Valiant 40	1977	\$85,000
Morgan 38	1979	\$57,500
Hunter 36	2004	\$130,000
Hunter Vision 36	1994	\$67,000
Islander 36	1979	\$46,000
Islander 36	1974	\$30,000
Sabre 36	1988	\$79,000
Hunter 35.5	1993	\$61,000

Preowned Power Yachts

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McKinna Pilothouse 57	1998	\$475,000
Mediterranean 54	2004	\$699,999
Navigator 4400	2005	\$399,950
Lien Hwa CPMY 47	1997	\$347,500
Cranchi Atlantique 40	2003	\$327,900
Maxum SCB 41	2000	\$215,000
Mediterranean 38	1998	\$165,000
Chaparral 350	2003	\$119,000
Luhrs 320	1993	\$109,000
Maxum 2600 SE	2006	\$59,000
Trojan II Meter Exps 37	1988	\$49,900

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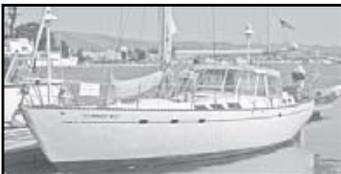
Non-Race

- Jan. 1** — Cure that hangover with a head-clearing sail.
- Jan. 1** — 'Round the Island circumnavigation of Alameda. Starts at Island YC, then on to Aeolian YC and Ballena Bay YC, finishing at Encinal YC. Info, IslandYCEvents@yahoo.com.
- Jan. 3-11** — 49th Annual Portland Boat Show at the Expo Center. Info, www.otshows.com.
- Jan. 4-25** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.
- Jan. 7-28** — 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.
- Jan. 8** — 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.
- Jan. 10** — Howl at the full moon on a Saturday night.
- Jan. 10** — *Balclutha* in the Movies, the story of the historic Bay Area square-rigger's roles in *Mutiny on the Bounty* and the short film *Souls at Sea*. Held at the Maritime Library in Fort Mason Center, 6-7 p.m. \$5 fee. Info, www.nps.gov/safr.
- 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.
- Jan. 14, 1894** — Joseph Conrad, author of *Lord Jim*, retired as a Master Mariner to pursue a writing career.
- Jan. 15-29** — Channel Islands Cruising Seminar series on Thursdays at the Santa Barbara Harbor Marine Center Building, 7-9 p.m. \$29 per class or \$69 for all. Info, <http://sites.google.com/site/mikepyzel/classes> or (805) 895-8081.
- Jan. 16-19** — Bay Area 'Clear the Decks' Sale Event at Jack London Square in Oakland, 11 a.m.-5 p.m. Info, www.passageyachts.com or www.cruisingyachts.net.
- Jan. 17** — About Boating Safely course by USCGA Flotilla 17 on Yerba Buena Island, 8 a.m.-5:30 p.m. \$50 fee includes materials and lunch. Info, fso-pe@flotilla17.org.
- Jan. 20** — Ring in Inauguration Day with a sail.
- Jan. 20-Mar. 10** — Boating Skills & Seamanship course by USCGA Flotilla 17 on Yerba Buena, Tues. & Thurs., 7:30-9:30 p.m. \$70 fee includes books. Info, fso-pe@flotilla17.org.
- Jan. 21-Feb. 25** — Basic Navigation: Weekend Navigator class (part 1) by USCGA Flotilla 12-2 at Oakland YC, 6:30-8:30 on Wednesdays. \$45 fee. Info, (510) 601-6239 or nancy@windwave.com.
- Jan. 23-Feb. 1** — Seattle Boat Show, Indoors + Afloat, at Qwest Field Event Center and Lake Union's Chandler's Cove — the largest boat show on the West Coast. Visit www.seattleboatshow.com for more info.
- Jan. 24** — Baja Ha-Ha Assistant Poobah 'Banjo Andy' Turpin will present a Ha-Ha seminar at 3 p.m. and a Pacific Puddle Jump talk at 4 p.m. at the Seattle Boat Show. Info, www.seattleboatshow.com.
- Jan. 24** — Triton One Design Fleet of San Francisco show and tour for anyone interested in this classic design, Alameda. Info, <http://groups.yahoo.com/group/todsf>.
- Jan. 24-25** — Great Salt Lake Educational Sailing Conference in Utah for novices and old salts alike. Contact Jack Gray at jaggrays@q.com or (801) 824-6059.
- Jan. 27-Feb. 24** — Boat Smart Class by Santa Clara Power Squadron at Wilcox High School in Santa Clara. Tuesdays, 7-9 p.m. \$35 fee includes materials. Info, (408) 225-6097.
- Jan. 29, 1616** — Cape Horn is discovered by a Dutch expedition and named after the city of Hoorn.
- Feb. 3-Apr. 27** — Sailing Skills & Seamanship course by

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CALENDAR

USCGA Flotilla 12 at Sausalito Cruising Club, 7:30-9:30 p.m. \$75 fee. Info, (415) 924-3739 or margritkeyes@sbcglobal.net.

Feb. 7 — 20th Annual Southern California Yachting Association Women's Sailing Convention in Corona del Mar. Info, www.scya.org or hine@scya.org.

Feb. 15 — Free J/24 Racing Clinic hosted by OCSC in Berkeley. Start in the classroom and move to the race course. Info, www.j24class.org/j24sf.

Feb. 15 — Angel Island's Immigration Station Grand Re-opening. The 'Ellis Island of the West' has been closed since 2005, undergoing a restoration. Info, www.angelisland.org.

Feb. 19-22 — Northern California Yacht Fest at Marina Village in Alameda. A winter sales event and boating celebration for the whole family. Info, www.yachtfest.blogspot.com.

Feb. 22 — Prepare to Go Cruising Seminar by John Connolly and Modern Sailing School at Golden Gate YC, 8 a.m.-6 p.m. Reservations required, (415) 331-8250.

Feb. 26-28 — Trawler Fest boat show at Kona Kai Resort in San Diego. Check out the boats, seminars and a variety of other activities. Info & tickets, www.trawlerfest.com.

Racing

Jan. 1 — Master Mariners New Year's Day Race and Chili Potluck at Pt. San Pablo YC in Pt. Richmond. Info, (415) 364-1656 or www.mastermariners.org.

Jan. 3 — Perry Cup for Mercuries. MPYC, www.merc583.addr.com/sail/index.html.

Jan. 17-19 — U.S. Youth Multihull Championship for Hobie 16s with spinnakers at Alamitos Bay YC in Long Beach. Info, www.ussailing.org.

Jan. 18 — Richmond YC Little Daddy Regatta. (The Big Daddy isn't until March 14-15.) Info, www.richmondyc.org.

Jan. 19-23 — Acura Key West Race Week, one of the best regattas in the country. Info, www.premiere-racing.com.

Jan. 31 — Three Bridge Fiasco, one of the oddest and most entertaining races ever invented, and the first SSS event of the season. Info, www.sfbaysss.org.

Jan. 31-Feb. 14 — Marina del Rey to Puerto Vallarta Race, a four-race series down the coast. Info, www.pv09.com.

Jan. 24 — Sequoia YC's first singlehanded race of the year. Info, Jim Peterson at (650) 793-3437 or jpeterson2008@comcast.net.

Feb. 28 — Island YC Sadie Hawkins Race on the Estuary. Woman skipper, full crew. Chowder challenge afterwards. John New, (510) 521-7442 or iycracing@yahoo.com.

Midwinter Regattas

BERKELEY YC — Midwinters: 1/10-11, 2/14-15, 3/1. Bobbi, (925) 939-9885.

BERKELEY YC — Chowder Races: Sundays through March except when it conflicts with above. Tom Nemeth, tom.nemeth@there.net.

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

CORINTHIAN YC — Midwinters: 1/17-18 & 2/21-22. Andre Klein, racing@cyc.org.

ENCINAL YC — Jack Frost Series: 1/24, 2/28, 3/28. Tom Wondollock, rearcommadore@encinal.org.

GOLDEN GATE YC — Seaweed Soup Series: 1/3, 2/7, 3/7. Gary Salvo, (916) 363-4566.

ISLAND YC — Estuary Midwinters: 1/11, 2/8, 3/15. Info, www.iyc.org.

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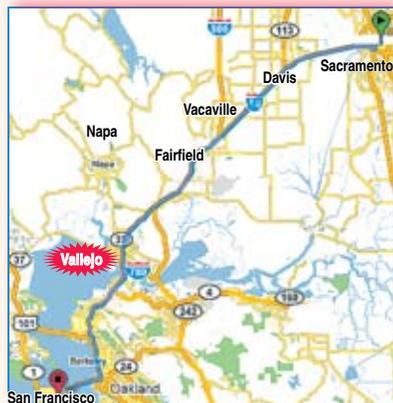
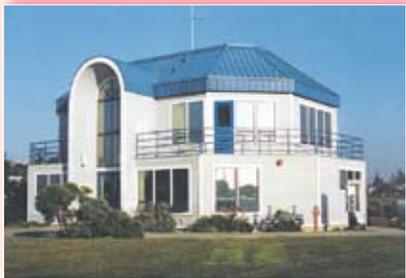
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CALENDAR

3/8. Beth, (510) 444-5292.

OAKLAND YC — Sunday Brunch Series: 1/4, 1/18, 2/1, 2/15, 3/1. Sheldon, sheldon.haynie@gmail.com.

REGATTAPRO — Winter One Design: 1/10, 2/14. Jeff, (415) 595-8364 or jzarwell@regattapro.com.

RICHMOND YC — Small Boat Midwinters: 1/4, 2/1, 3/1. Tony, (925) 426-0686 or www.richmondyc.org.

SANTA CRUZ YC — Midwinters: 1/17, 2/21, 3/21. Info, (831) 425-0690.

SAUSALITO YC — Sunday Midwinters: 1/4, 2/8, 3/1. Paul, (415) 269-1973 or race@syconline.org.

SEQUOIA YC — Winter Series: 1/31, 2/28, 3/14. Redwood Cup: 1/4, 2/15, 3/1. Jim Peterson, (650) 793-3437 or jpeterson2008@comcast.net.

SOUTH BAY YRA — Midwinters: 1/3, 2/7, 3/7. Jocelyn Reed, regatta@cpyc.com.

SOUTH BEACH YC — Island Fever Midwinters: 1/24, 2/21, 3/21. Info, www.southbeachyc.org.

TIBURON YC — Midwinters: 1/10, 2/7, 3/7. Info, (415) 789-9294 or pando@sonic.net.

VALLEJO YC — Tiny Robbins Midwinters: 1/3, 2/7. Info, (707) 643-1254.

Mexico and Beyond

Feb. 3-8 — 8th Annual Zihua Sail Fest in Zihuatanejo, Mexico. Five days of parties, contests, potlucks, races, BBQs, auctions and chili cook-offs are what attracted more than 70 boats to last year's event, but the real payoff was raising money for local schools. These kids, many of whom are orphaned, can't attend Mexican schools until they learn to speak Spanish. Last year about \$56,000 was raised thanks in large part to matching funds raised by the Bellack Foundation and Pete Boyce. To join in the fun and help some needy kids — even if you can't make it to the parties — go to www.zihuasailfest.com.

Feb. 9 — Pacific Puddle Jump Kick-Off Party, in Zihua (exact location TBD). *Latitude 38* hosts the first of two get-togethers for South Pacific-bound cruisers. It gives everyone a chance to compare notes and finalize radio skeds, and also gives *Latitude's* Andy Turpin a chance to interview you and take your photo for the magazine. Open only to people who are Puddle Jumping this year. For details, email andy@latitude38.com or go to www.pacificpuddlejumps.com.

Feb. 12 — Pacific Puddle Jump Kick-Off Party at Vallarta YC in Nuevo Vallarta from 2-5 p.m. *Latitude 38*, Paradise Marina and the Vallarta YC team up to host the final get-together for South Pacific-bound cruisers. For details, email andy@latitude38.com or go to www.pacificpuddlejumps.com.

Mar. 17-21 — The 17th Annual Banderas Bay Regatta is five days of 'friendly racing for cruising boats'. The sailing conditions and the Paradise Marina venue couldn't be better. Everybody plays it safe because they're sailing their homes, and the entry is free. It's the perfect time and place to have family and friends fly down to join you in the tropics. In fact, you'd have to be nuts to miss this one. The regatta is part of the month-long Festival Náutico Vallarta. For details, visit www.banderasbayregatta.com.

April 2-5 — La Paz Bay Fest. This will be the fifth year for this descendant of the (in)famous La Paz Race Week. An event for cruisers that includes races, potlucks, cruising seminars and other fun activities for the family. More info on Bay Fest 2009 will soon be found at www.clubcruceros.org.

Apr. 30-May 3 — Loreto Fest and Cruisers' Music Festival. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers

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Sabre 34, 1983
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Passport 40, 1985
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Bayliner 3218, 1987
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1980, \$119,000



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1991, \$69,800



35' Niagara, 1980
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for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit www.hiddenpartyachtclub.com.

June 19-21 — Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourism. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe races. Info, www.pacificpuddlejumps.com.

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

January Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
12/31Wed	0239/4.9	0726/3.1	1308/5.3	1950/0.0
1/01Thurs	0303/5.0	0816/2.8	1355/4.8	2022/0.5
1/03Sat	0411/5.4	1024/2.1	1606/3.9	2145/1.5
1/04Sun	0450/5.7	1133/1.5	1742/3.6	2237/2.1
1/10Sat	0348/2.9	0958/ 7.2	1657/- 1.7	
1/11Sun	0014/5.2	0442/2.7	1051/ 7.2	1742/- 1.6
1/17Sat	0418/5.9	1054/1.3	1703/3.9	2210/2.0
1/18Sun	0503/5.9	1204/0.9	1848/3.7	2309/2.6
1/24Sat	0352/3.1	0944/ 6.1	1644/- 0.4	2359/4.8
1/25Sun	0429/3.0	1023/ 6.1	1714/- 0.4	
1/31Sat	0237/5.6	0840/1.6	1445/4.3	2020/1.5
2/01Sun	0313/5.8	0942/1.3	1602/3.8	2102/2.1

January Weekend Currents

date/day	slack	max	slack	max
12/31Wed	0946 2220	0049/3.2F 1232/1.9F	0420 1507	0633/2.1E 1837/3.9E
1/01Thu	1038 2250	0121/3.1F 1321/1.9F	0449 1559	0715/2.4E 1921/3.5E
1/03Sat	1243	0244/2.8F 1520/1.9F	0600 1816	0852/3.1E 2105/2.6E
1/04Sun	0013 1346	0331/2.6F 1627/2.1F	0640 1937	0945/3.5E 2204/2.2E
1/10Sat	0056 1146	0304/2.7E 1515/ 6.0E	0601 1914	0859/3.2F 2219/ 4.6F
1/11Sun	0143 1240	0355/2.5E 1605/ 5.9E	0655 2001	0952/3.3F 2306/ 4.6F
1/17Sat	1306	0255/2.8F 1558/2.3F	0602 1855	0859/3.4E 2116/2.0E
1/18Sun	0048 1412	0348/2.4F 1715/2.4F	0649 2010	0957/3.5E 2222/1.5E
1/24Sat	0041 1134	0256/1.7E 1456/ 4.5E	0558 1900	0849/2.4F 2206/3.4F
1/25Sun	0117 1214	0328/1.9E 1532/ 4.6E	0636 1934	0927/2.5F 2235/3.4F
1/31Sat	1100 2242	0116/2.9F 1350/2.3F	0424 1650	0725/3.4E 1941/2.7E
2/01Sun	1204 2328	0200/2.6F 1452/2.2F	0501 1806	0815/3.6E 2037/2.2E



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40' NORTH AMERICAN SLOOP, 1979
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LETTERS

↑↓ **GEORGE PROBABLY SHOULD HAVE HIRED ME**

I was very saddened to hear of George Olson's passing. He was a true genius and superb craftsman. The *Latitude* article on George was very well done. However I would like to shed a bit more light regarding George's natural skill for boatbuilding — which far exceeded and predated mine. I hired George when we built the 40-ft *Panache* in '72. In reality, he probably should have hired me. *Panache* still remains one of my favorite projects. George may have learned a few tricks of the trade from me, however I learned much, much more from him. His hands-on feel was exceptional, and that's something that is harder and harder to find these days.

We will miss George.

Bill Lee
Wizard Yachts

Readers — As many people know, Bill and his Santa Cruz Yachts brought ultralights to the sailing world's attention back in the late '70s, most notably with Lee's earth-shattering 67-ft Merlin. If we're not mistaken, Olson was a crewmember aboard Merlin for that first run to Honolulu, which crushed the old record and stood for many years.

Before getting into boat design and boatbuilding, Olson made surfboards. He was shocked to learn that back in the early '60s the publisher of this magazine owned a 10-ft Olson Surfboard. Ironically, it was no lightweight. Having owned two different Olson 30s, we'll also miss George, a soft-spoken guy who let the quality of his work do all the shouting for him.

As for Panache, one of the original ultralights, we saw her at Catalina about a year ago and are happy to report she looked to be in fine condition.

↑↓ **WE'D LIKE TO MOVE YOUR BOAT FOR YOU**

Might you or someone you know own a sailboat that they would like moved from the West Coast to the East Coast? Three friends and I have an idea, and wonder what *Latitude* thinks of it.

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LATITUDE / NICK

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the expenses and transit insurance. Mind you, we're not professionals, just four very experienced lifelong sailors who would like the adventure of sailing through the Canal to somewhere like St. Martin, Miami or Annapolis.

I've personally skipped boats to 55 feet, but we'd be looking for a boat in the 45-ft range and in good condition. We estimate that it would cost the owner about \$15,000 to move a boat through the Canal and to the East Coast, so not only could we save that amount of money, but put a few thousand in their pocket.

Jon Christensen, Stu Seymour & Friends
San Diego

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39' Dehler 39, '03, <i>Wild Redhead</i> **\$329,500
38' X-Yachts 382, '99, <i>XTC</i>	\$189,000
37' J/37, '88, Hull #30**\$105,000
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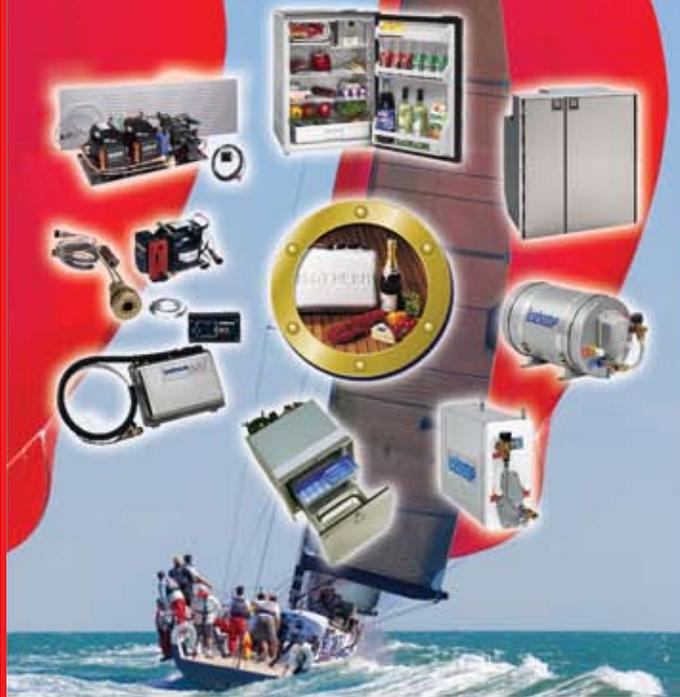
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LETTERS

a database of would-be 'Jumpers' plus a wealth of info on many issues related to making the crossing from the Americas to French Polynesia. It was created by longtime cruiser Bob Bechler of the Gulfstar 44 Sisiutl, who will be making the crossing for the fourth time this year.

As in years past, Latitude 38 will devote lots of editorial coverage to this year's westward migration, and will hold special events in both Mexico and Tahiti for 'Class of '09' Puddle



LATITUDE / ANDY

Puddle Jumpers get a warm Polynesian welcome upon reaching Moorea during the Rendezvous.

Jumpers. Our Zihua Puddle Jump Kick-off Party is slated for February 9 (the day after the Zihua Fest, specific location TBA). Our Banderas Bay event will be February 12, from 2-5 p.m. at

the Vallarta YC, at Paradise Village Marina in Nuevo Vallarta. We anticipate that both events will be co-sponsored by Tahiti Tourisme, whose representatives will present an enticing and highly informative digital slide show. Each crew will be interviewed and photographed for inclusion in Latitude. Plus, we'll have guest speakers, party games, free drinks and snacks, and more.

To celebrate the arrival of this year's fleet in French Polynesia, Latitude 38 will assist Tahiti Tourisme in hosting the Tahiti-Moorea Sailing Rendezvous, June 19-21. This free event is focused on cross-cultural appreciation and will include a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe races. The Rendezvous is always great fun for both young and old, so we urge you to time your arrival at Papeete to coincide with it.

TURN UP THE GAIN ON YOUR BULLSHIT RADAR

As reported in *Lectronic Latitude*, and as widely reported in the mainstream media, the piracy off the coast of Somalia is a serious concern for sailors and others. However, there has been even greater criminal activity off the Somali coast that has gone largely unreported. When the government in Somalia broke down, major companies — especially European ones — started dumping all sorts of toxic waste off the Somali coast.

A December 1 article found at <http://blackstarnews.com/?c=135&a=5163> quotes Nick Nuttall of the UN Environment Program as saying, "European companies found it was very cheap to get rid of the waste. It cost as little as £1.70 (\$2.50) a ton, whereas waste disposal costs in Europe were something like £670 (\$1,010) a ton. And the waste is of many different kinds. There is uranium radioactive waste. There is lead and heavy metals such as cadmium and mercury. There is also industrial waste, hospital wastes, chemical wastes — you name it."

The dumping was so bad that, after the Asian tsunami of December '05, tons of this waste washed ashore in Somalia, and tens of thousands of people got sick. Several hundred died.

According to the same article, and other articles, the United



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ANTICIPATE THE SHIFT



LETTERS

Nations refused to act, despite repeated requests to prevent this poisoning of the seas. As a result, angry Somali fishermen began arming themselves and patrolling their own shores.

To quote that same article: "Januna Ali Jama, a Somali pirate leader, explained that their actions were motivated by attempts to stop the toxic dumping. He said that the £5.4 million (\$8 million) ransom they demanded for the return of a Ukrainian ship would go towards cleaning up the mess. Ali Jama said the pirates were 'reacting to the toxic waste that has been continually dumped on the shores of our country for nearly 20 years.' The Somali coastline has been destroyed. We believe this money is nothing compared to the devastation that we have seen on the seas."

Never one to let an opportunity pass, the transitional government of the time saw a chance to enrich themselves, and they transformed these acts into pure piracy for the purpose of enriching themselves. Who backed this government? Why, the Western countries!

This article is confirmed by a series of others that can be found online with a Google search using the words 'Somali coast toxic dumping'. It is also confirmed by the Somali student of an ESL teacher I know. This student reported that after the government broke down there, super-size foreign fishing boats started fishing in Somali coastal waters, driving the small fishermen out of business. In turn, the Somalis started arming themselves to patrol their territorial waters.

I want to make very clear that I don't condone piracy. However, I think we should look at this even more devastating form of lawlessness on the high seas and understand how it helped lead to the present criminal activity that is getting so much press.

John Reimann
Y-Knot, Catalina 36
Oakland

John — We don't deny that the last government in Somalia might have made some unscrupulous deals with disposers of Western toxic waste, and that foreign fishing boats might have violated what the Somalis consider to be their territorial waters. But if you think Januna Ali Jama isn't just shucking and jiving the hell out of you and certain members of the international press, you — in our opinion — are as gullible as they come. What's next, you're going to tell us that you believe Larry Flynt was actually a warrior for the First Amendment as opposed to just a sleazeball who made a fortune from pornography? Or that Hugo Chavez is playing it straight with his people when he tells them a U.S. invasion is imminent? You've got the gain turned way too low on your bullshit radar.

As for the United Nations, what would make you think they'd ever do anything in Africa to save lives? After all, think of the tens of millions of lives that have been ruined or lost — and are being ruined and lost now — because the United Nations did nothing? Mind you, we're fully aware that by its very make up, the U.N. is rarely going to be anything but a mostly impotent debating society.

↑↓ THE BEST CHRISTMAS GIFT EVER

From one sexist pig to another, I guess I was misguided because I thought *Latitude* was doing a public service by running that picture of Heather Corsaro showing the best way to wear a PFD in warm weather. Having now read the Excelsior Vagina letter — you made that up didn't you! — I have seen the error of my ways, and have decided to buy copies of *The Beauty Myth* for everyone on my Christmas list.

However, I must take issue with *Myth* author Naomi



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LETTERS

Wolf's idea of how women are "required to dress in Muslim countries." Burqas are seen everywhere in Saudi Arabia, of course, but are very hard to find in Indonesia, the world's most populous Muslim country. Dress requirements come from the meeting of religion and culture, not just religion. And just because a woman wears a burqa on the street doesn't mean she can't wear a hot dress and make-up underneath. When I worked in the Middle East and visited Tehran, I saw some amazing-looking women emerge from under a burqa when they arrived at parties. It was sort of like models emerging from limousines with tinted windows. But I'm sure they weren't objectified because they wore burqas when they left their homes.

Sorry to write about this subject so late, but having just singlehanded from Portland to San Francisco, I was late getting to read the November issue. It's great to be back on the Bay! And my wife Marta, who is about the same size as Heather, is looking forward to your illustrated feature on sailcovers. We've been having trouble putting ours on since we swapped out our furling main for a conventional one, so we need some tips.

Marty Gilmore
Dawn Treader, Jeanneau 40
Great Salt Lake, Utah

Marty — Not wanting to overexpose Ms. Corsaro, who was just installed as the Commodore of the Punta Mita Yacht & Surf Club, we've decided to save the 'how to put your sail cover on' feature for a later issue.

Excelsior Vagina resides in the — where else? — Excelsior District of — where else? — San Francisco. The Excelsior District is the area along Mission Street south of Interstate 280 and north of Geneva Avenue. It's one of the City's most culturally and sexually diverse areas — and is also host to 'Jerry Day', because it was once the home of the Grateful Dead guitarist. One of the cool things about the district is that there are some

STREET SHOTS



Where the streets have great names — Vagina Excelsior territory.

intersections with great names. For example, Paris and France Streets, Naples and Italy Streets, and Moscow and Russia Streets. There used to be Germany and Japan Streets, but the names were changed because of some war. We've been told there is even an intersection of Penis and Vagina Streets, but it doesn't show up on Google.

↑↓ IT'S LIKE PUTTING A HEMI IN A HONDA

I recently bought a Tohatsu MFS 8, which is a 9.8-hp outboard, for my Santana 525. The input I've gotten varies from "it's too heavy" — 83 lbs — for my boat, or "has too much torque," or "is perfect for my boat." I've tried to contact the people who manufactured the boat to no avail. Can you suggest a source of information so my concerns can be put to rest?

Until March of this year, I'd been away from sailing for 30 years. But the sailing bug bit me again, and I'm loving it. Plus, I enjoy reading *Letters*.

A short while back, you had a article concerning Warwick 'Commodore' Tompkins. As I recall, he was a friend of my

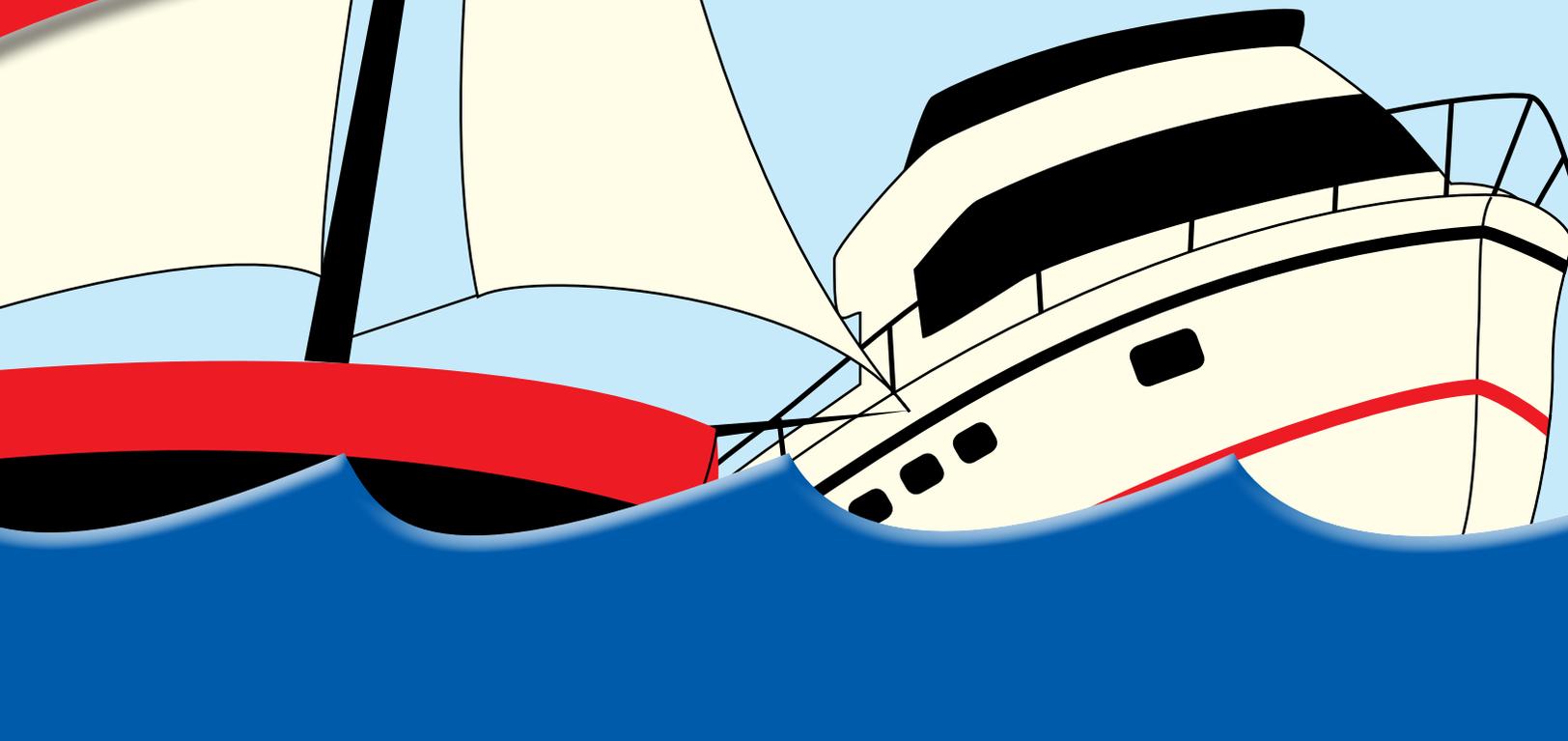
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LETTERS

identical twin brother Ron, who was also an excellent sailor. This was back in about '48 in Mill Valley.

Don Shafer
Per Nulla, Santana 525
Alameda

Don — The Santana line of boats were built by Schock of Newport Beach, and they are still around. But there's no need to call them. The deal is that the outboard you bought is total overkill for that boat — unless you plan on towing a couple of waterskiers. Most 9.8- or 9.9-hp outboards are actually 15-hp outboards that have carbs rejetted so they only put out 9.9-hp and then can be sold for less money than the 15s. To us, the biggest problem is that an 83-lb motor would be a monster to lift in and out of place.

The Santana 525 displaces a mere 2,400 lbs, so even a 4-hp outboard will get her up to hull speed — unless you're doing a Baja Bash or motoring back from the Delta. If you're not in a hurry, you could even get away with a much easier-to-lift 2-hp outboard. If the motor is still in good shape, we'd try to sell it to a cruiser looking for a dinghy outboard.

Speaking of Commodore, we've got another report from him in this issue. Yes, 60 years after being a sailing friend of your brother, he's still cruising, now in Vanuatu.

OBAMA COULD END THE CUBAN EMBARGO

Prior to his inauguration, President-elect Barack Obama will decide whether or not Americans may go to Cuba in '09. He has the power not only to undo the harsh restrictions mandated by President Bush in '04, but can better former President Bill Clinton by granting general licenses that don't require an application in one of 12 very broad categories of non-tourist travel.

Yes, by the stroke of a pen, and instruction through the Treasury Secretary to the Office of Foreign Assets Control, Obama can continue general licenses for professional research, and similarly authorize family visits, educational activities, religious activities, public performances, clinics, workshops, athletic and other competitions, exhibitions and humanitarian projects free of time-consuming, costly and politically-motivated licensing procedures.

Obama's leadership should also encourage Congress to adopt legislation to end all travel restrictions, which are an international embarrassment — and a violation of our Con-

stitutional and human rights — that only apply to Cuba.

What can you do to help him make the right decision? Go to Obama's website and write, in your own words, how you think he should change our policy with



HILARY SPINDLER

Having heard about Obama's victory, Cubans took to the sea wall in anticipation of the arrival of Americans with fat wallets.

Cuba. Articulate comments should be made. And if you have any way of getting in touch with any members of the transition team or high level advisors, write them, too.

How will Obama's decision affect private mariners? It will help encourage commercial tourism, but that would have to

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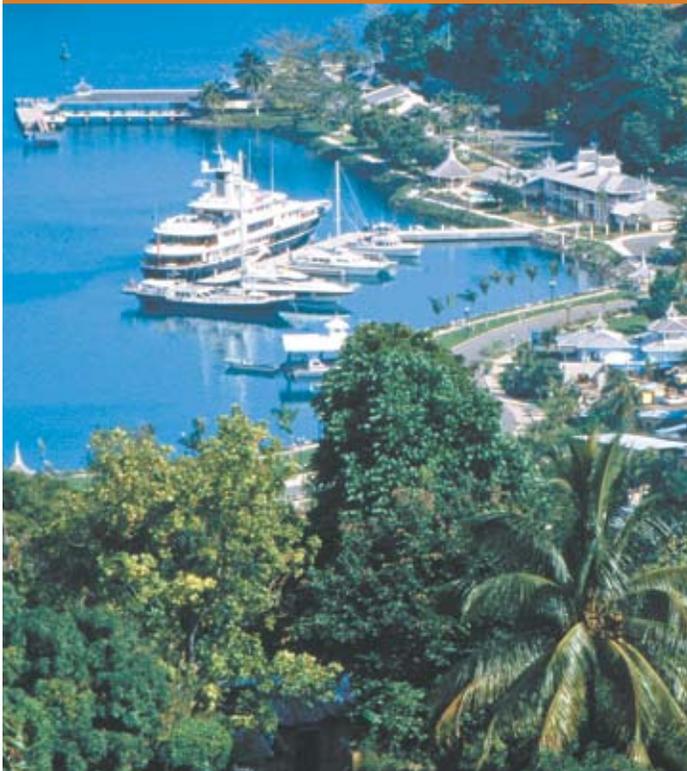


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LETTERS

wait until Congress repeals at least part of the current embargo.

Jo McIntire
St. Augustine (Florida) Baracoa (Cuba)
Friendship Association

Jo — Like more than 75% of Americans, we're feeling at least somewhat confident about President-elect Obama's chances to guide the country to a brighter future, despite an unusually heavy load of challenges. But it's not going to be easy, as there are always two sides to every issue. So no matter what stands he takes on issues, he's invariably going to piss off some people.

With regard to Cuba, Obama has been giving what would seem to be mixed signals. On the one hand, he says he supports continuing the embargo, which seems so ridiculously last century. In addition, he's said things that would clearly infuriate the tyrannical Cuban leaders: "My policy toward Cuba will be guided by one word: 'libertad.' The road to freedom for all Cubans must begin with justice for Cuba's political prisoners, the right of free speech, a free press, freedom of assembly, and it must lead to elections that are free and fair. I won't stand for this injustice; you will not stand for this injustice, and together we will stand up for freedom in Cuba. That will be my commitment as president of the United States of America." Took the words right out of the mouth of President Bush and Vice President Cheney, didn't he?

On the other hand, Obama has also promised to eliminate travel restrictions for Cubans travelling to the island to see family members, and on the amount of remittances that can be sent to the island. But what about the travel restrictions on regular Americans who want to visit Cuba for fun? When President Clinton was in office, it was a violation of Treasury Department rules for Americans to spend money in — and therefore visit — Cuba. But Clinton simply gave orders that violators were not to be charged or prosecuted. So countless American mariners — including us — took our boats to Cuba. When Bush took office, he unfortunately took the total hard-ass approach, and said any Americans violating the "trading with the enemy" laws by spending money in Cuba would be prosecuted to the full extent of the law. The number of U.S. boats visiting Cuba plummeted to all but zero, but lots of Americans still fly there via third countries.

Our feeling is that Obama is going to take the Clinton route as just one way of trying to chip away at the frozen relations between the two countries. It's going to disappoint a lot of people on both sides of the issue, but it's possibly the most effective way to try to make some real progress. We wish him luck.

If it becomes possible for Americans to visit Cuba by boat or otherwise, we urge as many people as possible to take advantage of the opportunity. Indeed, it's likely we'd sail there with 'ti Profligate. A visit to Cuba is a real eye-opener, as it's not often that we Americans — who have scant appreciation for the rights we enjoy — get the chance to see what it's like for people not to have any rights.

↑↓OBAMA ISN'T SO POPULAR IN THE BVIS NOW

It's interesting to note that the residents and "belongers" of the British Virgin Islands were so in favor of Barack Obama prior to the election in the United States. This is a correct observation. However, when Obama's stance on offshore tax havens came to light, those in the know in the BVIs were less in favor of him. After all, the BVIs typically ranks among the world's top three when it comes to offshore accounts. The change in opinion was obvious from letters to the editor in

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- Aug. 8-9** District Championships (sponsored by TMC Racing & Regatta Pro; party at Berkeley YC)
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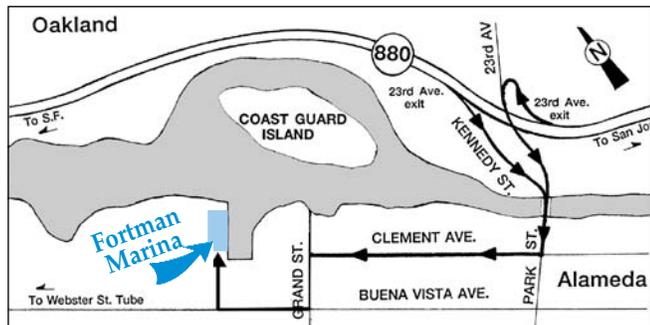
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LETTERS

the *BVI Beacon*.

Many sailors assume that the local economy of the BVIs relies on the charter trade, but they might be surprised to learn how much it relies on offshore trust banking. (Check out the letters posting to the *BVI Beacon* to confirm the local concerns and shift in sentiment.)

Anonymous for Business Reasons
British Virgin Islands

Readers — Here are some fun facts. The British Virgins have just 22,000 residents, but some 600,000 International Business Companies (IBCs) are registered there. In the last year, twice as many IBCs were formed as there are residents. Thus, it's safe to assume that people and companies have accounts in the British Virgins because it saves them big money. This is money that the countries where the account-holders reside don't get. The leaders of these countries — including the soon-to-be-President Obama — want that money. So the British Virgins stands to take a big hit.

↑↓ A MIRACLE OF MODERN BOATING STUFF SUPPORT

Listen up everybody, as I've got something to say — and it's not about the recent election. There are a lot of us poor cruisers out here who have nothing left in the world but our old sailboats. On these boats we have a bunch of expensive marine gear, most of which seems to have been developed by folks who obviously had no idea that it would be used in a marine environment — or at least away from a stateside marina. I say this because after they sell us the stuff at high prices, too much of it rusts, jams, shorts out or just plain stops working before we thought it would.

For example, I give you the Name Brand \$6,000 linear autopilot that crapped out on me twice in Central America. One time the magnet fell out of the motor! Needless to say, it's no fun for a singlehander to hand steer for six months. And try shipping something like that back to the Northeast via one of the express companies that charges over \$100 just to move your flat mail!

By the way, the folks who made the autopilot also made my radar/chartplotter, which crapped out on me three times! Then there was the time that my Name Brand refrigeration went out. I traced the problem down to a little black box on the unit that had "No User Serviceable Parts Inside" molded into its face. I scoured El Salvador for an ice chest, finally found one — but no ice — in a shoe and furniture store in Usulután. I spent a year bumming ice from shrimpers and sportfishing boats. When I finally got to Panama, I found a Central American refrigeration guy who took the cover off the black box. What he found inside was that the red and black wires went in one side and came out the other. The problem was that the red wire was burned in half! There was no high-tech widget inside. A simple wire splice got my refrigeration working again. Thankfully, all that stuff happened on my previous *Witch of Endor*, a CT-41.

So that's the type of stuff we have to put up with in order to live the *tranquilo* lifestyle that we have adopted in some sort of civilized manner.

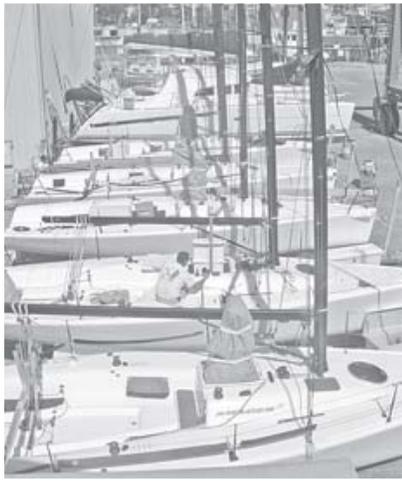
But to continue with my story, I was up on the bow of my new *Witch* the other day at the Texan Bay Marina here on Guatemala's Rio Dulce, checking things in preparation for flying back to the States. While looking around, I noticed that one of three little flathead screws holding together the Harken roller furling for my jib were missing. And I figure they'd probably been missing since before I bought the boat. I believe this because I noted a penciled notation of the diameter and

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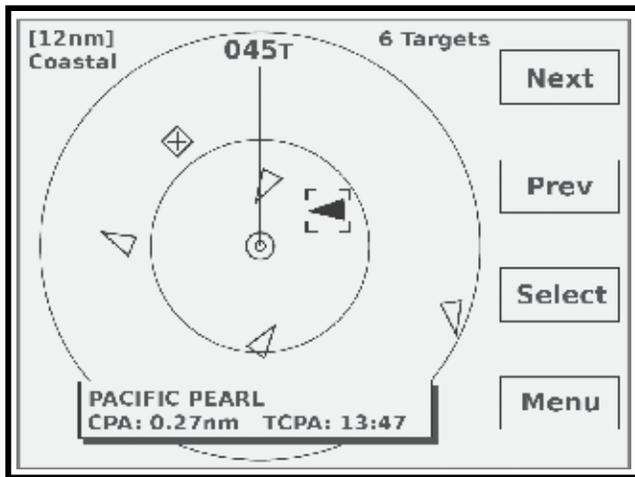
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LETTERS

length of this screw alongside its picture in the installation and maintenance manual. Yes, I actually found the documentation for the roller furling. But no screw. They probably weren't available in the Caribbean at the Do-It Center. And, if they had been available, they would have been made of mild steel.

What the heck, at about 8 a.m. I got on the internet and shot off a message to Harken. I know what most of you are thinking: a lot of good that would do me. In most instances you'd be correct. For if we ever finally succeed in breaking down all of the barriers that these companies erect to keep their customers from contacting them after the initial purchase, we get the promise that someone will contact us within two working days. In reality, that rarely happens.

So imagine my surprise when — at about 9 a.m. on the same day! — I got a response from Neil at Harken Technical asking if I knew how old the furler was. I was flabbergasted! I also didn't know the answer to his question.

At noon I responded that I didn't know how old it was, but attached a PDF file showing the cover of the installation/maintenance pamphlet, and a copy of the pages therein showing the screws in question. At 2 p.m. the same day, Neil emailed me to thank me for the PDF, saying it told him everything that he needed to know. He said the screws were on their way, via the mail, to my sister's place in Florida. At no charge!

This just doesn't happen. Except at Harken, I guess. So I emailed Neil back and told him that I was leaving right then for the local watering hole to tell everyone who would listen about this miracle of modern boating stuff support. I just did that, and am now trying to widely disseminate this information to cruisers everywhere.

Steve Cherry
 Witch of Endor, Vagabond 47
 San Diego

Steve — We're glad that Harken stepped up to bat for you, but in our experience that isn't unusual in the marine industry. For example, prior to the start of this year's Ha-Ha, we had a question for ICOM regarding our 802 SSB radio. Despite the fact that we called at 4:55 p.m., a technician immediately



LATITUDE / NICK

When we needed to replace a water pump, Yanmar and FedEx delivered to the Caribbean in record time.

answered the phone and happily worked with us to solve our minor problem. Then it took just one call to Gordon West for a free check-out of how well our SSB was transmitting and receiving. It also took but one call to Forespar to get several questions answered about our mast. It did, however, take two or three calls to find out who could service our Revere liferaft in Southern California. But once we found out who it was, they not only made sure we got it back in time, but didn't charge us to pick up the raft in Newport Beach or deliver it all the way down to San Diego after it had been repacked. We also needed to get a Blue Sky controller in order to add additional solar panels to our boat and Downwind Marine didn't have the right one in stock. One call and two days later, Blue Sky made sure there were several on Downwind's shelves.

During the second leg of the Ha-Ha, the clutch cone on our

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54	Hunter Sloop	1984	105,000
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50	Hudson Pilothouse Ketch	1979	89,000
46	Hunter 460 Ctr Slip	2000	235,000
46	Morgan 462 CC Ketch	1981	99,000
46	Denmark Steel Ketch	1966	69,900
45	Hunter 450 Passage CC	1998	199,000
45	Island Trader CC Ctr Ketch	1979	142,000
44	Hylas Sloop	1991	210,000
44	Kelly Peterson	1979	110,000
44	Peterson KP44 Cutter	1978	95,000
43	Irwin MK III	1989	114,000
43	Spindrift PH	1981	134,500
42	Sabre Sloop	1986	140,000
42	Whitby	1975	140,000
41	Cooper US 42 PH	1981	89,000
41	Ta Chiao CT Ketch	1977	150,000
41	Tartan TOCK	1976	103,000
41	CT Pilothouse	1975	50,000
41	Formosa Yankee Clipper	1974	92,500
41	Morgan 414 Ketch	1974	42,500
41	Morgan OI CC	1974	TBA
41	CT Ketch	1973	49,900
41	Tartan Sloop	1973	75,000
40	Roberts Cutter	1997	98,000
40	Passport Sloop	1982	145,000
40	Piver Vitress Trimaran	1965	35,000

39	Roberts 392 PH Steel Cutter	1993	165,000
39	CAL	1980	TBA
38	Robert Ketch	1982	66,900
38	Shannon Cutter	1980	109,900
38	Hans Christian Traditional	1979	89,900
38	Bluewater Ingrid Ketch	1974	50,000
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37	Pearson Sloop	1989	59,900
37	Hunter Legend Sloop	1988	69,000
37	Hunter Cherubini Cutter	1979	34,500
37	Condor UK Sparkman & Steph	1979	TBA
37	Rafiki Cutter	1978	80,000
37	Irwin CC	1976	56,000
37	Tayana Cutter	1976	79,000
37	Tayana Ketch	1975	65,000
36	Union Cutter	1987	TBA
36	Union Cutter	1983	89,900
36	CSY Watkins Sloop	1981	TBA
36	Islander Sloop	1980	46,500
36	Cal Sloop	1967	20,000
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31	Brown Searunner Trimaran	1978	32,000
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29	Bayfield Cutter	1978	25,000
28	Bahama Sharpshooter	1950	39,500
27	Corsair F-27 Trimaran w/trlt	1991	46,000
27	Catalina w/trailer	1973	12,000
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64	Woods Trawler	1972	290,000
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60	Lien Hwa Custom Classic	1980	330,000
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42	Grand Banks Trawler	1970	69,000
40	Hatteras Convertible Spfsh	1968	95,000
39	Bayliner 3988	1998	165,000
39	Sea Ray Express	1989	80,000
35	Egg Harbor Golden Egg	1997	149,000
34	Uniflite Sedan Sportfisher	1984	80,000
34	Chien Hwa Trawler	1978	54,900
32	Blackfin Combi w/charter	1989	125,000
32	Uniflite Sedan Sportfisher	1977	25,000
29	Fountain Sportfisher	1996	27,500
21	Custom Launch	1988	12,200



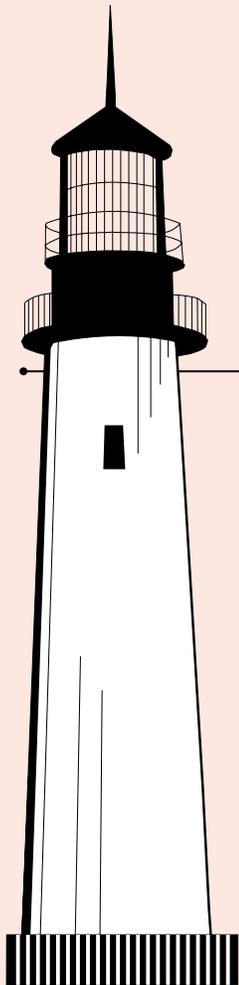
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LETTERS

port-side Yanmar engine failed. Using our Iridium phone, we called Boatswain's Locker, Yanmar's West Coast distributor in Newport Beach, and got a tech guy who correctly diagnosed the problems. We also got information that Cabo Yacht Services had a technician who could replace the clutch and gears — without having to haul the boat. This was sensational news! Thanks to a few more Iridium calls, we arranged to have a Ha-Ha participant's wife pick up the part in Newport and fly it down to Cabo, and then have Cabo Yacht Services do the work on Friday. It all went like clockwork. Our boat and the engine parts arrived separately in Cabo on Thursday, and by Friday at noon, Devan from Cabo Yacht Services had completed the repair. And the price seemed very reasonable.

Lest anybody think this kind of stuff only happens close to home, we'll remind you that on a Wednesday four years ago, Profligate was charging toward the Panama Canal when we decided that both saildrives needed to be replaced immediately. By the following Tuesday, just six days later, the saildrives had made their way from St. Pete to Miami to Panama City, been installed despite having modifications made to the engine bed, and Profligate was motoring through the Canal.

Think that stuff doesn't happen in the Caribbean? At 10 a.m. on a Thursday last January, we discovered that 'ti Profligate needed a new water pump for one of her Yanmar diesels. It, too, was going to have to come from St. Pete. Because of the impending weekend and holiday, FedEx told us to expect the delivery to take six days. Well, at 4 p.m. the following afternoon, a mere 28 hours after we placed the order, the FedEx guy pulled up to our office in St. Barth in his quad and handed us the pump.

Yes, we're familiar with manufacturers and distributors not being as responsive as they should be — particularly when not returning customer calls in a timely fashion — and of parts taking forever to reach someplace, but in our experience, those things have been infrequent.

↑↓ THE WORLD'S SHORTEST LETTER TO THE EDITOR

RE: Maltese Falcon. Why?

A.
Pacifica

A. — Back when we were philosophy majors at Berkeley, there was a legend about a philosophy course final that consisted of one question: 'Why?' According to the legend, the only student to get an A finished far earlier than anyone else. Her entire answer consisted of two words: 'Why not?'

A more satisfactory answer to the 'why' about Falcon is that throughout history some individuals, because of a combination of genes and life experience, have been compelled to try creating magnificent things and achieving great dreams. Others are less visionary and ambitious — to the point that they almost seem too timid to identify themselves in letters to editors.

↑↓ THE INS AND OUTS OF CHARTERING YOUR BOAT

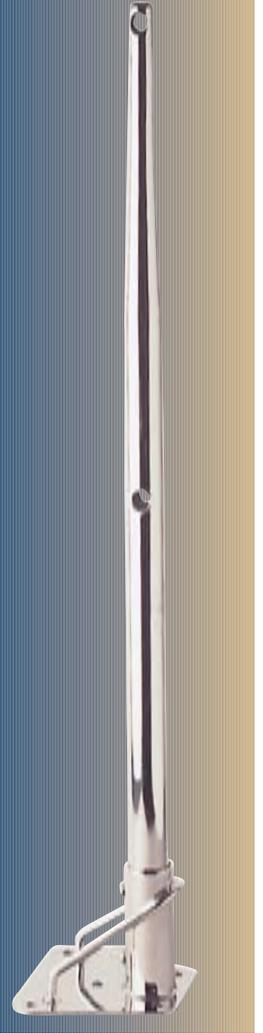
We're thinking about following in your footsteps and buying a former charter boat in the Caribbean — something like a 34- to 37-ft monohull. The idea is that we'd sail it ourselves for six months in the winter, then have it in a charter program for the six months of the summer while we travel the U.S. in our RV. We know we probably wouldn't break even on such a deal, but it would put us where we want to be at the right times of the year.

By the way, your report in *Latitude* was the second one we've read from someone who felt they got great value from that kind of program. But we've got some questions:

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Do you think there is a difference in charter activity in the BVIs versus the Grenadines? Given the current worldwide economic problems, European chartering preferences, North American chartering preferences, and the different cruising regions of the BVIs and the Grenadines, do you think one area would be busier than the other?

With a small boat and no watermaker, we'd need to fill up fairly frequently. Having done five short-term charters in the Caribbean over the years, we've only had to get water once. That was in '06 at Marina Cay in the British Virgins, where we were charged 15 cents a gallon. Have you found that other places charge for water, and do you think there would be a justification for putting in a watermaker? And what do you do for drinking water?

How and where did you outfit the boat with the things that make life a little more comfy onboard — such as nice seat cushions with moveable/fixed seat backs, your own charts/guidebooks, your own binoculars, masks/fins, small TV/DVD, small inverter(s), CDs/DVDs, handheld VHF/GPS, kayak, special galley items, throw rugs, extra water jugs, etc. Whenever I've chartered, I've really missed the little goodies that make your own boat 'home'. You can put up with anything for a week, but if I was aboard for six months, I'd prefer to have it be more homey. So did you outfit your boat with any extra goodies, and did you ship them to the British Virgins or buy them in Road Town? And did you leave these on a boat, or did you put them in storage in the British Virgins?

Thanks! *Latitude* is an inspiration! And thanks for letting us 'plain clothes people' into the Ha-Ha Kick-Off Party in San Diego!

Emily & Mark Fagan
On the Road

Emily and Mark — We recommend that you first make sure a charter management company would be willing to accept the kind of boat you want if you were going to use her for the entire high and shoulder seasons. If your boat were only available for the low season, it might not be worth the management company's time and effort. In general, such management companies would prefer that you make your boat available during the entire high season — while you maybe RV around New Zealand or Australia — and then you use the boat for as much as you want of the low season. Both you and they would make a lot more money that way. In addition, management companies might have some concerns about what kind of shape your boat would be in after six months of daily use. But it just takes a phone call to run your idea by the various companies.

The British Virgins are the charter boat capital of the universe, which means they get more business — but they also have more boats competing for that business. You'd have to call the various companies to find out where the demand-per-boat is the greatest. A couple of other considerations: If the airlines are going to cut service, they are going to do it to the less busy islands, not the BVIs. And, it's far easier to get repairs and parts in the British Virgins than places such as the Grenadines.

We've found that our water needs in the Caribbean are modest — about 100 gallons per month for two. After all, our morning and evening showers consist of jumping in that wonderful blue water and then having a quick fresh water rinse. Ah, what a great way to live! Water is in short supply in the Caribbean, so you usually have to pay for it. But if you're only using 100 gallons a month, 15 cents a gallon isn't a major expense. Like everyone in the French islands, we drink bottled water. But even that's not too expensive. Bottom line, we would not install



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LETTERS

a watermaker.

B.V.I. Yacht Charters — and we assume all the other management companies — don't want any personal stuff whatsoever left on boats when they go out on charter. They especially don't want any tools left. The experience of all charter companies is that personal stuff and tools left on boats just results in mischief and tears. As we're in the minimalist stage of our lives, this is just fine with us. Besides, to our way of thinking, being on a boat in the Caribbean is all about getting close to nature, and all those extras are nothing but impediments. About all we bring is snorkeling gear, a small iPod and an additional GPS. DVDs? This is just a personal thing, but the farther we can get from Hollywood and its rubbish, the happier we are. But yes, most yacht management companies have storage areas where owners can rent space to leave their personal gear.

We hope this helps, and good luck to you.

⚡DON'T BE DISSIN' THE WITCH

I agree with *Latitude* on most things, but having had a Hugh Angelman-designed Sea Witch gaff ketch for nine years as my first boat, I think you've been too harsh in your assessment of them. In December 3's *'Lectronic Latitude*, in response to Rob and Lorraine Coleman of Honolulu getting fuel dropped to them and their Sea Witch ketch *Southern Cross* for the second time in the 1,400-mile passage from the tropics to New Zealand, you wrote the following:

"Just as you never want to second guess someone's choice of a spouse, you want to refrain from second guessing their choice of a boat. Nonetheless, if a novice sailor asked us if we thought it was a good idea to join a heavy, gaff-rigged ketch for a trip from the tropics to New Zealand, we'd have to tell them no, not unless they were masochists. Boat design has come a long, long way, both in comfort and performance."

My Sea Witch taught me much more about sailing and seamanship than I would ever have learned on a modern boat. Granted, she didn't go upwind very well, but I have heard similar things about catamarans, and I usually hear that their other good points outweigh that one drawback. On all points of sail but upwind, my Sea Witch was a delight — easy, comfortable, forgiving and very enjoyable. A novice could learn a lot about sailing from a trip on one — including why it's best not to sail to windward.

If the Colemans had sailed west to Fiji before turning south to New Zealand, they might not have had as much headwind, which would have resulted in a better sail. But who knows about those things in advance?

By the way, I met the Colemans in Mexico in about 1980 when they were still cruising their Berkeley-based Columbia 30 *Samba Pa Ti*. *Southern Cross*, which they now own, was also out cruising at the time. I assume that had a lot to do with their buying her later.

Ernie Copp
Orient Star, Cheoy Lee Offshore 50
Long Beach

Ernie — Let us first emphasize that Rob and Lorraine are respected cruisers and friends from way back, so we didn't intend to slight them or their boat — which was designed way back in '37.

Nonetheless, we think the fact that they only averaged a little more than two knots on what's often a difficult passage is evidence enough that it's not something we'd recommend to a novice. Indeed, given the rather slow speed, we couldn't help wondering if Rob and Lorraine had second thoughts about the Sea Witch design for such passages. As is clear from their

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LETTERS

response in the following letter, they didn't have any second thoughts.

↑↓ SOUTHERN CROSS PERFORMED EXCELLENTLY

I'm writing in response to *Latitude* asking what we thought of our classic gaff-rigged Sea Witch as a cruising boat for passages, such as from the South Pacific to New Zealand. Sea Witches are among the finest cruising boats ever built, and *Southern Cross* performed excellently throughout our extended voyage. Among her advantages is that she has many small sails that are easily handled. For instance, Lorraine can haul up the main without any problem. It's noteworthy that *Southern Cross* heaves-to very well, which made our passage much more comfortable.

It's true that our gooseneck broke on the passage, but so did the goosenecks on two other boats. We didn't suffer a knockdown like one of the other boats, but we did have a 180° windshift that tore our main. Now that we're here in New Zealand, both the gooseneck and sail will be easy to repair.

When we motor, *Southern Cross* cooks along at 6.7 knots in flat seas. The problem we ran into on our passage from Tonga to New Zealand is that we thought we'd be able to sail most of the way, so we didn't fill our 35-gallon bladder tank before departing. Had we known how much motoring we'd need to do to get to New Zealand — a Sundeer 56 motored four days out of eight — we would have carried all the diesel we could.

With regard to the two fuel drops at sea, they were not easy to pull off. The cruise ship pulled up to within 100 feet of our transom to pick up our empties, with the captain keeping



COURTESY SOUTHERN CROSS

Robby and Lorraine celebrated Robby's 59th birthday in Tonga on the way from their long stay at Fanning Island to New Zealand.

his bullet-shaped bow pointed into the seas and toward us. The bulb, normally underwater, would lunge out of the sea, looking like a massive cannon coming at us. The ship would lift skyward, then the bow would slam through the crest of the following wave, spilling mega-gallons of seawater over the deck. I was

too busy talking on the handheld VHF radio and trying to stay out from underneath her to take video, but it's difficult to find words to describe the fear and awe that surged through our minds during the ordeal.

After the cruise ship picked up our jugs with a grappling hook at the end of a long line, we motored around behind them. This time we watched their stern deck pitch below sea level, and when it rose back up, spill tons of ocean water off the deck. The crew was high and dry on the port side deck, and lowered our full jugs — and other goodies — 30 feet into the wild sea. As we motored up from behind, Lorraine grabbed everything with a boat hook while I kept our bowsprit from smashing into the heaving stern of the ship. It was more exciting than anything at Disney World. We lost one bucket full of goodies due to a broken handle, but circled again and grabbed it as *Southern Cross* rocked heavily in the seas. Having recently turned 59, I can report it was a job for 20-somethings!

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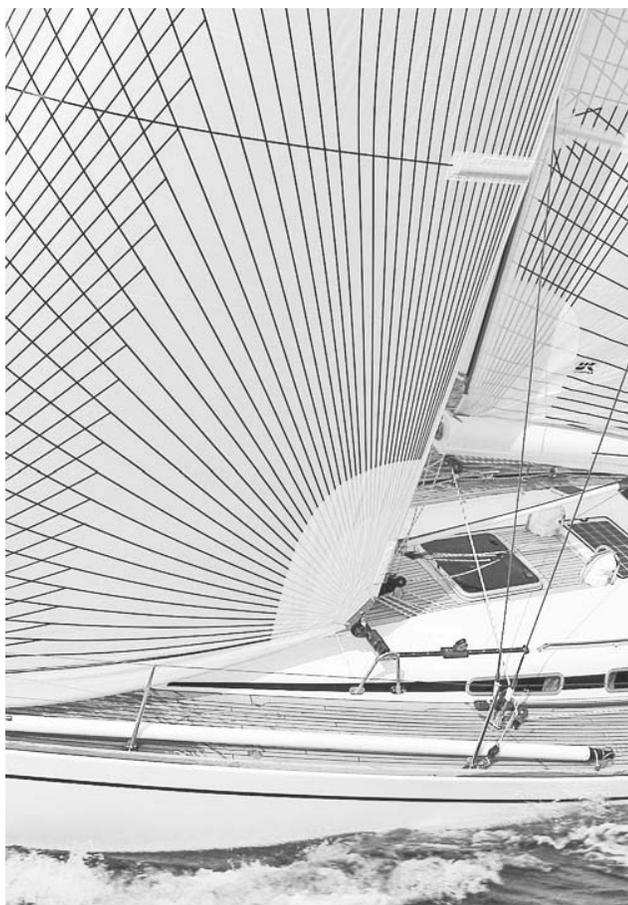
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LETTERS

Their mission accomplished, our new friends steamed off. We spent the rest of the evening securing everything, as the buckets and jugs tried to slam each other off the boat like billiard balls. We wolfed down fresh eggs and sausage, then hove to, waiting for the seas to diminish so we could continue south the following morning.

For those who have not had the chance to pour diesel from jugs into a 5-inch diameter Baja fuel filter on a bouncing boat in a seaway — and without getting any saltwater in the fill hole — it's not a piece of cake. But we managed to get enough in the tank to make our final approach and arrival at New Zealand without spilling a drop in the ocean, which we both revere. We arrived outside the entrance to the Bay of Islands in the wee hours of December 1. As we are not comfortable entering unknown harbors and channels at night, we drifted until sunrise, then steamed down the long channel to the quarantine dock in New Zealand.

Rob Coleman
Southern Cross, Angelman Sea Witch
Honolulu, Hawaii

Readers — We don't want anybody to read too much into this, but having achieved their long-time goal of sailing to New Zealand, Rob and Lorraine report that, after two decades of ownership, they have put Southern Cross up for sale for \$125,000.

↑↓ PROFESSIONAL ASH SCATTERERS ARE AN OPTION

My first response to the letter by Captain Tom of Shelter Island, who asked whether any permits or fees were required to spread ashes of deceased in the ocean, was, 'uh-huh'. Then I read the *No Good Deed Goes Unpunished* letter by Dennis Kavanagh, which described how the owner of a boat, who had been nice enough to take out a family to spread ashes of a loved one, was sued because one of the family members unnecessarily jumped off the boat back at the dock and broke his leg. I let out another 'uh-huh'.

I understand and respect the generosity of Captain Tom's offering the use of his boat to friends. And I bet that he earned the appreciation of his friends by doing a good thing. But if he'd done the right thing, and suggested that his friend contact a professional and licensed ash scattering service, such as one that people like me provide, he would have earned our appreciation. I'm not against good deeds in the right situation, but if his friend were looking for a dentist, architect or professional photographer, would Captain Tom have provided those services to his friends himself?

Because we spread ashes for a living, we pay high insurance premiums to cover things such as people jumping off the boats early and breaking their legs. We get state and county licenses for burials at sea, report the burials to the California Cemetery and Funeral Bureau on an annual basis, and perhaps equally as important, advertise in publications such as *Latitude* to attract clients. But all these things cost money. For example, when my boat was operated as a private yacht, the insurance was \$1,040 a year. When I started doing ash scattering, my insurance jumped to \$4,300 a year.

For what it's worth, the California Cemetery and Funeral Bureau requires us to be licensed as a Cremated Remains Disposer. But squeezing every penny out of us business owners is not enough for the great state of California. They also make us file annual reports — even though individuals can do the same without a license or permit, and don't have to report anything to the state.

It reminds me of something else I've never understood. How



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LETTERS

in the world can it be legal for the unlicensed operator of a 70-ft motoryacht to take 20 friends out on his boat, when it's illegal to drive a motorscooter without a license? I guess that's the main reason why too many of the Coast Guard-licensed Master Captains, such as myself, and even those of us with 100 Ton licenses and experience, can't find decent jobs in this state. Of course, if the Coast Guard required that every boat above a certain size and tonnage be operated by a licensed master, our beloved California would turn into a haven for licensed boat captains.

By the way, I hope Captain Tom's friends had a valid California Burial Permit that states disposition as "at sea off the coast of San Diego." Because if not, the rules and regulations sent me by the California Cemetery and Funeral Bureau Management suggest what he did was illegal. According to them, the California Cemetery and Funeral Bureau requires that a Permit for Disposition be obtained from the county Health Department prior to the burial, and the Environmental Protection Agency be notified after the scattering.

Just a heads-up from one captain to another. By the way, a typical professional ash scattering, where the importance of dignity is understood, costs about \$140 to \$200.

Capt. James A. Davis
USCG Master 100 Ton

Readers — We spent some time looking into this spreading of ashes business, and in the course of our investigation discovered one thing that seems to be wrong with state and local government — hardly anybody is at work, and those who are don't seem to know anything. First we called the California State Cemetery & Funeral Bureau to ask if there were fees for dispersing ashes. The woman who answered the phone said nobody was allowed to speak to the press except a member of the state's public relations arm. A number of hours later, we were called by Russ Heimerich, a spokesman for the California Department of Consumer Affairs, which oversees cemeteries, funeral homes and the like. He said ashes could legally be dispersed 500 yards from shore, and that no permit was needed. He suggested that we read Health and Safety Code 71.17 for details. We're not stupid, but we couldn't find any pertinent information among the Proustian-like jumble about funeral homes and such.

Just for kicks, we decided to call the Department of Health in San Diego to see what they had to say. The first woman who answered seemed unhappy we'd interrupted her day. She told us that if we wanted information about the legalities of spreading ashes, we should "call a mortuary or something." We taxpayers pay for this kind of work? She later passed us on to another woman, who informed us that people are required to obtain an \$11 permit before spreading ashes. When we inquired why there was a need for a permit, she thought about it, then explained it was "to close the loop." But when asked, she had no idea what loop she was talking about. When we asked her what would happen if we scattered ashes without a permit, she seemed shocked, and said it would be "against the law." When we asked if it was true that people spreading ashes needed to file a report with the Environmental Protection Agency, she said she didn't know anything about it. We weren't surprised.

As it turns out, if you spread ashes, you are supposed to fill out a report with the EPA. It asks basic stuff about the deceased's name, the date, the lat and long of where the ashes were spread, and so forth. It's not clear why they need the information, and we suspect it would just end up filling a speck of memory in the government's computers.

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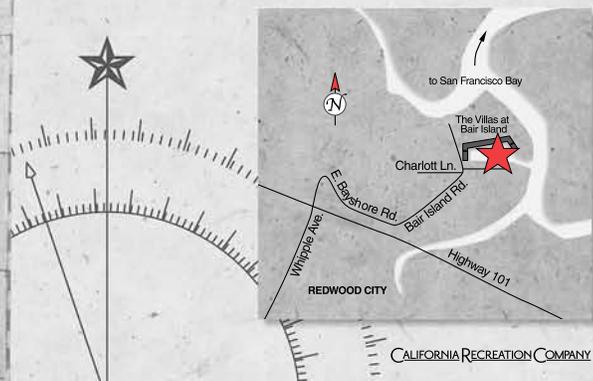
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LETTERS

Except in cases where professional companies spread ashes, we bet hardly anybody gets a permit from the city or reports the spreading to the EPA. When our father's ashes were spread in the ocean off Stinson Beach a few years ago by a kayaker, we didn't know that a license was required or that a report had to be filed with the EPA. And to be honest, if we had that knowledge, we probably wouldn't have bothered.

We also looked into the price of burials at sea, and found out that Capt. Davis is right — you can get them for as low as about \$150. However, that assumes the deceased didn't have a big family or many friends, for once there are more than six people — the limit on uninspected vessels — the prices rapidly jump to five to ten times that much. It's this level of pricing that we suspect encourages people to spread ashes from their own boats or boats of friends.

For those who decide to go with a professional service, be aware that sometimes more than one ash spreading ceremony is booked for the same boat at the same time, usually to keep the cost lower. "We'd have Group A come to the bow and spread the ashes," a captain of one boat told us, "while Group B waited in the stern. After Group A's allotted time of mourning was over, the two groups switched places, and the second set of ashes was dispersed. It resulted in some pretty uncomfortable situations, particularly in cases where the mourners were in different states of mind."

We think the professional ash spreading industry is a good option for some people, but be advised there have been some big scandals — at least two of them involving the biggest ash spreading organization of them all, the Neptune Society. According to Wikipedia, 10 years ago the State of California brought a class action suit against the Neptune Society and others. Apparently they and other organizations had taken as much as \$1,000 from the families of at least 54 people to have their ashes spread at sea, and despite providing a GPS location of where they were spread, actually dumped them in an arroyo near Tehachapi in Kern County, many miles from the sea. And two years prior to that, the Neptune Society paid nearly \$7 million dollars to settle claims that they'd co-mingled and otherwise abused remains entrusted to them in the San Diego area.

Ironically, the day we were doing research on the subject, we received a press release from none other than the Neptune Society announcing — and we're not making this up — the opening of the 16-acre Neptune Memorial Reef on the ocean floor 45 feet down just 3.25 miles off the coast of Miami Beach. "The unique underwater destination recreates the legendary Lost City," says the press release, "and offers room for more than 125,000 remains. It is also an environmental and ecological masterpiece, a superb laboratory for marine biologists, students, researchers and ecologists, and an aesthetically exquisite, world-class destination for visitors from all walks of life."

There is more. Marco Markin, the CEO of BG Capital Group, "a privately owned leading merchant banking firm" that owns the Neptune and Trident Societies, which have 38 locations in 10 states, praised the manager of the new operation as follows: "Stephen's track-record of success in the hospitality arena and knowledge of operating large resorts and hotels places him among the leaders in the industry. We look forward to working with him to make The Neptune Memorial Reef a premier destination for loved ones, divers and eco-minded tourists alike."

"World-class destination for people from all walks of life?" "Success in the hospitality area . . .?" Who writes their stuff?

↑↓ BISMARCK DINIUS UPDATE

I'm kind of shooting in the dark here, but I'm looking for



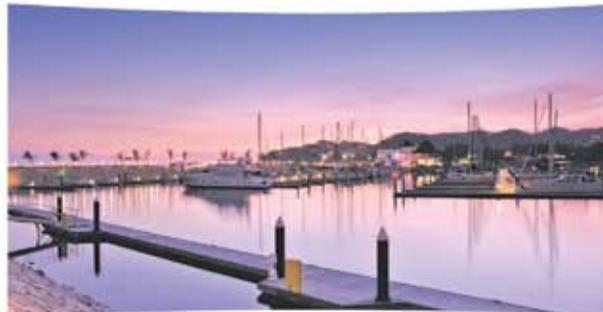
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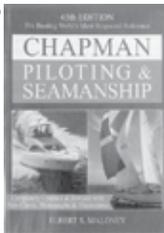


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LETTERS

a good link to get the current status on the Bismarck Dinius case, or any material related to that incident. I'm a Boat U.S. member and read about the story in the October issue of *Seaworthy*, and also on your website. I'm concerned about the way the case is being handled and would just like to know how it turns out.

Ed Weil
 Uniontown, OH

Ed — Bismarck Dinius told us that things have been pretty quiet since Judge Richard Martin ruled back in June that Dinius will have to stand trial for manslaughter in the death of Lynn Thornton. You'll recall that Dinius happened to be holding the tiller of a drifting sailboat on Clear Lake on the night of April 29, 2006, when Lake County Sheriff Deputy Russell Perdock slammed into it, killing Thornton. Dinius is being prosecuted while Perdock, the number two man in the Sheriff's Department, is free to live his life without a cloud hanging over his head. Honestly, we wonder how he sleeps at night. Moreover, we wonder how the residents of Lake County sleep knowing he's out there 'protecting' them.

The trial is tentatively scheduled to start in January but Dinius believes the date will be pushed back. "We're just in a huge holding pattern right now," he said.

Incidentally, that *Seaworthy* article has generated national interest in what we believe is a case of gross injustice. "I was surprised at how very generous people have been," Dinius remarked in reference to donations to his legal defense fund. "From this point on, everything is coming out of my pocket, so anything helps."

To aid in his defense, send a check made out to Bismarck Dinius, writing "Bismarck Dinius Defense Fund" in the memo section, and mail it to Sierra Central Credit Union, Attn: Brian Foxworthy, Branch Manager, 306 N. Sunrise Ave., Roseville, CA 95661.

⇕ THE LIFE I HAD BEFORE WAS OVER

I discovered *Latitude* in a San Mateo taqueria in 1997, and have been an avid reader ever since. From the late '90s until 2002, I owned a series of boats — and even signed up for the '01 Ha-Ha. But life ended up having other plans, as a failed marriage and huge financial disasters caused me to drop out before the start. Before it was over, I'd lost my boat along with almost everything else, and I ended up moving to Canada.

But as I've been slowly rebuilding my life from scratch, *Lectronic Latitude*, the *Letters*, and the *Changes* sections have been a welcome respite from the daily grind of dealing with back taxes, divorce lawyers and trying to come to terms with the fact that the life I had before is over. If nothing else, your website has helped me fondly recall how much happiness I found in sailing. After all, as the old saying goes, there's nothing better than being on or simply messing around in boats.

Someday I will have another boat, and am looking forward to finally heading south with the rest of the fleet in an upcoming Ha-Ha.

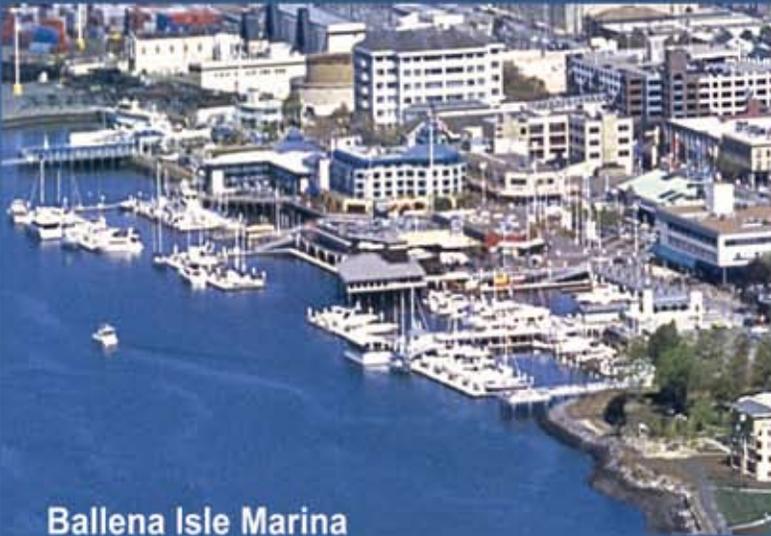
Ben Jones
 Vancouver, British Columbia

Ben — Sorry to hear that things went south for you. If it's any consolation, it's a buyer's market so now is the time to buy if you can. In addition, a common observation made by people who have done the Ha-Ha and continued cruising in Mexico is how inexpensive it can be to enjoy a happy and healthy cruis-

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LETTERS

ing life.

One of the reasons is that health care is so inexpensive — at least compared to the States — south of the border. While in Mexico last month, we joined Philo for one of his cruiser-musician expeditions to San Sebastian, which is a beautiful 90-minute drive to 4,500 feet above Puerto Vallarta. During the drive home the next day, Philo's 86-year-old mother became



LATITUDE / NICK

Medical care is inexpensive enough so that even minor sailing wounds such as this — Christian Mancebo impaled his calf on a cleat while racing a 470 and got 18 stitches — can be treated.

ill. A doctor from San Sebastian picked her up in his own car and drove her to the clinic. She was given a bed and was treated, including being given medicine to treat her low blood pressure. The doctor decided she should be taken to a clinic in Puerto Vallarta for further evaluation, so an ambulance was called, and she was accompanied by the

doctor and a nurse for the 90-minute drive to P.V. The charge for all these services, including the ambulance, was \$50 U.S. Anyone care to guess what it would have been in the U.S.?

↑↓ SPEAKING OF INEXPENSIVE MEDICAL CARE

During a normal physical exam in Oakland last September, I was diagnosed with atrial fibrillation, which, in the simplest of terms, is an irregular heartbeat that can lead to a stroke. I saw a cardiologist, who confirmed the diagnosis and said that I should have electrocardioversion — basically an electric shock to the heart so that it can hopefully return to its normal rhythm. All this would take at least six weeks, and since my wife and I had already been away from our boat in Mexico for three months, I chose to seek further treatment in Puerto Vallarta instead.

Through friends and the internet, I found three cardiologists in the area. I chose one who last year had successfully treated an acquaintance of ours. On my first visit, the doctor confirmed the diagnosis with an EKG, checked my blood pressure and carefully listened to my heart. He spent an hour with me in a first-class environment, and did everything himself. No nurses or technicians were involved. The doctor prescribed medication, which he felt provided a reasonable chance for my heart to return to its normal rhythm. The total cost for this visit was 800 pesos, which at today's exchange rate is around \$64 U.S. My U.S. health insurance calls for a \$25 co-pay, so my net cost was really \$39.

I've had three subsequent visits with the doctor, and each time he's followed the same basic procedures for the same 800 peso fee. The good news is that after the third visit, my heart had returned to normal rhythm. The doctor was as excited about this as I was!

During my first visit, the cardiologist had ordered full blood work for me. That total cost came to \$270 U.S., which is much less than it would have cost in the States. By the way, the lab was squeaky clean, I didn't have to wait, and the technicians were very professional.

This wasn't our first experience with medical care in Mexico. About a year ago, my wife got a badly infected elbow, and received excellent care for a fraction of what it would have cost in the States.

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LETTERS

ing \$30 and can't tell any difference between the treatment I've been getting here and the teeth cleaning I was paying \$120 for in San Francisco.

So my wife and I have become big fans of medical and dental treatment in Mexico, as all our experiences have been positive — and cost effective.

It may surprise some cruisers to learn that you can have



LATITUDE / NICK

Dentists don't put the bite on you when cleaning your teeth in Mexico.

problems with your boat as well as your body. A short time ago the transmission on our 42-footer failed. We had the 16-year-old transmission pulled — and discovered there was nothing wrong with it. The problem was that the bolts holding the damper plate to the engine had worked loose, causing the transmission to no longer be connected to the engine. Assuming all goes well with the re-installation of the transmission, we will take off this weekend for points south.

Name Withheld By Request
 Banderas Bay, Mexico

Readers — We know there are lots of wonderful and caring health care professionals in the United States, so we're only half-joking when we say that one answer to the health care crisis in the United States is to send everyone to Mexico.

↑↓ I WANT TO WORK ON THE WATER

I've been having some challenges lately, and I'm hoping that you can give me some suggestions to help me figure things out. I left the Coast Guard last year, and since then have been working in a small business with my husband, and teaching sailing classes on the weekends. My challenge is that I would really like to be on the water more instead of in an office.

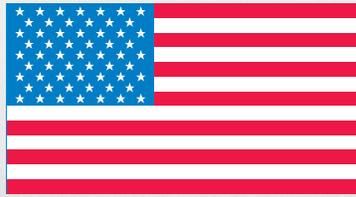
While in the Coast Guard, I was a Deck Watch Officer and Assistant Navigator. Unfortunately, the Coast Guard doesn't automatically give their officers USCG Captain's Licenses. I'm working on the paperwork for my 100-Ton right now, but that means I'm currently unqualified.

Do you have any suggestions for ways that I can find more work on the water or with a marine company? I'm not really sure where to look anymore. I've called the local ferry companies and they aren't hiring, and I've run through my other personal contacts with no success. Is there anyone who wants a former Coast Guard Officer, trained navigator, ship driver, or sailing instructor for part-time or full-time work? My resume is at <http://sailingresume.tiffanynorte.com>.

Tiffany Norte
 Alameda

Tiffany — Our two suggestions would be to teach sailing lessons with one of the sailing schools, which you're already doing, and do boat deliveries. The more time you spend on and around boats, the more likely you'll hear about the kinds of jobs you're looking for, or at least gain experience leading to such jobs.

The good news for women is that there seems to be an ever increasing number of opportunities on boats and ships. It's no longer a surprise to see a woman captain on a large vessel. Jim Milski of the Colorado-based Schionning 49 Sea Level recently



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LETTERS

told us that the six-month cruise his family did in the Caribbean a number of years ago wasn't as successful as he'd hoped because the younger kids didn't enjoy it as much as they'd hoped. But it did have one redeeming career feature. While they were at St. Martin, his then 17-year-old daughter Samar was — surprise, surprise — a big social hit with the young crews working on the big charter boats. So it wasn't long before she was getting tours of some of the finest yachts in the world . . . and decided she liked what she saw. As a result, she entered the Cal Maritime Academy in Vallejo. Now 30, Samar has most recently been the first officer on ships taking cargo all over the world, and a captain's position would be next. So get all the education and experience you can, and go for it.

↑↓THE HARDEST PART IS BEING HOME

Garth and I have finally come to our senses and moved back into our old house. I suppose that depends on your definition of 'coming to our senses', but when attempting to live a land-based life in a marginal climate in the dead of winter, doing it in a house makes more sense than on a cold, dark boat.

The last year has been a really tough one, particularly for me. After cruising in the tropics for seven years at our own pace and on our own schedule, I failed to grasp the magnitude of acclimatizing we'd have to do to life in the frenzied U.S. and to the wet weather of Seattle. After finishing a trying 49-day passage from Japan — my personal version of climbing Mount Everest — I expected to be able to kick back and celebrate. But to my dismay, the hard part was only beginning when we reached Seattle.

We returned to find an intense shortage of moorage space, meaning we had a hard time finding a place for our boat and us. It was not the welcome we'd hoped for. And then we had what by everyone's account — and certainly mine — was a pretty tough winter. It probably wasn't too bright on our part to continue living on our boat through last year, but I secretly — or maybe not so secretly — wished Garth would get bored with his harebrained idea of working and resume adventuring. I didn't want to do anything that jeopardized our ability to take off again at a moment's notice. Alas, Garth really enjoyed the new challenges of his job, so he didn't have the amount of interest in escaping that I did. This is not to say he didn't find the readjustment challenging at times as well.

My life of denial sucked! Thank God for the friends that helped me (mostly) keep my sanity. I realized that while I could have been anywhere on our boat, I was in a cold wet climate — and without my best friend for companionship because he was at work all day. When you live on a boat, you're so much more aware of it because there's no escaping it. During the winter in Seattle, most people find refuge at work, keeping busy in well-heated buildings and such. But I was in a cold, dark boat by myself and feeling isolated. Talk about a recipe for disaster!

After realizing that Garth wanted to stay in the Pacific Northwest for an extended period, and considering I really like the guy, I knew I had to do something besides keep leaving Seattle by airplane to sustain. After each of my trips to California, Hawaii, Arizona, Mexico, Hong Kong and Thailand, I'd get off the plane and realize that I still hadn't done anything to solve my problem — which was finding a way to be content in Seattle. So rather than suffering through another Seattle winter living on our boat, we kicked the renters out and moved back into our house. Things haven't been as bad since we moved back into the house.

As for *Veleva*, she sits in her slip patiently waiting for her

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LETTERS

next opportunity to go sailing.

Wendy Hinman
Velella, Wylie 30
Seattle

Readers — After people go cruising for a year or more, it can be extremely difficult to return to life in the States. Temporary mild depression or worse is not that uncommon.

↑↓ **'TI PROFLIGATE MADE FOR A GREAT CHARTER**

We recently returned from our annual SailTime Flotilla to the British Virgin Islands. This year we chartered 12 boats to participating members from the U.K., Canada and the U.S. — including three teams from California. Our group was captained by me, owner of SailTime Channel Islands, and included Roby Hyde, owner of SailTime San Francisco Bay. Being somewhat price-conscious in these challenging economic times, we looked into chartering a boat from a 'second-tier' yacht management company. As it turned out B.V.I. Yacht

COURTESY SAILTIME



Looking smart in their matching shirts and hats, 15 members of the SailTime Flotilla test the strength of 'ti Profligate's aft beam.

Charters offered us a '00 Leopard 45 (ex-Moorings 4500) catamaran for a price that was below even that of the group rate offered by the two large top-tier charter companies. And the cat offered to us was 'ti Profligate, owned by the publisher of *Latitude!* Having read about 'ti Profligate and the management company, we decided to give it a try. We ended up having a great experience!

One of the things that we found noteworthy of your Leopard 45 was how well she sailed. Over the past five years, we have chartered several Lagoon 410s, Belize 43s and Voyage 440s, and I'd have to say 'ti Profligate outperformed them all. We saw 11 knots of boat speed on a flatwater run from Anegada to Little Jost Van Dyke in 18 knots of wind — after we set up a preventer and a barber hauler. And we consistently sailed in the mid-8s to mid-9s on close reaches in the Sir Francis Drake Channel with the wind blowing 16-18 knots. So this was very impressive.

The only thing we felt was lacking on 'ti Profligate was an electric main halyard winch. Indeed, the crew assigned this job began to revolt a bit toward the end of the week. A new bimini would be a nice upgrade as well. Not for the sun, but for the rain, which it did most nights of our charter. But the ice box is something to behold!

However, we do want to report some misfortune we experienced in the form of being burglarized — although I actually take the blame for it. In a few words, the lesson we learned is that even though you may be on vacation in the British Virgins, thieves aren't, so it's very important to lock your boat. Locking up is important no matter whether you're berthed in a marina or on the hook.

We were the victims of not one, but two boat boardings/



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LETTERS

burglaries. Incredibly, the first occurred in the middle of the night at the charter base while we were asleep. Two of our three boats were boarded by a lone individual who brazenly scooped up our pocket money from each cabin's night stand. One of our crew finally heard the thief, got up, and literally bumped into him on his way out! The police arrived soon after we notified the base manager the next morning, and we heard that the perpetrator was apprehended. But in our estimation, the Port Purcell area could use more security.

Being burglarized the second time was much more expensive and harder to accept. While at dinner at Cane Garden Bay, our boat was boarded, and nearly all of our electronics, as well as the cash we left behind, were taken. As we'd all brought a lot of stuff, the loss came to nearly \$10,000 in computers, iPhones and iPods. Apparently, we or the boat next door must have spooked the thieves, for all of our camera gear had been stacked up on the table in the main salon, but was not taken.

Once again, the police arrived promptly. This time there was the full CSI-type investigation, complete with a full boat fingerprint dusting of *'ti Profligate*. The police here were very professional and caring. In fact, every local we met and talked to about the thefts was horrified at our misfortune — as you would expect of a small nation whose main source of income is tourism, mainly charterboat tourism. In fact, the Tourism Ministry has been trying to contact me, and the charter base has stepped up to act as our emissary in retrieving any items the police may find. We're told that this thief was also caught.

That he was caught is a good thing, too, because more than one boat was hit on the night of November 13 at Cane Garden Bay. The other boat was a Moorings charterboat with her owner aboard. He apparently lost much more of value than we.

We have nothing to compare it with, but we're told that there has been more violent crime and theft around Tortola this year. We also heard from a local bureaucrat that there is a huge construction project on Scrub Island, which is adjacent to Marina Cay, that went bust this past spring. They had imported many workers from across the Caribbean to work on the project, and some of them got abandoned without a final paycheck or a way to get home. We can't substantiate this, nor do we even know if it might be a contributing factor to the changes that are said to be occurring on Tortola.

When I say that I take the blame for the thefts, I mean that we could have prevented them by being just a little more vigilant — as we are when we leave our home in Southern California. So I write this not as a 'Chicken Little' story, but rather to encourage folks headed to a Caribbean charter to take a few moments to lock the hatches and companionway doors when leaving the boat, even if for just a short period of time.

These incidents will in no way stop us from making our annual trek to sailing Mecca. The people of the British Virgins are some of the kindest, most helpful, and friendliest locals we have met anywhere in our travels, and as far as we're concerned, the British Virgins are heaven on earth. We urged every local we could to get together in their churches and community to come up with a grass roots plan to curtail criminal activity and return the BVIs to the carefree place we know it really is.

Chris Tucker
SailTime Channel Islands

Chris — We're glad that you had a great time with *'ti Prof-*

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LETTERS

ligate, but are terribly disappointed that you were the victim of thieves. The suggestion that it might have been the doing of construction workers from out of the area seems plausible to us. Similar things have happened in Mexico where there have been huge construction projects. Countless workers are brought in from the poorest parts of the country, and often paid very low wages. With no ties to the community, and no family or girlfriends in the area, these young men often turn to drugs, booze and stealing to get their kicks and to subsidize their income. Then, too, the pirate tradition dies hard in the Caribbean. A common scheme is for local thieves to watch an anchorage with binoculars until they see a group of charters dinghying ashore at dusk for dinner. While the happy vacationers are enjoying a wonderful meal, the thieves or their associates go out to the boat in a dinghy and loot it. Some West Indians claim this is 'tithing' or compensation for slavery. In addition to remembering to always lock your boat, take a few minutes to make friends with the folks on boats around you in the anchorage, and offer to take turns watching each others' boats when folks are ashore. It also doesn't hurt to leave the radio and a few lights on.

We're glad you found 'ti Profligate to be so fast. She'd just come out of the yard, so her clean bottom no doubt helped. She'd be a lot faster with a folding prop, of course, but none of the charter companies will allow them. Why? Too many guests don't realize it takes time for folding props to go from forward to reverse, with the result that they slam the boats into docks. 'ti Profligate actually does have an electric winch for the main halyard — the anchor windlass. But you have to temporarily set up a block on a short line to get a fairlead that will allow it to work. We find it interesting that you loved the freezer. We so dislike running the engine that we never use it.

Do you think it's wrong that the publisher of *Latitude*, the sailing friend of all *Latitude* readers, doesn't give discounts on his cat in the Caribbean? We do. So if anyone wants to charter 'ti Profligate in the months of March, April or May of this year — which are really some of the best weather months in the Caribbean — the publisher of this magazine will personally pick up the tab for a nice dinner in the Caribbean for everyone aboard. But you have to have to run the charter through us, and you can't wait long, because 'ti looks to be a busy little cat this winter and spring. Email richard@latitude38.com.

↑↓NOW WE FINISH IN THE MIDDLE OF THE PACK

I'd agree with Lee Helm's statement in December's *Max Ebb* about in-mast furling systems. A sail with no battens and a hollow leech, such as Lee refers to on page 137, is a poor performer. My Hunter 356 had the factory in-mast furling sail and suffered from that problem. Then last March I tangled with a channel marker in the South Bay, bringing down the rig.

The good news was is that the replacement mast is for the current Hunter 36, which has a large extrusion allowing for vertical battens. Robin Sodaro of Hood Sailmakers in Sausalito made a new main for me with vertical battens and a positive leech — like the one in the Hood ad on page 41 of the December issue. What a difference in performance! Plus, it's easy to sail and carries a great shape. Now I finish in the middle of the racing fleet rather than at the end.

By the way, I believe the in-mast furling systems for the new Hunters have partial vertical battens, giving them better sail shape.

P.S. The publisher of *Latitude* may remember that my wife Anne and I met him in St. Barth and Antigua back in the '90s when he was sailing the Ocean 71 *Big O*. At the time we

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LETTERS

were on our Liberty 458, which was also named *Murmur*. We were all in Antigua for Sailing Week, where we discussed his getting ready to pick up crew in the Dominican Republic for a trip to Cuba.

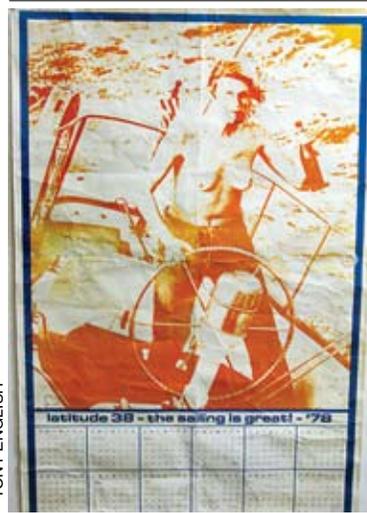
Doug Murray
Murmur, Hunter 356
San Francisco

Doug — Of course we remember you from the Caribbean. Our trip from the Dominican Republic and Cuba was a great time, in part because we had so many fireworks to dispose of before we reached Castroland. With any luck, Americans will be able to sail to Cuba again within just a few months.

↑↓ THE SAILING WAS GREAT IN '78

I was in South America when all the talk of "prurient drool" got started, but I thought I'd like to take the conversation back a few years. Like 30 years.

Does anyone out there remember the beginnings of our fun local sailing magazine? If you do, then you should remember the poster in the



TONY ENGLISH

— and get a life. Yes, I know I'm opening myself up to ridicule, but life is short, and sailing should be about fun.

Tony English
Pleasant Hill

Tony — When you're a new publication, you try to make a splash to get readers. So in our second year, we came up with the Latitude 38 Sailing Pervert's Calendar, free with each subscription. We were going to run for President last year, but when our exploratory committee

found out about this skeleton in the closet, they insisted we

didn't have a chance.

↑↓ SURPRISING THINGS IN MEXICO

We met lots of friendly people and saw several good restaurants in the little town of La Manzanilla on Tenacatita Bay on Mexico's Gold Coast. But the most incredible sight was a 15-ft croc sunning itself on the beach! There was no protective fence and no posted warnings. There were a number of other crocs, but the big one was known as *Abuelo*. The locals respected him, but did not fear him.

We then motored down to Barra de Navidad in order to top up the batteries. When I awoke on the hook the next morning in the predawn light, there was a covey of *pangañeros* all vying with each other for the best spot to hurl their nets to catch bait fish. There was a melee as they all seemed to be getting in each other's way. But it didn't last long, as there was plenty of bait fish for all, and they quickly headed out to sea.

After our great experiences in Chamela and Tenacatita Bay, Barra was a bit of a disappointment. It's pretty enough, with a luxury hotel, Bahia Grande, owning the marina. But there aren't many boats here and the hotel is nearly empty.



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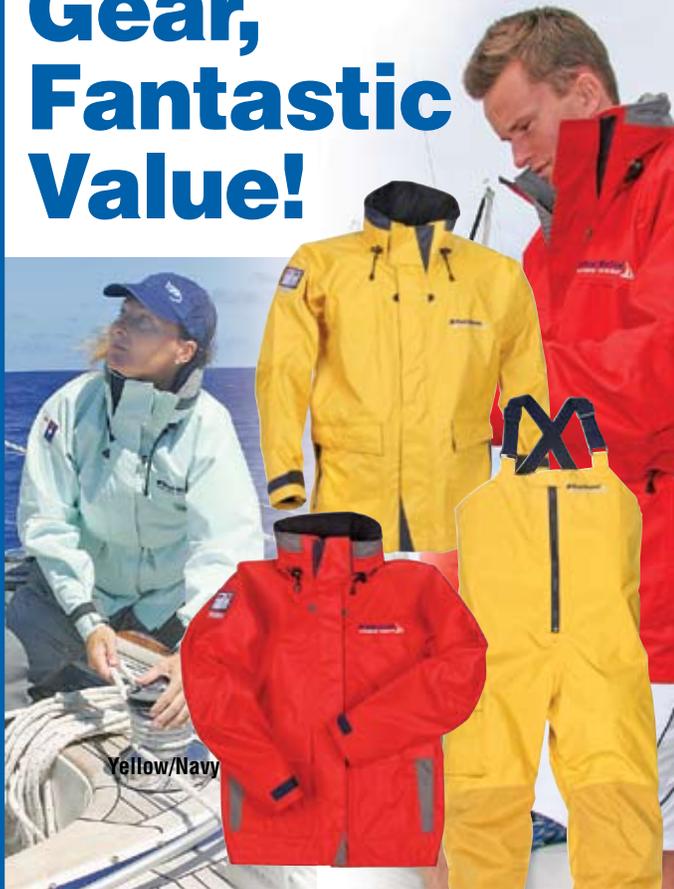
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LETTERS

The slip fee was \$100 for one night, plus electricity. That's excessive, but we needed the shore power for enough time to bring the batteries up to snuff. After that we'll anchor out to give us more time to see the town.

An employee told me that at this time last year, the marina and hotel were both full. Is this a sign of the trickle down of the stock market troubles? It may be necessary for places like this to readjust their marketing and prices. When we ate in the large restaurant, we were the only ones there.

Bill Nokes
Someday, Gulfstar 41
Brookings, OR

Bill — We still can't figure out why crocs in Australia will attack and eat every human they can sink their teeth into, but the ones along the coast of Mexico — and there are lots of them



BILL NOKES

— don't. Maybe the Mexican crocs have gone vegan.

It's no croc — the big reptiles in Mexico don't usually bite humans.

In recent years, Barra has become a huge cruiser favorite. There are two reasons it may

have been so quiet when you got there. First, it was still a little early in the season, and the fun doesn't really begin until there is a 'quorum' of cruising boats. Second, all manner of tourism is down the world over, and Mexico is no exception.

It's funny that you mention businesses in Mexico might want to "readjust" their prices due to there being fewer customers. In the United States, supply and demand is the economic rule of the land, and businesses battling for customers is a way of life. Inexplicably, it's not that way in Mexico. We've both observed and been told by a number of people that if a house, boat or car doesn't sell in Mexico, it's not uncommon for the owner to raise the price. This makes no sense to us, but it seems to almost be gospel in Mexico. Maybe that's one reason why it's so common to see restaurants with few or no customers at all. Or why 90% of the moorings at the Singlar facility at Puerto Escondido have been vacant since it opened years ago. Haven't they heard of yield management?

Indeed, more than a few things about business in Mexico perplex us. For example, when the new shipyard opened last month on the grounds of the Marina Riviera Nayarit in La Cruz, their prices were higher than that of their competitors on Banderas Bay, and even higher than those of many yards in the States, where labor costs are much higher. In addition, the new yard wouldn't let anybody do their own work on basic stuff. As a result, four different cruisers we know who had their boats in the marina — which has gotten absolutely rave reviews this year — decided to take their boats to Puerto Vallarta and haul out at Opequimar instead. As red-blooded Americans, we assumed the shipyard — which was operating at about 1% capacity — would have fought like crazy to match or beat the prices of their competitors, and perhaps would have made some allowances for parsimonious cruisers to do the basic work on their boats. But no, the shipyard management was content to see many thousands of dollars of business head off to a competitor.

THE HYBRID TECHNOLOGY HAS BEEN PROVEN

Last July I did a 24-day passage from the Canary Islands

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LETTERS

to St. Martin as the middle leg of a delivery of a brand new cruising catamaran from France to Florida. Not having any downwind sails contributed to its being a rather long crossing. Nonetheless, there were two things that made the crossing noteworthy.

First, I actually sailed the entire way, something I really wanted to do but hadn't done in years. There are a couple of reasons that people don't cross entire oceans under sail anymore. In the case of deliveries, time is usually of the essence, and we often do passages in the 'wrong' season, so diesel gets burned. In the case of cruisers, not many folks have the patience to do three knots in light air. If they only did 70 miles a day, they'd tear their hair out and think it had been a disgrace.

When I do an Atlantic crossing, I always carry at least 700 miles worth of diesel. And most of the time I use it. As for us cruisers, if we stop to think about it, we'd probably be ashamed to discover how often we motored.

The second noteworthy thing about this particular Atlantic crossing is that the cat I was sailing was a hybrid, meaning she had a big battery bank, a powerful generator, and was fitted with electric drives rather than two diesels. I had my usual autonomy to power as little or as much as I wanted, but I decided to prove a point, at least to myself, by sailing the entire way.

During the course of the 24-day, 3,000-mile crossing, the generator was only turned on three times for total of six hours, and that was when we wanted hot water for showers and when there had been unusually heavy use of the electric winches. Nonetheless, we still had full use of all the nav instruments, lights, autopilot, electric toilets, refrigeration, water pumps, electric winches and inverter. And when we finally dropped the sails at the entrance of Fort Louis Marina in St. Martin, the catamaran's batteries were fully charged and healthy.

How was this possible? Because when we sailed in excess of four knots, the props would spin freely, generating energy to silently recharge the battery bank.

It was more than five years ago that I delivered the very first hybrid cruising catamaran from France to Annapolis. Since then I've been keenly following the debate over the feasibility of hybrids, and the fate of specific hybrid-powered yachts and their systems providers. I've heard and read a lot of skepticism about hybrids from specialists, and am aware that many cruisers sneered or passed judgment on hybrids based on just a test sail in a harbor or somebody's secondhand remark. These people would point out the hybrid's shortcomings and failures, but they'd never take the time to investigate the circumstances or causes of those failures. It didn't help that some brokers overhyped the hybrid concept, giving new owners unrealistic expectations.

When the first hybrid cat got to Annapolis for the boat show, the salespeople told customers, "It got here from France, so the technology has been proven." It would have been more accurate for them to have said that hybrid technology was on its way.

Between '03 and now, a lot of technical problems needed to be fixed, debugged, and otherwise solved. And various companies poured huge amounts of money into research and upgrades. Large numbers of highly qualified technicians at any number of companies worked — sometimes together, sometimes in competition — to solve the hybrid problems. This is not a 'one guy in a shed coming up with a gizmo' technology, but rather a revolution of sorts, and shouldn't be allowed to fade away.

Based on my experience, I think the hybrid technology is

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LETTERS

now tried, tested and proven. I realize that now this will come as small comfort to those who jumped onto hybrid powered boats early, as they have had a long list of legitimate grievances. But my experience should encourage people who are considering hybrid-powered boats, and who have been held back by misgivings which, in my view, are no longer legitimate.

I'm not touting any particular type or brand of boat or hybrid maker, and I don't even know the initial cost difference between hybrid systems and traditional diesel systems. But I am saying that we know the environmental, economic costs of traditional diesel-powered boats. And I know true sailors, who are only looking for auxiliary power, can eliminate much of the smoke, noise and high fuel bills associated with traditional diesel propulsion.

When I say that hybrids are the best development since diesels were invented, and that they are the future, readers will want to know how much experience I have on the ocean. Since writing this letter, I have sailed a 44-ft cat from San Diego to Peru, a 50-ft cat from Annapolis to Fort Lauderdale, a 57-footer from Annapolis to Tortola, and am now flying to France to deliver a Lagoon 430 hybrid cat, which, regrettably, is supposed to be the last hybrid they are building. The hybrid technology is just not taking off as it should.

Jorge Ventura
Delivery Skipper

Jorge — Thank you for your insight and opinions. If anyone else, particularly an owner of a boat with hybrid power, has any thoughts on those kinds of systems, we'd like to hear from them.

We think one of the reasons hybrids haven't taken off as much as some had hoped is that folks with traditional diesel power have learned — thanks in part to what had become sky-high diesel prices — how to be more energy efficient. Skippers — particularly on fuel-guzzling powerboats — have learned the value of throttling back, as the savings in fuel greatly overcomes the slight reduction in speed. And folks with catamarans, such as us, no longer engage in the idiotic practise of running both engines at once. Furthermore, it's now rare to see a cruising boat that's not equipped with a slew of solar panels, if not a wind generator, too. In combination with much more efficient LED lights, watermakers and refrigeration systems, most cruisers find they rarely if ever have to use their engines except for propulsion. In the case of Profligate, it's gotten so bad that we've even begun to worry that our engines aren't run enough for all the seals and gaskets to stay properly lubricated. And mind you, we've still only got two of our four solar panels installed, and we've yet to put in our ultra-efficient Blue Sky controller.

No matter which way you do it, hybrid or efficient use of a traditional diesel in combination with solar, it's great to save fuel, money, the environment — and not have to listen to and smell the diesel when it's not necessary.

↑↓THE BLAST REALLY WAS A BLAST!

Thanks for all the great times, not only on this year's Baja Ha-Ha, but also for putting together the Banderas Bay Blast. What a hoot! It was a super fun three-day sailing adventure that really brought a lot of folks together. And what ideal conditions for all three legs — close hauled to La Cruz, beating to Punta Mita, and a great spinnaker run home to Nuevo Vallarta. All in wonderful tropical weather. Does it get any better? Particularly at the finish of the last day, where six big boats converged on the finish area at the same time after a huge windshift. We were all smoking!

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LETTERS

Your passion for sailing and sharing it with others is fabulous! But we have a passion for sailing, too. We met in 1966 during a college party on Balboa Island. You know the kind of party I'm referring to — one that was a little bit out of control.



LATITUDE/NICK

'Di's Dream' held off 'Blue' for a long time in the Banderas Bay Blast, but the bigger J/160 finally rolled them.

About midnight, I asked Di if she wanted to go sailing with me on my Star. She didn't know what it was, but had been hoping for something larger than a two-man 23-footer used in the Olympics. But Di agreed to come along,

and we brought another couple just for fun. We set off after midnight with portable running lights, albeit reversed, on the bow. The wind picked up, the boat had no lifelines or anything else to hold on to, so the other couple slid off the bow and into Newport Harbor. Di was undaunted and went out with me three more times before I proposed. The rest is sailing history.

I did my first Ha-Ha in '99 aboard Guy Blacks's Kelly-Peterson 46 *Savage Lady*, and we won our division. I've tried to duplicate that result in three more Ha-Ha's, but just haven't found the right conditions. We've done the Ha-Ha with our *Di's Dream* in '01 and '08, and on a friend's Catalina 470 in '06.

After I retired the first time in '99, we went sailing for a couple of years until I was offered a dream job of selling Catalina Yachts at Farallone Yachts in the Bay Area. As a result of that, I've sent lots of boats on the Ha-Ha over the last eight years to experience all the wonderful things the cruising lifestyle has to offer. It's such a great introduction to cruising and a wonderful opportunity to meet new friends planning similar adventures.

Di and I are cruising in Mexico until the spring, while the economy is bad. We had a great month in October, before taking off on the Ha-Ha, selling six boats — including a Catalina 470 that was headed for Greece!

Rog & Di Frizzelle
Di's Dream, Catalina 470
San Francisco

Rog and Di — Thanks for all the very kind words. We love doing stuff such as the Ha-Ha, the Banderas Bay Blast, the Pirates for Pupils Spinnaker Run for Charity and Sea of Cortez Sailing Week because we think we were put on earth to help folks have fun and challenge themselves with their sailboats. No, it's not finding a cure for cancer, but we still give it our all.

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

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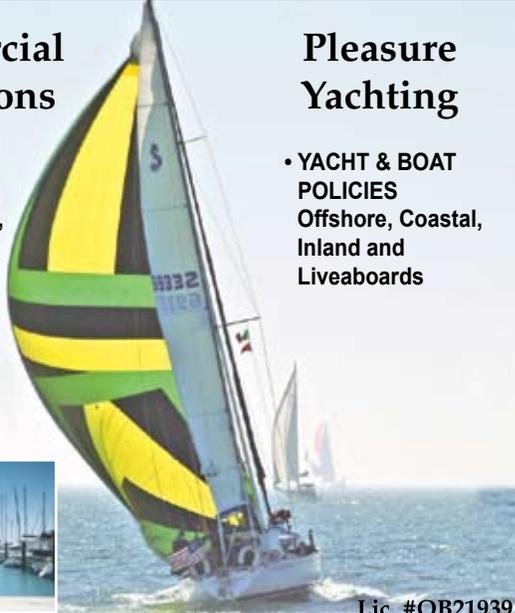
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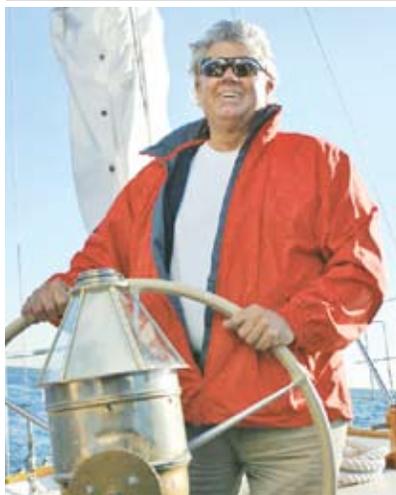
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LOOSE LIPS

Eight bells.

We're sorry to report that Mik Beatie died suddenly, yet peacefully, at his Corte Madera home on December 11, with wife Suzi at his side. He was 67.



Mik Beatie.

Michael Lauren Beatie was born in Hood River, Oregon, on April Fool's Day, 1941. The son of a Navy officer, he was raised in San Diego, Hawaii and Marin County. Mik attended Drake and Redwood high schools and College of Marin. A strong swimmer and one of the early surfers of Marin County, he shared his father's love of the sea, and sailing. His father was one of the big boat racers back in the day, and had done the first Tahiti Race in 1925 aboard *Mariner*.

Mik's entry into big boat ocean sailing came when he was working for Bob Garvey at his San Rafael boatyard. In 1964, the 23-year-old Mik was invited to sail — whaddya know, the Tahiti Race — aboard John Tinkler's 56-ft yawl *Orion*. He went on to sail on some of the premier American racing yachts of the time including *Bohemia*, *Kirawan*, *Vixen*, *Stormvogel*, *Ticonderoga* and *Windward Passage*.

After marrying Suzi Jacobs in 1969, Mik worked variously as a tugboat captain for Crowley Maritime and ferry boat captain with Golden Gate Ferry. During his tenure there, he participated in lifesaving rescues, transported new ferry boats from Seattle, and mentored many of today's ferry captains. His excellent boat handling skills and good sense were relied upon through winter storms, the 1989 earthquake, and other crises large and small. Mik retired from GG Ferry in 2006 after 31 years.

Mik's love of racing never faded. In between stints on big boats, he started racing Lasers in the '70s, later graduating to Express 27s (*Beth!* was one of the early hulls out of Alsberg Brothers) and still later, 11:Metres (*Pier 23*). Small keelboat sailing in San Francisco Bay allowed him to share his love of the sport with his only son, Hogan, who had joined the family in 1970. In 1986, Mik and Hogan took leave of work and school to travel to Australia as part of Tom Blackaller's St. Francis YC-based Golden Gate Challenge America's Cup team. They shared a room in the compound for six months. It was a situation some offspring might cringe to contemplate, but Hogan called it a highlight of his life. "He's always been my best friend," Hogan said of his Dad. (Completing a family tradition, Hogan sailed the most recent Tahiti Race aboard *Magnitude 80*).

Mik's *joie de vivre* and sense of humor endeared him to many sailors of many generations. As one of the parents who drove Hogan and his buddies back and forth to sailing events, he became something of a 'second father' to guys like Morgan Larson and Seadon Wijssen. And a 'father' in a whole different sense when friend Dean Holter asked Mik to become licensed to perform his marriage. Mik did, and went on to be the fondly chosen officiate of many more marriages. Neighborhood children showed their regard by naming Mik "King Father of the Neighborhood" a title he bore with honor.

Mik always gave back more to his career and favorite sport than he took, working with many commissions and committees, including the San Francisco Bay Sailing Association, the Harbor



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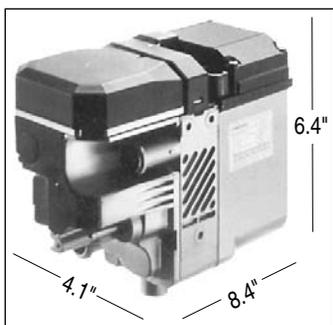
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LOOSE LIPS

Safety Committee, the Bay Area Water Transportation Authority, and Passenger Vessel Association. Due to his wealth of maritime experience, in 2000, Governor Gray Davis appointed Mik to a seat on the California Department of Boating and Waterways, where he was later voted into the position of commissioner.

Mik is survived by wife Suzi, son Hogan, daughter-in-law Mariah Beatie, an aunt, two sisters, several nieces and nephews and three great nieces. And of course his unofficial sailing family, which may comprise much, if not most, of the Bay Area sailing community. All loved Mik's keen perception of the qualities of people, tides and boats. His boundless sense of humor and entertaining ability to "talk story" will be fondly remembered and passed on by all who knew him.

Plans for a memorial had not been finalized at this writing. In lieu of flowers, the family requests donations be sent to your favorite charity.

— Hogan Beatie and Latitude 38

Buyer's market.

If you're one of the lucky ones who actually still has some discretionary money, we can't remember a better time to buy a boat. Sales have been down lately while people wait out the economy. That means asking prices have gone down — in some cases, way down compared to just three or four months ago. And many owners — themselves hit by recessionary woes — are eager to make deals.

And despite what you've been reading about the auto industry and car loans, many lenders are still making boat loans. "There are still five or six very strong banks making boat loans," said Bill Kinstler at Dimen Marine Financial Services. The incentive programs may be absent for awhile, he says, and banks may look a little harder at collateral and debt ratio, but if you do qualify, the money is there. As always, interest levels for boat loans run a tick or two higher than those for home loans — which at this writing meant in the high 6 to low 7 percent range. The standard contract these days is 20 percent down, with 15-year loans available for loans under \$100,000, and 20 years loans over \$100K. Additional incentive — well cared for boats hold their value. By buying now, you could conceivably enjoy the boat for two or three years — by which time the economy will have recovered — then sell it for 'full' price and perhaps even turn a bit of profit.

Legend of *The Deuce*.

The elimination — and later reinstatement — of kite sailors in ISAF's speedsailing records caused heated internet debates late last year. But the most controversy regarding speed under sail still swirls around iceboats. Just how fast do these things go, anyway? Modern 'hard water' boats have attained certified speeds up to 87 mph. No less an authority than Peter Harken (checking in on the subject in *Scuttlebutt*) estimated speeds to perhaps 120 mph on the right ice in the right breeze — but also pointed out that iceboats race around marks and that nobody ever paid much attention to flat-out speed runs.

But among iceboaters, the legend lives on of a big stern-steerer called *The Deuce* that sometime in the 1930s was supposed to have hit 143 mph in winds gusting over 70 mph. As romantic as this may sound, modern number crunchers speculate that simply keeping an iceboat upright in 70 mph wind, much less moving, would be impossible. Nevertheless, the 4,000-pound *Deuce* made some pretty incredible runs back in the day. At the time, it was thought to be the fastest that humans had ever gone, at least on a terrestrial vehicle. *The Deuce* lives on — lovingly restored a few years ago, it continues to attract lots of attention at personal appearances.



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SIGHTINGS

winter wave warning

For lack of a better term, call them sneaker waves. Because most people who have experienced them — and lived to tell about it — say that one minute the sea was calm, and the next, this huge wave snuck up out of nowhere and broke on the boat.

Ever since the first issue of *Latitude* came out in 1977, we have been reporting on the tragic consequences of sneaker waves, which occur outside the Golden Gate mainly in the winter months, and mainly over the South Bar and Fourfathom Shoal — the Potato Patch — to the north. But the fact is, given the right combination of strong current, extreme tides, and the right swell pattern — sneaker waves can occur at any time of the year, and have been known to form and break in the Bonita Channel itself. Wind can play a role, too, but many sneakers appear suddenly in previously flat seas and light breeze. Here's a quick review of some hard lessons learned:

- *March, 2008* — The Olson 40 *Pterodactyl* was hit by a large wave

continued on outside column of next sightings page

quéméré abandons

When French adventurer Anne Quéméré set out from San Francisco on November 4 bound for Tahiti, getting stuck in the equatorial doldrums (ITCZ) was undoubtedly one of her greatest fears. She was, after all, traveling solo aboard an 18-ft boat propelled only by a special kite, similar to those used by kitesurfers.

Those fears proved to be well-founded early last month. A 10-day stretch of idling with no wind was punctuated by a "shock" to her kite — during a squall, we assume — which damaged it as well as its steering system. On December 11, two days after her custom-built boat,



Date: November 29 — Location: Bonita Channel buoy (circled above)
Time: Afternoon — Wind: offshore 5-10 knots — Swell: 8'
Max ebb: 4.4 knots — Potato Patch wave: Ginormous



transpac attempt

Adrien, ran out of power for navigation and communications gear — apart from her satphone — Quéméré finally made the heart-wrenching decision to give up. "The Doldrums did not let me pass and this is not due to a lack of trying. Numerous times I compared myself to Don Quixote who fought windmills like me — gaining a few miles during the day only to see them reversed at night."

She was successfully rescued by the Panama-bound, 985-ft container ship the *Maersk Mytilini*, roughly 1,700 miles south of Hilo, Hawaii, but *Adrien* had

continued in middle column of next sightings page

warning — cont'd

which spun her into a broach and threw her two crew into the water. They survived but the boat was abandoned. Earlier the same month, the Cheoy Lee 31 *Daisy* and her two crew were lost on the way back from the Lightship. No one knows for sure what happened, but many speculate she was hit and capsized by a large wave.

- *February, 2004* — A Newport 30 en route from Southern California to Canada was hit by a series of large waves off Ocean Beach. Two of her crew made it to shore. A third disappeared with the boat.

- *March, 2003* — The J/105 *Jammin'*, on the way home after rounding the Lightship, was hit by a wave that dismasted her and threw her two crew into the water. They climbed back aboard, only to be hit by a second huge wave. A third wave capsized the boat with them inside. They were rescued. What was left of the boat washed ashore the next day and broke up.

- *December, 2000* — The Tayana 37 *Sea Major*, bound from San

continued on outside column of next sightings page

If there's no one to sneak up on, can it be a sneaker? On an otherwise mellow day outside the Golden Gate, Val Ellicott, crew aboard Bob Lugliani's Express 37 'pHat Jack', captured this big boy rolling through the Potato Patch just a few hundred yards from the main shipping channel.



SIGHTINGS

warning — cont'd

Francisco to Monterey, was at the outer edge of the South Bar when she was clobbered by a huge wave that washed the skipper overboard — along with the steering pedestal he was holding onto. The two other crew survived. Conditions were so rough that day that one of the rescue boats had to be rescued itself.

Those are just a few since the turn of the millenium. There were many others in the decades leading up to it, involving not only sailboats but motorboats and commercial fishing boats. And the sailors of old weren't immune: the Potato Patch got its nickname after big waves caused a scow schooner to lose a cargo of potatoes, which floated around the area for weeks.

We're not trying to scare you with any of this, but if we have, well, as a famous philosopher once said, "fear is an emotion indispensable for survival." Perhaps now you will spend that spectacular winter day sailing inside the Bay, even though the weather is great and the ocean beckons. As for the those who still think it can't happen to you, please think again.

If you *have* to transit the immediate area outside San Francisco, plan it around slack water or during a flood, stay in the middle of the shipping channel, go *way* out beyond the shoals before making your turn — and don't dawdle around. Times you should *never* be out there are during an extremely low tide, a period of heavy run-off or a strong ebb, a big ocean swell or — obviously — when strong winds or storms are forecast. Even if you're in a hurry to get somewhere, it's just not worth risking your life or the lives of others.

— jr

zick and twisted

If you're a young woman from Morrison, Colorado, how do you end up at Punta Mita getting spanked by the Commodore of the Punta Mita Yacht & Surf Club with a \$300 carbon fiber Laird Hamilton paddle



Zick landed a berth on Bill Schaul's 'Luna Sea' by putting her name on our free online crew list.

while aboard *Profligate*? It all started with this year's Ha-Ha. Or, rather, while racing in Borneo in '06 and being told about the Ha-Ha by some vets. Or, if you want to go way back, with the choice of reading material provided by loving parents. Ah heck, we might as well let Laura Zick, now 29, just tell the whole story herself.

"I grew up just west of Denver as a real outdoor girl. I used to play hide 'n seek, capture the flag,

and go on camping trips with my two younger brothers and friends. I was a soccer player, too. Although you might not think it, I was a shy girl, so I did a lot of reading. While in junior high, my parents gave me a copy of Robin Lee Graham's *Dove*, describing his mostly solo circumnavigation when he was in his mid-teens. I was inspired by it. Later on, I read Tania Abei's book *Maiden Voyage* about her mostly solo circumnavigation, and was even more inspired.

"After high school I attended the University of Colorado for a while, then a smaller school in Ithaca, New York. You know, I was finding my way around. I got into sailing thanks to my younger brother Jeremy, who was in Hawaii and happened to get a crew position on a classic 53-ft wooden boat. The owner had big dreams of having it taken to Thailand and doing charters there. It was kind of a crazy project,

continued on outside column of next sightings page

québécois

to be abandoned. "Tonight, I'm in the wheelhouse, overlooking the sea and I still feel emotional, having trouble to accept this defeat," she wrote from the ship. "I won't see the Polynesian islands slowly rising out of the Ocean as I had so often imagined. I won't savour the taste of victory, but I know that this experience, and its 2,000 miles since San Francisco,

Laura Zick rode her Kawasaki motorcycle from Moab, Utah, to San Diego to hitch a ride in the Ha-Ha. She was welcomed at the Punta Mita Yacht & Surf Club by a paddle-happy commodore.



— cont'd

brought me new wisdom and fabulous images which I will never forget.”

In 2006, Quéméré successfully sailed this vessel across the Atlantic from New York to Ouessant, France. She previously rowed, singlehanded and unassisted, across the Atlantic — in both directions.

— *andy*

zick — cont'd

with all kinds of troubles and setbacks, but when my brother and the crew made it to the Philippines, I flew over and joined them. It was an interesting mix, as the captain was Indonesian and the other crew were from Fiji and the Philippines.

“After we sailed from the Philippines to Malaysia, the engine broke down, and that pretty much ended my time with the boat. That was in September of '06. But there was a regatta in nearby Borneo, where the organizers, in order to get the event off the ground, were willing

continued on outside column of next sightings page



PHOTOS LATITUDE / NICK

SIGHTINGS

zick — cont'd

to pay \$500 to every entry. Among the people I met at that regatta were a couple who had built their own boat, done the Ha-Ha, and continued across the Pacific. The woman told me that I absolutely had to do the Ha-Ha. I'm so embarrassed because I can't remember the couples' names or even the name of their boat.

Instead of doing the Ha-Ha, I moved to Portland to pursue a relationship. When that didn't work out, I moved to beautiful Moab, Utah, where I got a job in a motorcycle shop. Then last fall, I put my name on the Ha-Ha Crew List. That resulted in me landing a position aboard *Luna Sea II*, Bill Schaul's San Diego-based Challenger 32. I arrived in San Diego from Moab on my Kawasaki ZR1 100 motorcycle two days before the start. I had no idea where I was going to store it, but I was lucky enough to meet a guy in a coffee shop who had some

continued on outside column of next sightings page

the bay's best

Tucked in next door to the Ferry Building on San Francisco's Cityfront is what may be the Bay's best kept secret, at least where boaters are concerned. Pier 1½, a 180-ft free public dock, was christened over a year ago by San Francisco Waterfront Partners to complement a \$55 million restoration of Piers 1½, 3 and 5, yet no one's heard of it. The dock was originally touted as a potential stop for a yet-to-be-running water taxi service, but until such a service actually exists, boats under 40 feet can tie up for three hours at no charge while visiting the Piers.

Pier 1½ is perfect for picking up passengers in the City, but no one seems to know about it.

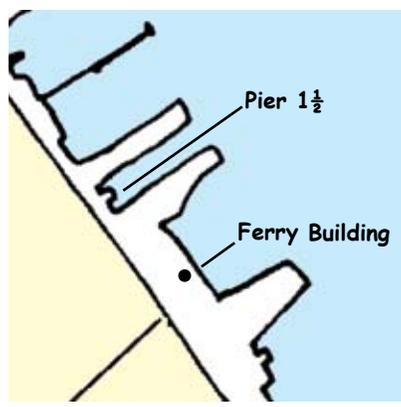


LATITUDE / LADONNA

kept secret

The Pier 1½ dock, open from 10 a.m. to 10 p.m. every day, has just a few rules — no overnighting, no rafting and no boats over 40 feet are the biggies — and lots of benefits. Need to pick up crew in the City for a race? Coordinate a fly-by. Want to take your in-laws for a daysail and nice lunch? Cleat off the docklines and walk up the ramp to La Mar Cevicheria Peruana, a high-end Peruvian restaurant conveniently located at the head of the dock. Have a burning desire for a little shopping? Yeah, right.

— *ladonna*



zick — cont'd

extra space in his garage.

"Most folks probably met more people in the Ha-Ha than I did because *Luna Sea* was a pretty slow boat. But I really enjoyed being out in nature and on the wild ocean, and getting to know my shipmates. Although I didn't really meet that many people until we got to Cabo, once there I had plenty of options from which to choose. I decided to sail up to La Paz, via several anchorages and the offshore islands, aboard Linda Smieja's Portland-based Tayana 42 *Marissa*. When we went swimming with the seals at Los Islotes, it was the first time I ever snorkeled. It was fantastic!

"I loved La Paz, but nonetheless wanted to keep going and see more of Mexico. So another woman and I signed on *Blythe Spirit* for the crossing to Mazatlan. It was a good enough trip, but as the owner is mostly a singlehander, the other woman and I got off there. I hadn't been there long before I found myself at the Singlar dock where I bumped into the gregarious Wayne Hendryx and Carol Baggerly of the Brisbane-based 45-ft catamaran *Capricorn Cat*. I could tell they were fun, plus they already had Erik Johnson of Whiskeytown, another fun guy I already knew from the Ha-Ha, aboard as crew.

"We made our way down to Banderas Bay via Isla Isabella and several other great stops. Everywhere we went, I kept bumping into more Ha-Ha people, particularly when we were at the Marina Riviera Nayarit. And by the time the three-day Banderas Bay Blast was over, I'd had great times and made many good friends. In fact, I'm talking to you right now at Sayulita, having ridden up here on the back of Philo's motorcycle as part of his Sunday morning ride. It makes me homesick for my motorcycle. But it's all been wonderful — I feel as though I've been part of one big family.

"Before I came down here, all my friends were telling me how dangerous it is in Mexico. I've felt very safe. In fact, I want to emphasize that I've felt very, very safe. Now I'm looking for work. Hopefully I can find something on a boat down here.

"What advice do I have to give to other women in the 20- to 30-age group? Go for it! Naturally, you have to know what you want to do, and establish your personal boundaries — but go for it! If you do the Ha-Ha and continue on with folks from that group, you'll have great adventures and make tons of friends in a safe and comfortable environment. And lastly, remember to relax your butt cheeks when the commodore brings the big carbon fiber paddle down for your initiation into the Punta Mita Yacht & Surf Club, because then it won't hurt so much. Just kidding!"

— *richard*

gosport bound

Everyone has their own reasons for starting to sail, and we've heard quite a few here at *Latitude 38*. So we can say without hesitation that nearly being run over by a Muni bus is a new one. But that's exactly why Walnut Creek's Shana Bagley decided to hit the water. While the association between sailing and her motivation for pursuing it may not be so obvious, it's pretty clear that she's destined to take on her next sailing challenge — the 2009-10 Clipper 'Round the World Race.

Three years ago, the close call with the bus caused Bagley — who was raised in Marin County — to revisit her proverbial 'bucket list' — the list of things you want to do before you die. One entry at the top of the list was a bareboat charter in the Caribbean with friends, which she ticked off the list in short order. The charter inspired her to take up sailing closer to home, which she mainly did aboard Jon Eberly's Bay Area-based Olson 911 *Shanti*.

In September of 2007, Bagley and new husband Bob Johnson — a lifelong sailor — took the next step by purchasing their Berkeley-based Tayana 37 *Charisma*. The pair, members of Berkeley YC, decided the

continued on outside column of next sightings page

gosport — cont'd

Channel Islands would be their first destination the following May. A month before the trip, Bagley was perusing the Strictly Sail Pacific brochure, and ran across an ad for the Clipper Race.

"I thought, 'I don't know what it is, but I want do it,'" she said.

The Channel Islands cruise whet Bagley's appetite for more blue-water adventure. On returning to the Bay Area, she rang up Clipper Venture's crew-recruitment manager David Cusworth. The short of it is that, this April, she's heading to Gosport, U.K., for the first two of three required training sessions.

Initially, she'd signed on only for the delivery from Gosport to the race's starting port of Hull, U.K., to be followed by the race's first leg to Rio de Janeiro via a yet-to-be-named French port. But it didn't take long for her to decide that doing the final leg from the Caribbean back to Hull, with some stopovers in between, would be a kick, given the race's popularity in Britain.

Bagley — who by day is a deputy attorney general focusing on licensing enforcement for the State of California — has an extensive athletic background in some pretty esoteric sports, like a German form of curling, "strongwoman" competitions, and men's rugby.

"I'd spent years challenging myself in obscure sports doing things like men's rugby, telephone pole throwing, fire-truck towing, and tossing things on ice while speaking German," she said. She admits that lately she's been focusing too much on more typical sports, like half-marathons and buoy-racing, and felt it was time to really push herself again. "I can't think of anything that would be more challenging than the Clipper Race. This is something I can do, and can afford to do."

While the race is Bagley's short-term goal, it does fit into a longer-term context. She and Johnson are planning a year "off the grid" aboard *Charisma* in the South Pacific starting in late 2011, and she's expecting the race to help her prepare for it. With all these trips planned one wonders when she finds time to work. She explained that, with time off built into her overall compensation, unpaid leave and the Governor's edict that all state employees take the equivalent of two unpaid days off per month, she's got the time.

Before she heads off to the U.K. in April, Bagley will be taking courses in meteorology and marine communications, which will be augmented by the Clipper Race training in Gosport.

"The hardest thing now is waiting for the race to start," she said.

Bagley — who's promised to report back to *Latitude 38* readers as she goes through the training process — is one of six Northern California sailors who are slated to sail in the race. We hope to introduce you to the others in the coming months. In the meantime, check out the race's website at www.clipperroundtheworld.com.

— rob

sailors run runs for the horn

On December 11, Jeff Hartjoy, 62, set off from Callao, Peru, on a 5,000-mile singlehanded nonstop trip around Cape Horn, bound for Buenos Aires, Argentina. Jeff and his wife Debbie have been cruising for several years aboard their Coupeville, WA-based *Baba 40 Sailors Run*, and while Debbie is working stateside for a few months, Jeff decided to take on the challenge of his life.

The first several days of Hartjoy's journey saw generally mellow conditions which will only get more severe the closer he comes to his goal. He's promised to send reports on his progress throughout his journey, which we'll be running in *Lectronic Latitude*. Read about Harjoy's adventure — and so much more — at www.latitude38.com.

— ladonna

around in ten —

The boats are small, but the design of Around In Ten is grand: a race around the world for boats 10 feet long. It was due to start from the Bahamas, appropriately enough, on January 10.

The leadup to this event has also been amazingly big. The website — www.aroundinten.com — went up more than a year ago and attendance on its forums has been brisk. As many as a dozen entries appeared from all over the world.



We hope that next year's California Clipper Race entry will have a slightly more professional paint-job than our 'artist's rendering'.

COURTESY CLIPPER VENTURES



Shana Bagley.

tiny boats, tinier fleet

But with zero hour fast approaching, entries had dropped to only three boats when we checked in mid-December — two Americans and one Israeli. Further searching revealed that one of the Americans was still completing his boat and will not make the start, and that the Israeli entry had not been heard from in several months. That left only one — Hampden, Maine's Steve Rinker, a 44-year-old sailor

continued in middle column of next sightings page

help us help you

For close to the last 20 years, we at *Latitude* have provided more pages of sailing editorial than any other magazine in the world, and we've loved every minute of it. But because of challenging economic conditions, all sailing businesses — and therefore all sailing magazines — are feeling the hurt. There are a couple of ways you can help us keep bringing you the extensive sailing coverage you're accustomed to. First, make sure advertisers know that you read *Latitude 38*. They want to know that their advertising message is getting out. Second, once you've finished reading a *Latitude*, help us increase our circulation and efficiency by passing that issue on. And third, have a great time sailing in '09!



PHOTO: CLIPPER VENTURES

SIGHTINGS

and the beat goes on

For Beat Rettenmund and his wife Beatriz Restrepo, cruising is not so much a lifestyle as a mode of transportation. The San Francisco-based couple plan to sail under the Gate this spring, bound for Hawaii and with no plans to return, aboard the Wharram Tiki 38 they spent the last 4.5 years building in a friend's backyard. "We're not sure what will happen when we get to Hawaii," says native Swiss Rettenmund. "If we find work, we'll stay; if not, we'll move on."

In the late '80s, 20-something Beat worked throughout Europe as a street musician. He and a group of friends, also performers, thought it would be a kick to travel from gig to gig via the water, so they worked hard for two years to earn enough cash for a couple boats. One was a Wharram catamaran that Rettenmund, who'd had no prior sailing experience, later singlehanded across the Atlantic from the Canaries to Grenada. "It was my friends' idea," he pointed out. "They wanted me to have that experience."

The trip took 35 days, during which time, Rettenmund discovered that "feeling of being one with the universe" that only long-distance singlehanders can really understand. He also came to appreciate the merits of his sturdy little cat.

In the early '90s, after living in Grenada for a year, the itchy-footed artist was eager to move on. His boat partners bought him out, providing the funds for continued travels that took him to Colombia, where he met a lovely young dancer named Beatriz. The two paired up professionally and romantically, performing street theater throughout Central America for the next two years. "One day we'd perform for high society," said Beat, "and the next we'd be doing an act on the streets."

The couple landed in San Francisco in '96, quickly becoming involved with the local theater scene. They started their own production company, Moving Beyond Productions, while Beatriz works as a choreographer and Beat offers translation and interpretation services.

For nomads at heart, though, it wasn't too long before dreams of travel resurfaced. "We were getting tired of 'consumerland'," Beat explained. "We had the germ of an escape plan brewing for which we needed a boat."

He found a small 25-ft monohull that fit his budget and got him back on the water, but he knew immediately that it wasn't the right boat for them. "I got the shock of my life," he laughed. "The feeling of a monohull was outrageous for me. Besides, it was much too small."

"I wanted a Wharram again," he said, "and I knew I'd have to build it myself." After researching all of James Wharram's designs, Beat and Beatriz settled on the Tiki 38, the smallest model with standing headroom.

Now they just needed a place to build it. Good friend Mario Mendoza offered up the backyard of his home that just happened to be right down the street from San Leandro Marina.

"If it hadn't been for the Mendoza Family's generosity, this project wouldn't have happened," Beat noted.

Drawing on his woodworking skills, Beat spent the next 4.5 years building the hulls and beams separately. "The driveway was too narrow to bring the boat out whole," he explained. As soon as construction was complete early last September, several of the couple's supporters helped move each piece down to the marina. The harbormaster allowed them the use of a vacant lot for the two weeks it took to put the jigsaw puzzle of a boat together.

Then came the big day. On September 21, a large group of friends gathered to watch the launching of *Aluna*. "We put her on these

continued on outside column of next sightings page

around in ten

and carpenter who has put together an able-looking kite-powered craft called *Floating Bear*. At this writing, Steve and the *Bear* were doing shakedown sails in Florida before heading to the Bahamas. So far, Steve says testing and practice are going well.

Englishman Nick Dwyer conceived *Around In Ten*. His call to arms was to create an event that would better the accomplishment of the Bay Area's very own



Crabbing on the Bay — Spread, 'Aluna's plans originally called for a schooner rig but Beat switched it out to a more traditionally Polynesian crab claw. Inset, for Beatriz and Beat, sailing is almost an art.



PETER LYONS / LYONS IMAGING



'Aluna' got lei'd for good luck.

— cont'd

Serge Teste. In the mid-'80s, Serge completed a three-year solo circumnavigation on the 12-ft *Acrohc Australis* — a small boat record that has never been bettered. (See www.acrohc.com for more on it.) Nick thought it would be a cool idea to inspire someone to break Serge's record by making a race out of it.

However, recent developments beg several questions: With one entry, will continued in middle column of next sightings page

beat — cont'd

giant skateboards and rolled her down the ramp," said Beat. She floated high on her lines and didn't leak a drop.

Though *Aluna's* in the water and sailing, there's still a ways to go before she's capable of taking Beat and Beatriz to Hawaii. "I'm very happy with how she sails but the rig is a work in progress," Beat noted, "and I have to make the interior functional — like installing propane and water systems — by spring."

Now in their mid-40s, Beat and Beatriz have no idea how long they'll stay aboard *Aluna*. For now, they're just looking forward to continuing their travels on the surface of the world.

— ladonna



SPREAD & INSET LATITUDE / LADONNA

Could YOU represent California on the world stage?

The Clipper Round the World Yacht Race is the only global ocean race open to everyone, regardless of sailing ability or experience, and you could be representing the Golden State when the next edition of the race visits California.

Not only that, you could carry the name of California around the world, from the race start on the Humber, England, on 13 September 2009, across five oceans, to 14 ports on six continents and 35,000 miles of exhilarating, challenging and highly competitive ocean racing.

Californians dreaming of emulating the professional sailors currently competing in the Volvo Ocean Race and the Vendee Globe CAN make their dreams come true.

The ten identical 68-foot boats are stripped down racing yachts with exposed decks, grinders and wardrobe of eleven massive sails in constant rotation according to the conditions, all of which have to be raised and changed by hand and precision teamwork. This is no soft option.



WIDE HORIZONS

The Clipper Round the World Yacht Race was founded in 1996 by Sir Robin Knox-Johnston, the first man to sail single-handed and non-stop around the world. Sir Robin wanted to give others the opportunity to follow in his footsteps and achieve ocean racing's equivalent to climbing a mountain.

Sir Robin says, "To date more people have climbed Mount Everest than have raced around the world under sail. We want people to finish the race saying, 'That's the best thing I have done in my life.' We hope they will add, 'So far,' because then we know we have truly widened their horizons."



Governor Arnold Schwarzenegger's backing the California entry. He says, "California is honored to be a stop on this voyage, and especially to have one of the participating yachts named after our state. I have no doubt that *California* will be the best boat out there..."

By the time the fleet arrives in California the teams will already have crossed the Equator twice, negotiated the south Atlantic, dipping into the fringes of the Southern Ocean with its notoriously unpredictable conditions, and raced across the largest body of water in the world, the North Pacific. The world's oceans do not differentiate between professional and amateur sailors; the gruelling and exhilarating conditions are equally as testing whoever you are.

The Clipper 09-10 Race

This will be the seventh edition of the race which is run every two years. It will start from England on 13 September 2009 and will last ten months, taking in 35,000 miles of the world's most challenging ocean conditions. The race is split into seven Legs and you can apply to compete on anything from one or two legs to the full circumnavigation.

California is one of ten identical yachts competing in the race. It is a truly international affair pitching city against city and country against country. *California* will be competing against, among others, *Uniquely Singapore* and the team representing *Qingdao*, the host city for the sailing events at this summer's Beijing Olympic Games.

Think you've got what it takes to take on the world?

For an application form: visit www.clipperroundtheworld.com, email oceanracer@clipperroundtheworld.com or call +44 2392 526000

What will this year bring for you?

Led by a highly-qualified and experienced professional skipper, each of the yachts is crewed by up to 17 non-professional sailors, many of whom have never set foot on a boat before they began their pre-race training. They come from all walks of life: lawyers, ministers, doctors, nurses, actors, housewives, truck drivers, technology specialists... Whatever their background they are united by a common desire – to try something new and live their dreams.

We're Looking for Californians who are up for the challenge of a lifetime...

PEOPLE LIKE QUANNON AU

The 29-year-old Director of Technology from Oakland, Ca, has successfully applied for a round the world berth in Clipper 09-10 and will represent California around the globe.



He set himself the goal to race around the world after seeing coverage of the event on television. "I didn't ever think I'd have the chance to actually achieve my dream of racing around the world," says Quannon, "but, when the opportunity came up to take part in the Clipper 09-10 Race and represent California, I decided, why wait?"

PEOPLE LIKE SHANA BAGLEY

The 39-year-old Deputy Attorney General from Marin, now living in Walnut Creek, says, "Life is too short not to give these things a go!"

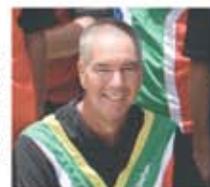


Sailing is in Shana's blood. Her great grandfather was the captain of a ship that sailed to San Francisco from Italy back in 1887. "If my great grandfather can sail around the world in a barque then I'm sure I can compete in an ocean yacht race," says action woman Shana, who has also run half marathons and competed at State Championship level in Strongwoman competitions.

"I hope other Californians take this opportunity to join me in representing our state around the world," she says. "I'm sure the Californian stopover will be lots of fun and the Clipper fleet will receive a spectacular welcome here."

PEOPLE LIKE IAN DEAS

The 52-year old Investment Director from Walnut Creek, Ca, completed his challenge of a lifetime by becoming a circumnavigator in the Clipper 07-08 Race.



Ian says, "This has been one of the best experiences of my life – I'd recommend it to anyone. Completing a circumnavigation was one of my goals when I applied for the race. Now that I've done it and I am able to sit back and reflect on my achievement, I am very proud of myself."

Ian, a crew member of *Durban 2010 and Beyond*, joined a group of elite sportsmen and women when he crossed the finish line in Liverpool, England, in July 2008. He has reached the absolute peak of ocean racing and achieved a circumnavigation under sail. Fewer people have completed this challenge than have climbed Everest.



YOU could be representing California in THE Clipper 09-10 ROUND THE WORLD YACHT RACE

SIGHTINGS

double trouble

Rough weather washed two sailboats onto the rocks just outside the Ala Wai in Honolulu last month. On December 11, the 40-ft sloop *Sailvation*, which had been anchored west of the Ala Wai entrance channel, was blown on to the rocks by strong winds. No one was aboard, and the owner has reportedly cleaned up what was left of the boat.

A couple days later, on December 13, the owner of the 55-ft ketch *Manukai* left on his yearly test of the boat's seaworthiness to qualify for a state mooring permit. As *Manukai* motored out of the harbor, her engine died, leaving her at the mercy of particularly large swells.

The Honolulu Fire Department took the boat under tow, but a big wave overturned the 17-ft Boston Whaler, dumping its crew. The Coasties rescued the would-be rescuers, but *Manukai* foundered on the beach. No one was injured and the owner has reportedly refloated the boat and brought her back to the harbor for repairs.

— *ladonna*

around in ten

there even be a start? If there is, how can it be a race? Complicating any answers is another snafu: the mothership, Dwyer's 38-ft steel ketch that was to accompany the racers around the world, has been delayed on its trip from England and *he* may not make it to the Bahamas by the 10th.

So right now, everything is up in the air. Rinker remains optimistic. "If we can get it together between now and early spring, we can still hit our weather windows," he says. "This would also give Paul (the other American) a chance to catch up with his construction."



BOB HINMAN

— cont'd

If it does happen, Around In Ten is expected to take 18 months to two years. The official distance is 26,000 miles. There are four legs on the westabout course, with mandatory stops in Panama, Darwin and Cape Town. Rather than sail below the five great capes, as most other round-the-world races require, the AIT boats will stick mostly to milder latitudes — and may require that the boats be trucked across Panama, since the Canal does not allow craft so small to transit the locks.

Stay tuned.

— jr

Both 'Manukai' (foreground) and 'Salvation' lost their rigs when they washed ashore.



fred and the falcon

The call in to Fred Andersen in mid-October — might he be available to do some repair work on a boat called *Maltese Falcon*? You may recall that Tom Perkins' splendid 289-ft three-master was hit by a spectator boat during her visit to San Francisco in early October. The fender-bender didn't cause any structural damage (at least to *Falcon*), but the incident chewed up a section of steel and wood along her starboard rail. Fred consulted with captain Chris Gardener, and despite the fact that the work had to be performed on the boat at anchor (rather than at the dock), he took it on.

The main part of the job was replacing a section of teak rail. The rail on *Falcon* is teak about 4" thick by 8" wide — not exactly something you can find at the local Home Depot. Plus it was a special type of vertical grain teak, with unusual scarfs put in by the Turkish yard where *Falcon* was built. Plus he needed 20 feet of it. Working through Handloggers Lumber in Richmond, as well as a Seattle source, he found suitable wood on the East Coast. While he waited for it to arrive, Fred fitted a temporary patch on the rail, and repaired and faired the damaged steel.

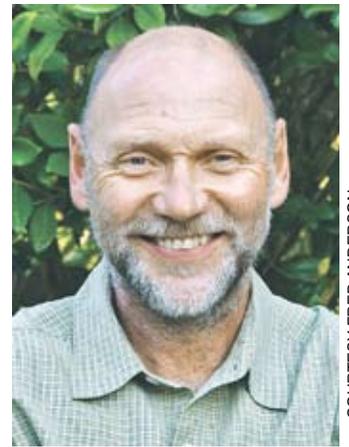
By the time the wood finally arrived, there was only enough time to prepare and scarf the two 10-ft pieces in his Alameda shop, and to get them out to *Falcon* before the boat left for Mexico.

Adding yet another unusual twist to the job, Perkins then flew Fred to La Paz to finish the job. Also unusual, *Falcon* was underway almost the entire five days he was aboard completing the job. These nearly intolerable working conditions were somewhat mitigated by his being assigned one of the sumptuous guest cabins. In fact, during the whole work week he was aboard, Fred was treated like an honored guest by the crew, the captain, and even Perkins himself.

"He's a sailor, he's very passionate about his boat, and believe me, he understands every system on board," says Andersen. "I once asked if he had to back the sails on the foremast to tack — as they did on square riggers in the old days. He said, no, explained why in detail and then said, 'Let me show you.' And then he tacked the boat right there. Then he said, 'Let me show you how we jibe' — and we did that, too."

It was one of many highlights in a long career in woodworking for Andersen, who is Danish but learned his trade in Norway. He came to the Bay Area in 1980 as part of an occupational training program later eliminated in one of Reagan's budget cuts. But he stayed on, for the work, the beautiful area, the nice people — and the active Folkboat fleet. He'd done some sail training aboard Folkboats while in the Danish Navy and was happily surprised to find a strong fleet of them sailing locally. Early on, he sailed with local Folkboat 'godfather' Sven Svendsen, and even worked at the Svendsen yard for a while. When he hung out his own shingle as a boatwright (he also does custom home cabinetry; www.fredandersen.com), one of his specialties was restoring Folkboats.

Fred even met Hilary, his wife-to-be, while sailing with the local fleet. The family still races #74, which he rebuilt and which is currently the only bright-finished Folkie sailing in the local fleet. And like the Wilson family's season-winning *Windansea, Filur* ("rascal" in Danish) is an all-Andersen effort with Fred, Hilary and daughter Kate all lending their skills. And talk about a chip off the old block, 16-year-old Kate sailed *Filur* to a win of the Folkboat's Lipstick (Women's) Regatta this year.



COURTESY FRED ANDERSEN

Fred Andersen — tough jobs but somebody's got to do them.

— jr

SIGHTINGS

coville sets new 24-hour record

How would you like to sail alone from say, Big Sur to Turtle Bay, or Portland to San Francisco in 24-hours? Well, there's at least one guy out there who can relate — Thomas Coville. Okay, we admit that on either of those two courses, it's unlikely he'd have the right

conditions to make it happen. But on December 7 he sailed his 105-ft Irens/Cabaret-designed *Sodeb'O* to a new singlehanded 24-hour mark of 628.5 miles — a roughly equivalent distance.

At 1:55 p.m. PST, Coville had eclipsed the previous record — the 619.3 miles he set nearly 11 months earlier on a 'round the world record attempt — by a little over a mile. Instead of calling it good, he kept the hammer down in a building breeze, and 90 minutes later he'd put up an additional eight miles.

"These speeds are completely insane!" Coville said. "To maintain an average of 26.19 knots, you have to regularly make over 30-knots of boat speed, which effectively means you have to be extremely quick the whole time! *Sodeb'O* is going fast. She loves these conditions, as do I! I am very happy with this record . . ."

The record came as Coville pushed to make up the deficit — over 2,000 miles,

as of this writing — between his current pace and the reference time of Francis Joyon's record-obliterating 2008 circumnavigation.

Immediately after he set his previous record last January, Coville's voyage was cut short when *Sodeb'O* collided with an unidentified floating object which tore off the crash box on his starboard ama. While he's avoided any major gear trouble this time around, the weather has been generally unfavorable. His chances of breaking Joyon's record are looking less likely with each passing day, although the latter did lose time on the return leg up the Atlantic last year. However, Coville is getting ever closer to the point where he's already spent that cushion. As this issue went to press, it looked unlikely he'd be able to beat Joyon's time of 57d, 13h. You can follow his progress at www.sodebo-voile.com/en.

As for Coville's new singlehanded 24-hr record, it still must be ratified by the World Sailing Speed Record Council, so don't get too excited just yet. We've all learned to presume that skepticism the hard way. After being led to believe that *Ericsson 4* had broken the 600-mile, 24-hour mark for a monohull in Leg 1 of the Volvo Ocean Race in October, the world was informed that there had been a telemetry error; the actual record — while still a fully-crewed, monohull 24-hour mark — had fallen just shy of 600 miles.

— rob

extra action goes for fish tacos

I own a share in the Moore 24 #68 *Gruntled*, on which we finished third in the Nationals last year. I wanted to take a Moore cruising in Mexico, but not *Gruntled*, as she's all set up for racing. So when Doug Frolich mentioned he was thinking of putting his beloved *Low Profile* (hull #34) on the block, it took all of 10 seconds for us to consummate a deal. When it was done, I rechristened my new boat *Extra Action*.

While I've cruised farther south in the Sea of Cortez, the barren Midriff Islands, which are about halfway down to Cabo, have called to me for years. *Extra Action* seemed the perfect 'cruising boat' with which to check them out. The plan was for Claire Arbour, my girlfriend,

continued on outside column of next sightings page

ha-ha & ppj seminars

Mexico has always been a popular cruising destination for Pacific Northwest sailors, presumably because they want a chance to dry out and warm up. And seminars on the topic are always well attended at the Seattle Boat Show. In fact, three years ago we were approached by show management to present a seminar on the Baja Ha-Ha — apparently it was

Rode hard and put away wet — Coville averaged a screaming 26.19 knots to beat his own 24-hour solo record.



PIERRICK / TEAM SODEBO

Thomas Coville may have broken a record, but will he best Joyon?



at seattle boat show

the single most-requested seminar topic in a survey of hundreds of attendees the previous year.

While Seattle in the dead of winter isn't our idea of a busman's holiday (we prefer the dead of summer, thank you), talking about the Ha-Ha to prospective participants is always a blast, so we

continued in middle column of next sightings page

extra action — cont'd

and me to drive down to the launch ramp at Bahia de Los Angeles, launch *Extra Action*, then spend a week floating in the Sea wearing little more than T-shirts. Meanwhile, friends could enjoy their turkey back home.

Cruising boats are never quite ready; *Extra Action* was no exception. Our having owned her for only three weeks prior to the start of our adventure, she had some serious issues that needed attention: she hadn't been in the water for 10 years, there was an unplugged

continued on outside column of next sightings page



JACQUES VAPILLON / DPPI / SODEBO

SIGHTINGS

extra action — cont'd

hole in the hull where the depthsounder transducer was supposed to be, there were open areas of balsa core on deck at the turning blocks, both aft lower U-bolts had pulled out of the deck, and the bearings on the rudder were frozen. The trailer, however, was in great shape — except for the fact that both wheels were frozen and the tongue had rusted through.

'Don't Start Vast Projects With Half Vast Ideas' reads the sticker on a friend's tool box. Before this, I'd always taken that wisdom to heart. As I began work on the boat, I realized that my plan of Claire and I lazily sailing in the warm waters at 29°N might not actually come true.

continued on outside column of next sightings page

seattle boat show

agreed. Unfortunately, our offices flooded just days before the show started and we had to cancel.

We're pleased to announce that we've finally rebooked ourselves into the seminar schedule of the largest boat show on the West Coast. Assistant Poobah Andy Turpin will give a talk about the Baja Ha-Ha and cruising Mexico on Saturday, January 24 at 3 p.m on the Green Stage, immediately followed by a talk about the



Cruising boat, schmoozing boat — Simon Winer's new-to-him Moore 24 was enough for him and his girlfriend, Claire.

— cont'd

Pacific Puddle Jump and cruising to the South Pacific at 4 p.m.

The indoor portion of the Seattle Boat Show will be held at Qwest Field Event Center in downtown Seattle, January 23-February 1. From there, you can take a free shuttle to Lake Union to check out hundreds of boats. Find more info on the show — including a full seminar schedule — at www.seattleboatshow.com.

— *ladonna*



Simon and Claire (below) kickin' it in Baja — they chose T-shirts over turkey.



ALL PHOTOS COURTESY EXTRA ACTION

extra action — cont'd

But I decided to try anyway. As it turned out, we ended up rolling down Mexico's Highway 1, towing *Extra Action* behind my bio-diesel burning Ford F-350 pickup, just one day behind schedule.

Speaking of Hwy 1, when we looked in the rearview mirror, there was only eight inches of spare pavement on each side of the trailer tires, and no shoulder. We told ourselves that we could survive if we were smooth and didn't sweat things. When it got dark at 4:30 p.m., we were still rolling, but kept a sharp eye out for the dreaded black cows of Baja that like to sleep on the warm pavement after dark. During the day it's the tan ones, which blend into the brown scenery, that you have to worry about. Being 'carefoolish', we kept driving until we made the launch ramp site about 9 p.m. It had taken two full days of driving to make Bahia de Los Angeles from Richmond.



That's no cow skull — it's part of a whale vertebra.

The morning after we arrived, the weather was perfect for launching. After about 10 kayak trips, we got all our junk aboard the Moore and motored off to an anchorage to stow everything. It was the start of a great five days on the little cruiser. We saw finback whales, orcas, billions of dolphin, tuna, osprey, frigates, no-see-ums, rain, big currents, and contrary winds, and had a crazy close call with a rock in the middle of a channel. The water was 69°. Not really warm enough for comfortable swimming, but not as cold as up here.

We sailed all over the place, but never saw any other sailboats. We did, however, see some kayakers from UC Davis. Our best destination was the Refugio anchorage at the north end of Isla La Guardia. There wasn't a single footprint on the beach, and it was spectacular. Claire loved it. In fact, as time went on, I think she realized what an unusual trip it was.

It wasn't easy hauling out *Extra Action*, but we managed. Heading north at dawn, an hour into the trip we crested a hill to see a big puff of dust. It turned out to be a guy from Tulare who had driven his Prius off the road. The guy was in really bad shape, with a big cut in his head and feeling a lot of pain. Fortunately, the UC Davis guys came by a few minutes later with a satphone they used to call the police. It was a long, slow and painful ambulance ride for the poor guy to Tijuana. They called 911 from the border, and he was taken to UC San Diego. The emergency folks in Mexico said he only had the injury to his head. UC, on the other hand, found three broken ribs, a fractured vertebra, a collapsed lung, and a fractured sternum. You have to be careful driving and getting emergency medical care in Mexico.

We had to wait three hours at the border with the diesel idling — and have *Extra Action* x-rayed — but we made it across. In all, it took two days to drive to Richmond from Bahia de Los Angeles.

I have to say, the Moore 24 was a fine — albeit compact — cruising boat for a 42-year-old such as myself and my 30-year-old girlfriend.

After I told my tale at the Moore 24 gathering, some other owners have gotten interested. We're thinking the San Juans next summer for Whidbey Islands Sailing Week, and a race up the Columbia River.

— *simon winner*

2009 RESOLUTIONS



LATITUDE / LADONNA

Want to try something new? Try sailing dinghies. You'll be surprised how much you learn about boat handling.



Lose weight, start exercising, stop smoking — at least one of these was probably on your New Year's Resolutions list. These are three of the most popular resolutions year after year and, quite possibly, the three that are broken the most. It's no wonder the January airwaves are filled with celebrities hawking weight loss programs, gyms and nicotine gum.

As far as resolutions go, they're definitely worth giving a shot, but making your goal is usually less fun than a daysail on the Bay. Or is it? You could conceivably achieve all three if you sailed every day — get a great upper body workout, lose a pound or two in the process, and suck in all the fresh air your lungs can handle.

In an effort to maintain a healthy readership, not to mention get more people out sailing, *Latitude's* editorial staff have come up with their own lists of sailing resolutions. While they're certainly not comprehensive, they cover a variety of sailing options — feel free to pick and choose but whatever you do, have a great year of sailing!

— SAIL MORE



LATITUDE / JR

Kickin' it old skool — there are plenty of opportunities to hitch rides on traditional vessels on San Francisco Bay.



LATITUDE / JOHN A.

If you've never enjoyed the pleasures the Delta has to offer, make this the year to head upriver. And be sure to bring some friends.

Promises, promises — Whatever else makes your list for 2009, make sure 'more sailing' is at the top of it.

Richard's Resolutions

- Actually install all the stuff that I've bought for the boat. Things like the AIS, the two additional solar panels and their controllers, the navigation programs, and all the rest. And while I'm at it, throw

out all the junk that's accumulated on the boat.

- Spend the month of September hanging out in Santa Barbara and circumnavigating the Channel Islands. San Miguel and San Clemente, here we come!

- Mark the spinnaker sheets and guys so new and inexperienced crew can trim

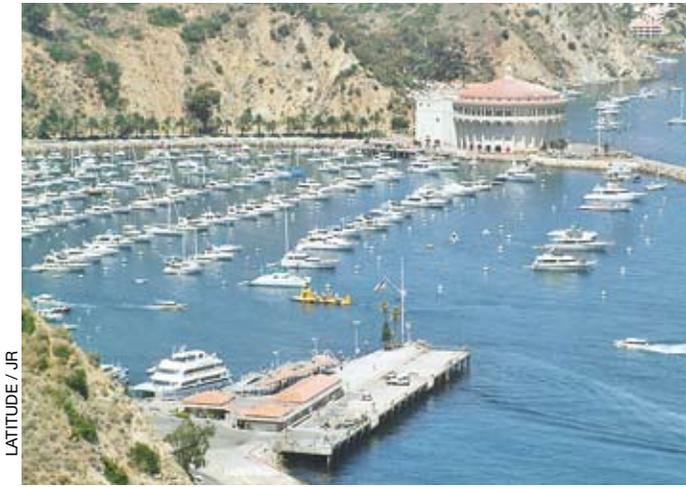
to a mark on the line rather than have to watch the sail. The only thing more fun than jibing, is jibing a symmetrical chute really well.

- After 10 winters of having *Profligate* in the tropics, finally come up with some kind of sunshade for the cockpit for while at anchor. Either that or buy a big hat.

- Do the second leg of the Ha-Ha in

PETER LYONS / LYONS IMAGING

2009 RESOLUTIONS



LATITUDE / JR



LATITUDE / LADONNA



California dreamin' — if your sailing plans include points south, don't miss Catalina Island's Avalon Harbor; of course, you could just drop the hook in the lee of Angel Island to work on your tan; and if you like more protected sailing, head over to Treasure Island for some competitive one design racing.

less than 24 hours. The three things needed to do this are 1) get all the junk off the boat; 2) mark all the spinnaker sheets and guys; and 3) pump all the fresh water overboard in Turtle Bay when nobody is paying attention.

- If I were to get two bonus resolutions, they would be to go around the entire boat and lube, lube, lube! And have the mast polished.

JR's Resolutions

- Take my dad sailing more often than once a year. He taught me how to do it and, at 93, he still loves it. He bought one of the first Hobie 16s in the late '60s, and someone in the family has owned one sort of beach cat or another until two years ago, when we sold the Prindle 16 — after one more sail with Dad on an inland lake. He kind of missed the small cat experience in '08, but enjoyed the ride on the lead mine. We just have to do it more often.

- Call up old friends I used to sail with who don't sail anymore. And take them

sailing. Some of these people haven't been sailing in years, since the perfect storm of work/family/life swept them away. Maybe make a yearly thing of it, like the hikes I still take with high school buddies.

- Replace the fixed, barn-door-sized three-blade prop on the boat with that nice geared propeller I scored on eBay a year ago. Okay, three years ago.

- Admit to myself that — okay, fine — a bottom job can't be 'stretched' to last four years. And that getting hypothermia trying to clean it in my old surfing shortie wetsuit and a snorkel isn't really worth all the money I save. And — since I haven't been offered a free bottom job 'paint test' like *some people* here — just pony up the bucks to get it done.

- Give in to my loner tendencies and join the Singlehanded Sailing Society. Despite what you might think, these folks are among the friendliest, most gregarious, most helpful group of sailors on the Bay. Who knows, maybe I'll even participate in some of their events.

- Plan some overnight adventures with just the better half. No kids allowed. That means picking up a mooring at Angel Island for the weekend, which we used to do regularly. Or anchor at Clipper Cove overnight, which I've never done. Well, at least not with this wife.

Andy's Resolutions

- Spruce up my newly acquired FJ dinghy, then leave it rigged at the dock and ready to sail at a moment's notice so I can take therapeutic solo sails on balmy summer evenings — just like Albert Einstein used to do.

- Do *something* every day to advance the upgrading of my Cross 42 tri, so I'll have some hope of getting out cruising before I'm 95. Whether it's planning, ordering, installing or refurbishing, every tiny step helps the project.

- Get my personal life halfway organized and my editorial work done early in October, so I can arrive in San Diego for the start of Baja Ha-Ha 16 well-rested — as opposed to arriving in a zombie-like

state of exhaustion, as I usually do.

- We already do a lot of local sailing, but mostly inside the Bay. This year I vow to make time for at least a couple of mini-expeditions to places like Drakes Bay, Bodega Bay and Santa Cruz — and I promise to ride the boardwalk's roller coaster at least once while I'm there.

- Thanks to our two gregari-



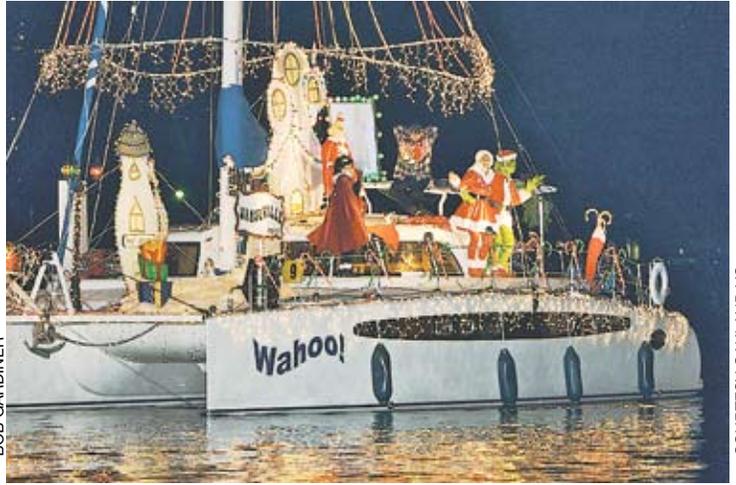
LATITUDE / ROB



LATITUDE / ROB



BOB GARDINER



COURTESY OAKLAND YC

Just kidding — teaching your kids to sail is a great resolution that everyone will enjoy; then end the year on a high note by decking the decks with enough lights to rival Times Square. Bottom left, maybe your plans include sailing out the Gate or, below, just sailing with friends. It's all good!

ous sons who are in their 20s, we've introduced dozens of young novices to the joys of sailing. We intend to expand on that tradition this year — and not just because the guys always bring along their stunningly beautiful girlfriends. (This year, though, the boat will get washed down and the trash will be dumped before the kids get permission to disembark!)

LaDonna's Resolutions

- Complete a major repair and refit on our boat, including fixing a nagging deck compression issue, replacing the ancient standing rigging and generally making our tired old cruiser the belle of the Bay. On second thought, a new boat is sounding pretty good right about now.
- Whether I invite a gal from my knitting group or shanghai some stranger from the checkout line at Mollie Stone's, I'm going to introduce a non-sailor to sailing. I solemnly vow to not 1) take them out in cold weather; 2) yell at them that they're "doing it wrong;" or 3) scare the hell out of them by reaching full-powered across The Slot.
- Organize a rally to the Delta. We love sailing in company with friends, and we enjoy getting away from the Bay's chilly summer winds, so what could be better than combining the two? Sorta like Reese's Peanut Butter Cups — "Hey, you got chocolate in my peanut butter!"
- After years of watching from the docks, finally participate in a lighted boat parade. One of the highlights of the holiday season is to watch all the lovely lighted boats go by, loaded down with cheerful crews sipping hot drinks and waving madly at onlookers. This year, that'll be us.
- Spend 52 days away from the dock. Hey, that's just one day a week — shouldn't be too hard, right? Let's

see . . . three days at New Years, two days for the Great Vallejo Race, 10 days in the Delta, three days over Labor Day weekend, four days at Thanksgiving . . . that's 22 days right there. This one's gonna be a piece of cake!

Rob's Resolutions

- Put in at least 52 volunteer hours — an hour a week (thanks for the inspiration, LaDonna) — at community sailing programs like Treasure Island Sailing Center, Oakland Parks and Recreation and BAADS. Community sailing programs exist because their founders wanted to give away something they love, and such programs take volunteer effort, monetary donations and personal commitment for their continued existence.
- Make it to Treasure Island for at least 75% of the Thursday Night Vanguard 15 racing. Between getting settled in the Bay Area and the editorial cycle here at *Latitude 38* being what it is, I found myself making only about two Thursdays per month last year. From the top to the middle, this is one of the Bay's most competitive one-design fleets and the après-sail can't be beat for some mid-week decompression.
- Jump in an El Toro — hopefully without sinking it — in Sausalito to race in the "Clydesdale" division of April's Bullship race. I don't want to do it just for the Irish Coffee at the finish on the Cityfront . . . but that carrot hasn't dampened my enthusiasm.

- Find a ride for the Master Mariners' regatta. A daysail aboard the Catalina Island Marine Institute's *Tole Mour*, kicking around on an H-28, and a week spent tied to the dock aboard the square-rigger *Joseph Conrad* at Mystic Seaport is the extent of my "traditional" sailing experience. It's time to work on that dimension.

- Visit Two Harbors, Catalina, more often — for the people, fishing and warm, blue, crystal-clear water. Rumor has it that the Coastal Cup may be heading back to the Island this June, and the TransPac boats working their way around the west end of the island on their way to Honolulu can make for great photos.

There you have it. Nearly 30 sailing resolutions for the coming year. Since ours are undoubtedly different from yours, take a few moments to consider what you'd like to accomplish this year. Regardless of what makes your list, there's one resolution we should all have at the top of our lists: sail more!

— the latitude crew



LATITUDE / LADONNA

BERKELEY MIDWINTERS

—“**L**ay back and groove on a rainy day . . .”

Maybe it was being born in Seattle, but Jimi Hendrix wasn't too worried about rainy days — at least according to “*Rainy Day, Dream Away*,” from the *Electric Ladyland* double album. Neither, apparently was anyone who showed up for Berkeley YC's second midwinters on the weekend of December 13-14.

Although the forecast didn't quite pan out, Saturday was still a welcome change from what's been a pretty light-air winter season. The 56 boats that showed up never got the predicted 15-25 knots of breeze or consistent direction, but fortunately the forecasted rain never materialized either. There was some cloud cover, and also plenty of sunshine; together they made for a moody day on the water.

The rain finally made a showing on

Sunday — drenching everyone — along with a fairly consistent 12-15 knots of southeasterly.

“On our way out to the Circle, the Committee was taking bets as to how many other stupid people there might be,” joked BYC's Bobbi Tosse. “Since only 34 had signed up, the consensus was we would be lucky to see 12-15. To our surprise, 25 showed up and started. This proves something, I guess — but I'm not sure what. . .”

Scored separately for Saturdays and Sundays over the course of the five-week-end series that runs from November to February plus a champion of champions race in March, the cumulative standings show some wide-open divisions.

In the Saturday series, only two points separate the top five boats in Division A, while the top three Olson 30's are virtu-

continued on page 104

'Bodacious' and 'Jeannette' scrap on the Circle: proving even Berkeley can't pacify IOR warhorses.



LATTUDEROB

RAINY DAY, DREAM AWAY



BERKELEY

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Clockwise from above — 'Froglips' shows the sunshine some color; 'Mintaka 4' keeping her bow in front of 'Petard'; 'Dragonsong' chases 'Mas Rapido'; 'Salt Peanuts' applies some heat in a light spot; it's all smiles aboard 'Crazy Horse'; 'UFO' workin' for height in the Ultimate 20 division.

LATITUDE/ROB



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MIDWINTERS



LATITUDE/ROB



LATITUDE/ROB



BERKELEY MIDWINTERS

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'Achates' was one of the faithful.

ally tied. There are also ties for first in Divisions B and D and the Moore 24s.

Sunday isn't much different, with Division 2 and the Catalina 22s showing ties for first while six Ultimate 20s having a shot at winning their division.

— **latitude/rob**

BERKELEY YC MIDWINTERS — SATURDAY, 12/13
DIVISION A (PHRF to 78) — 1) **Jeannette**,

Frers 40, Henry King, 5 points; 2) **Bodacious**, Farr 40 1/T, John Clauser, 6; 3) **Sand Dollar**, Erich Bauer, Mumm 30, 7. (10 boats)

OLSON 30 — 1) **Wraith**, Ray Wilson, 4 points; 2) **Mas Rapido**, Rick Smith, 5; 2) **Dragonsong**, Sam McFadden, 5. (9 boats)

DIVISION B (81-129) — 1) **Extra Action**, Simon Winer, Wilderness 30, 3 points; 2) **Mintaka 4**, Farr 38, Gerry Brown, 3; 3) **Shameless**,

Schumacher 30, George Ellison, 6. (11 boats)

ULTIMATE 20 — 1) **UFO**, Trent Watkins, 3 points; 2) **Layla**, n/a, 8; 3) **Babe**, Phil Kanegsberg and Denise Hammond, 8. (8 boats)

MOORE 24 — 1) **Topper II**, Conrad Holbrook, 3 points; 2) **Flying Tiger**, Vaughn Seifers, 3; 3) **JR**, Richard Korman, Jr., 9. (9 boats)

DIVISION C (132-180) — 1) **Phantom**, J/24, John Gulliford, 2 points; 2) **Harry**, Newport 30, Dick Aranoff, 8; 3) **Frogflips**, J/24, Richard Stock-

dale. (11 boats)

DIVISION D (PHRF >183) — 1) **Can O'Whoopass**, Cal 20, Richard Von Ehrenkrook, 3 points; 2) **Ypso**, Cal 2-27, Tim Stapleton, 3; 3) **Latin Lass**, Catalina 27, Bill Chapman, 7. (7 boats)

SUNDAY, 12/14

DIVISION 1 (PHRF to 99) — 1) **Wraith**, Olson 30, Ray Wilson, 2 points; 2) **Wianno**, J/105, Edward Walker; 3) **Corsair**, Olson 30, Don Newman, 8. (9 boats)

DIVISION 2 (102-159) — 1) **Dianne**, Express 27, Steven Katzman, 3 points; 2) **1st Impression**, SC 27, Rick Gio, 3; 3) **Twoirrational**, Moore 24, Anthony Chargin, 6 points. (5 boats)

ULTIMATE 20 — 1) **Babe**, Phil Kanegsberg and Denise Hammond, 6 points; 2) **Stella**, Drew Harper, 7; 3) **Salsa**, Matt and Steve Borough, 7. (6 boats)

DIVISION 3 (PHRF >162) — 1) **Antares**, Islander 30-2, Larry Telford, 3 points; 2) **Frogflips**, J/24, Richard Stockdale, 5; 3) **Latin Lass**, Catalina 27, Bill Chapman, 6. (6 boats)

CATALINA 22 — 1) **Top Cat**, Rachel Hadley, 3 points; 2) **Brainstorm**, Terry Gobb, 3; 3) **No Cat Hare**, Donald Hare, 7. (5 boats)

* Saturday and Sunday are scored separately. Results preliminary at presstime. For complete results: www.berkeleyyc.org.



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NINE-YEAR SABBATICAL —

Due to a long list of travails and several near-death experiences, Clark Beek likes to say he "may be the unluckiest circumnavigator ever." But we're not buying it, even if he did get run down by an 800-ft container ship in the middle of the night. In fact, the more we learn about the adventures he had during his recently completed nine-year circumnavigation, the more we think he's one of the luckier sailors we know.

Nevertheless, there's no denying that a measure of very bad luck greatly influenced this Southern California native to take off in January of 1999 at the age of 29. Ever since he was a kid, he's known that an incurable form of arthritis called AS (ankylosing spondylitis) lies dormant within him. When active, it can be extremely debilitating. Having suffered a few bouts of it in his youth, and not knowing when it might fully manifest itself, at age 26 Clark decided to squirrel away as much money as he could, as fast as he could, buy a boat and see where it took him.

A three-year job with an Internet startup back in the dotcom glory days provided an ample cruising kitty, and he got a sweet deal on his English-built Salar 40 Condesa when the seller learned he had genuine bluewater ambitions.

Having grown up around Balboa Island and Newport Beach, Clark has been around boats and water sports all his life. His family has run the Balboa ferry for more than 100 years. In his youth he spent many happy hours sailing his 8-ft Sabot around the harbor and ripping across local waters on his windsurfer. Growing up as a beach kid, it's no surprise that he's also big into surfing. During his travels he's had the pleasure of riding some of the world's great breaks, although, as he says, "Sailboats and pounding surf don't necessarily go together." Over the years, surfing and sailing buddies, as well as family members, have flown to a variety of far-flung destinations to share his adventures.

When Clark set out in '99, he figured he'd simply take a one-year

sabbatical from the rat race. At the end of that year, he found himself in Costa Rica weighing his options. While there, an elderly fellow cruiser named Verne Koepsel became a close friend — Clark thinks of him as his "cruising mentor." When Clark told Verne he was thinking of heading home, the old salt was flabbergasted: "What? Already? Look, I'm 83 years old. I've wanted to do this my entire life and I'm just getting to it now. Don't blow it. You've got the boat, you've got the time, go!"

Clark took his buddy's advice to heart and was soon thinking seriously about crossing the Pacific. Tragically, ol' Verne never got to fulfill his own cruising dreams, though, as he drowned when his boat foundered in the Galapagos. It was a crushing blow to Clark, but we'd bet he often felt Verne's spirit alongside him as he explored distant landfalls.

The adventures Clark had during the next eight years could fill a book. In fact, they may soon do just that. Although he wasn't schooled as a writer, Clark's

Below: Built to a Laurent Giles design, Beek's 1967 ketch is a bulletproof full-keel cruiser. Right: Caleta Maxwell lies 13 miles from Horn.

*Don't blow it.
You've got the boat,
you've got the time,
go!"*



ALL PHOTOS CONDESA

frequent emails describing the ups and downs of the cruising life led friends to encourage him to submit his stories to magazines. He's since been published often in *Sail*, occasionally in *Yachting World*, and the insightful commentary found within his online blog has dazzled countless armchair voyagers. With equal



CLARK BEEK



measures of somber reflection, tongue-in-cheek sarcasm and self-deprecation, his storytelling style makes the blog (at www.condesa.org) an amusing and informative read.

When we caught up with Clark recently in San Francisco — his newly adopted homeport — he shared



After 60,000 miles of voyaging, Beek now calls San Francisco Bay his home.

insights on life outside the mainstream and recounted many tales from his slow-paced, westabout lap around the planet via Africa and Tierra del Fuego. Listening to his stories, we were reminded how blue-water cruising tends to be a balancing act between highs and lows — where, ideally, the good days outweigh the bad ones. You'll see what we mean as you read on.

Having spent a wonderful year and a half living in Sydney after hopscoching across the South Pacific in a single season, Clark set out across the notorious

Tasman Sea for New Zealand in 2002 with two novice crew. It turned out to be one of the roughest crossings of his circumnavigation and both crewmen were soon wretchedly seasick. "They couldn't keep anything down for five days, and were literally at death's door, so we diverted to Lord Howe Island." Clark eventually made it to New Zealand where, in addition to seeing the sights, he and two friends spent several agonizing months in a boatyard prepping *Condesa* for an Awlgrip job by epoxying 1,200 blisters in her vintage hull.

But all that hard labor was soon a faded memory. "Vanuatu was the highlight of the entire Pacific. The place is just wild — active volcanoes, guys with bones through their noses, great snorkeling. . . It's the South Pacific you read about way back when — the whole cruising dream."

By contrast, he reached one of the lowest points of the cruise — literally — while heading east toward Darwin, on the north coast of Australia. Sailing in the middle of the night, "like an idiot," without proper charts of the area, he ran out of fuel, then ran aground. Luckily, there was little damage to *Condesa's* mightily overbuilt fiberglass hull.

Like most circumnavigators, he lingered for months between Malaysia's duty free Langkawi archipelago and the islands of western Thailand. But the good times and easy livin' there were tarnished by a sudden disaster: On December 26, 2004 Clark was sailing between two groups of southern Thai islands when an earthquake-generated swell rolled beneath *Condesa* unnoticed. It soon grew into a 25-ft tsunami that devastated large portions of Phuket and neighboring islands, killing 300,000 people. "We didn't even

"The place is just wild — active volcanoes, guys with bones through their noses, great snorkeling. . ."

feel it pass under us," Clark recalls. He and friends did what they could to help the locals pick up the pieces.

Contrasting that surreal act of nature's fury was a rare opportunity to tour the remote Mergui Islands of Myanmar (Burma) with friends aboard a Swan 65. Very few cruisers get permission to



sail to these undeveloped isles, which are completely cut off from the modern world.

Apart from having suffered through dengue fever and being mauled by a Rottweiler in Costa Rica — he needed 35 stitches — plus a few other misadventures, the active cruising life kept Clark as fit and healthy as ever. That is, until he reached Cochin, an old spice trading port on the west coast of India. "My AS kicked in and I was horribly sick for weeks, then I got dysentery and had to be hospitalized." Incredibly, the lanky surfer lost 50 lbs in the process.

The lengthy, unplanned delay meant he'd missed the window for heading to the Red Sea with the seasonal monsoon. But as often happens in the cruising life, that twist of fate led to even greater

Clockwise from upper left: Clark bags a coral trout in Chagos; tsunami devastation in Phuket; religious devotees in India; the Bond girls became 'shellbacks' on the trip north; a Seychelles tortoise; Tanzanian ruins; a Puerto Williams signpost; Seychelles serenity; the day's catch off Brazil.

adventures. Clark's Peruvian girlfriend, Denise, flew in and together they sailed west to the Maldives — getting their asses kicked along the way by a rare tropical storm. Next, it was on to the isolated Chagos archipelago, a true cruiser's paradise. For three blissful months they lived the Robinson Crusoe lifestyle with a small group of international cruisers. "In a typical day we'd go snorkeling in perfect conditions, then, if the tide was right to make it through the reef pass, we'd go out and catch a 30-lb tuna that would feed us for the next few days, then beach volleyball, as always, at 4:30."

After visiting the Seychelles, Tanzania, Mozambique and South Africa, *Condesa* sailed up the South Atlantic bound for Rio. "Somewhere in mid-ocean I began

to think that someday I'd like to sail in someplace cold." explains Clark. "It might sound funny, but after a while the tropics can actually get a little boring." The idea took root, and after a Brazilian respite he pointed *Condesa* south toward the primeval fiords of Patagonia.

It was on that run that he got more fodder for his "unluckiest circumnavigator" theory — and another great article. One night, while Clark and two friends were sailing south at the seaward edge of a Brazilian fishing fleet, a gargantuan 800-ft container ship barreled down on *Condesa* at 20 knots, leaving the dumbfounded sailors no time to steer clear of its 160-foot beam. After arriving on deck stark naked to the screams of his mate, Ian, Clark saw no better option than to



abandon ship in a panic. Trying to make radio contact had been fruitless because the VHF airwaves were abuzz with jubilant Brazilians, as World Cup hysteria was in full swing.

"I actually body surfed the bow wave! I started swimming for my life, did a complete 'washing machine' tumble when the wave hit me, then started sprinting again. I mean, I was walking on water!" Meanwhile, with the rest of the crew still aboard, *Condesa* was first broached by the bow wave, then whacked so hard by the ship's partially submerged bow bulb that half the salon was destroyed in an instant. Amazingly, though, the late '60s hull was so strong that it simply caved in temporarily, then snapped back into position as though it were made of Tupperware. "I didn't even have to repaint it!" says Clark — and the entire crew came away without a scratch.

The upside of that adventure was that the owners of the American-flagged ship generously compensated Clark for all the damage, including paying for an apartment in Buenos Aires for six months while repairs were being made. "God, I love that city!"

Although the misty, steep-sided fiords and 90-mile-an-hour williwaws of Southern Patagonia presented challenges that Clark had never faced before, he soon perfected the art of the three or four-point tie-in, even when traveling solo. "It was so different from any other place I'd been, I might as well have been in another galaxy."

During his travels around the southernmost waters of the Americas, he rounded Cape Horn twice — the first time on a calm day, drinking champagne in the cockpit. Not surprisingly, the other travelers he met in those waters were all

pretty interesting characters. He recalls a night of partying at Puerto Williams' often-raucous Micalvi Yacht Club bar, inside the slowly disintegrating hulk of an old German naval ship. Former around-the-world racers Isabelle Autissier and Christophe Auguin were both there drinking Pisco Sours alongside a bunch of world-class climbers who'd come down to summit the jagged *Dientes de Navarino*. "It's not a place to be shooting your mouth off about what a stud you are, because everybody in there is a *total stud!*"

During the final 15 months of his protracted sabbatical, Clark sailed more than 5,600 miles, most of it singlehandedly. On the way north, his wanderings through the timeless Chilean fiords were magical. "That's one of the few places

NINE-YEAR SABBATICAL

you can really be 'lost' these days. There was often no one within 200 miles of me."

A stop at Lima, Peru, yielded a new Peruvian girlfriend who joined Clark for the sail north along the coast, where they took advantage of the area's epic surf. Before he entered Ecuador, two French girls also joined the crew – one of whom Clark had met while trekking in India, believe it or not. As all three girls were young and good-looking, they turned heads wherever they went. "It was my finest hour!" says Clark with a wistful grin. He nicknamed them the Bond girls.

January 10, 2008 marked the ninth anniversary of *Condesa's* departure from Balboa Island. On the same day the 40-year-old ketch crossed her tracks at Isla de la Plata, Ecuador, thus completing her circumnavigation.

The crew were all having so much fun that they decided to extend their cruise together to a remote coastal region of Colombia that's accessible only by boat. Part of their rationale was knowing that



CONDESSA

"Cape Horn? Nothin' to it." As you can see, 'Condesa's first rounding of the notorious Cape was in 'champagne weather'.

"Nobody sails to the Pacific coast of Colombia." But when they arrived at Noqui, the natural beauty of the place was minimized by the fact that the entire area was swarming with no-nonsense soldiers toting assault rifles. They quickly informed Clark and the Bond girls that six tourists had been kidnapped off the beach the day before by the jungle-dwelling FARC guerillas (Fuerza Armada Revolucionaria

de Colombia). "If we'd arrived a day earlier," Clark reasons, "it undoubtedly would have been us." Clearly, the party was over. Clark flew the girls out the next day and nervously prepared for his singlehanded exit.

On May 14, this prodigal son cleared U.S. Customs at San Diego, and a day later received a warm welcome as he tied up in front of the Beek house on Balboa Island.

Today, *Condesa* can be found in a snug berth at San Francisco's Pier 39 when she's not touring Bay Area backwaters and rivers. "I'm loving exploring the local waters," says Clark, "and I have no desire to sail to China, Russia or other places I haven't seen yet."

He's happily living ashore with a lovely new girlfriend and, after nine years without a regular paycheck, says he's "Getting serious about getting ready, to get serious about getting a job."

— **latitude/andy**



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HAVING A SAILING BLAST

In the October *Sightings* piece titled *If Everything Goes To Shit*, we suggested that boatowners who don't have overwhelming reasons to stay in the States might want to sail south to Mexico until



"I'm Heather, this year's Commodore of the Punta Mita Yacht & Surf Club. And yes, I recruit hard, so hide your husbands and daughters."

the economy improves. Wanting to make sure we hadn't given bad advice, we headed south ourselves. After the Ha-Ha ended in Cabo in early November, we sailed over to Banderas Bay and spent six weeks kicking around the mainland.

The verdict on our advice? For those to whom it's applicable, it would seem to be as good advice as we've ever given. Cruising in Mexico is wonderful!

Why? The winter weather in Mexico is *muy bueno!* Once the heat and humidity of the rainy season broke at Banderas Bay on about November 10, the weather became absolutely delightful. It was about 85° during the day, and most nights were either one-sheeters or warm enough to sleep uncovered. While some of the thinner-blooded women put on light sweaters at night, the men never needed more than shorts and a T-shirt. What's more, when we swam in the ocean at night, it wasn't just 'not too cold', it was warm. As for surfing, you could ride waves until after the sun had gone down and still not feel



Clockwise from above and toward the center: Lisa Zittel watches a water balloon go right through her head. No free pizza for her! Jim 'Wrong Way' Milski's Schionning 49 'Sea Level'. Mike Danielson driving the J/160 'Blue'. The Punta Mita Yacht & Surf Club pre-Bash party aboard 'Profligate'. The sun sets over Punta Mita. The finalists in the waterballoons-for-pizza contest try to catch four balloons at once. Inset: Paul Lauher and Lisa Zittel. Jim Casey's Jeanneau DS 43 'Tomatillo' gets taken

a chill. Anybody who wore a wetsuit was at risk of heatstroke. While Mexico does get some overcast in the winter, on most days there wasn't a cloud in the sky, and without much ambient light, the stars were brilliant at night. As for the sunrises and sunsets, Mexico has some of the best in the world.

In these difficult economic times, almost everybody tries to be thrifty. So cruisers were naturally delighted to find that the strengthening of the U.S. currency meant dollars bought about 20%

DOWN IN MEXICO



leeward by fellow Tahoe residents Greg Dorland and Debbie Macrorie aboard their Catana 52 'Escapade'. Our favorite lunch, sierra fish salad, which thanks to the generous exchange rate, only costs \$1.50 for a big serving. Les Sutton of the Alameda-based Albin 41 'Nimbus' is given love and a big breakfast by Debo of Debo's Restaurant in Punta Mita. Doer Anderson started the third Banderas Bay Blast leg poorly with the Jeanneau 40 'Bright Star', but finished strong.

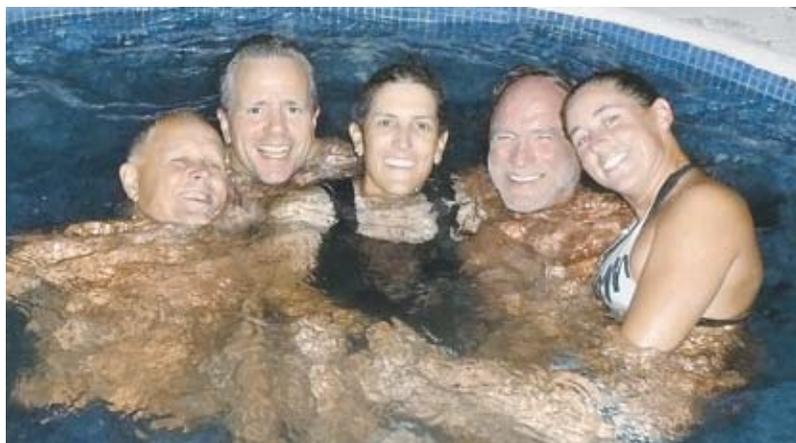
more than last year. In the past, we've written that it's possible to cruise happily in Mexico with an income below the poverty level in the United States. That's still true. If you're a couple living on Social Security, you can live like royalty.

Well, you can live like royalty assuming you don't get carried away. The classic budget-buster for parsimonious cruisers is staying in marinas. This is something you don't have to do because, from the northern end of the Sea of Cortez to as far south a Huatulco, there are countless wonderful anchorages where you can

stay as long as you want for free. You'll also want to avoid tourist restaurants. Steve May of the Emeryville-based Corsair 41 *Endless Summer* walked into a Punta Mita restaurant, and not realizing it catered to Four Seasons guests, had to shell out \$30 for what he felt was a mediocre Mexican meal.

On the other hand, we, along with Glenn Twitchell and Shannon Green of the Newport Beach-based Lagoon 380

HAVING A SAILING BLAST



Beach Access, went to Sayulita and enjoyed a delicious and filling burrito and street tacos dinner at Burritos & Bar for just \$4/person. Most nights that's all you'll feel like eating in the tropics. When we wanted a complete dinner in a sit-down setting at the water's edge, we'd often go to Mark's Blue Water Grill in Punta Mita, where killer fresh fish or steak dinners with all the trimmings go for between \$8 and \$15 U.S. If you're on a tight budget, you do however have to be careful about ordering booze. During our little outing in Sayulita, the wine and beer bill was twice as much as the food bill! Food in stores is very reasonable, as are the fruits and veggies you can buy from the back of pickup trucks. The popular way to combine socializing and thrift in Mexico is cruiser potlucks, which will help your food bills plummet.

Another great thing about Mexico is

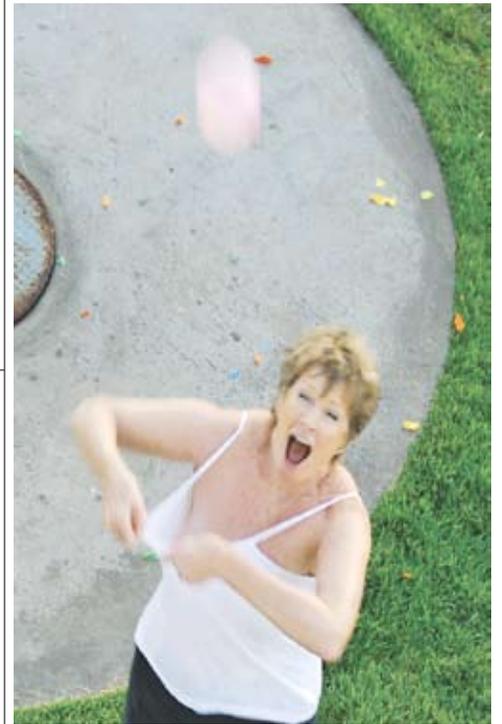
Clockwise from above: Greg Dorland's Catana 52 'Escapade' leads Steve May's Corsair 41 cat 'Endless Summer' to the finish. Laura Kruk cringes at the thought of her initiation paddling. Crewmembers from 'Capricorn Cat', 'Profligate', 'J/World', 'Sea-Level' and 'Euppsychia' share the love in a hot tub. Monte Cotrell's cat hauls booty off El Rancho. Outgoing Yacht & Surf Club Commodore Eugenie 'all the stories you heard about me are true' Russell applies the mandatory mustache to the mug of Wayne Hendryx. 'Profligate', mothership of the Banderas Bay Blast, slides along in the flat water. Gilly Foy of the Catalina 42 'Destiny' uses the softest spots on her body to try to keep a falling waterballoon from breaking. Tom Lilienthal's Oceanis 41 'Dream Seeker' from El Cerritio sloops along. Vallarta YC Commodore John Moore has a Blast aboard his Farrier 6.50 trimaran.

that there's a warmth that has nothing to do with the temperature. With few exceptions, the people of Mexico are extremely friendly. If you smile at them, you'll get a warm smile in return. You want to talk, even in mangled Spanglish? They'll be happy to try to have a conversation with you. And they seem to have all the time in the world to do it, because nobody in Mexico is in a hurry.

Worried that you might be robbed or kidnapped in Mexico? This is something that never crossed our mind, nor in the six weeks in Mexico did it ever come up

in cruiser conversation that we were part of. The truth is that coastal Mexico is crawling with Americans and Canadians, either vacationers, snowbirds or ex-pats, and none of them seem to be the least bit worried about crime. In fact, the biggest danger for cruisers in Mexico might be the *panga* drivers. One dark evening we were sitting on the aft deck of *Profligate* talking with Kent Milski of *Sea Level* about how important it is to wave a light around when dinghying at night. Not 10

DOWN IN MEXICO



seconds later an unlit *panga* motored past just 100 feet away. And as god as our witness, not 15 seconds later, that *panga* slammed into another unlit *panga*. Although nobody was too seriously hurt, the collision was bad enough that one *panga* had to be towed back to the marina.

Concerned there might not be enough to do when cruising in Mexico? We'd get up each morning at dawn and collapse into bed around 11 p.m., two hours past 'cruiser's midnight'. There just aren't enough hours in the day to do all you want. For, in addition to the almost nonstop making of friends, there's exploring new places by boat or dinghy, or by snorkeling. After the Ha-Ha, a lot of boats made their way up to

La Paz via Frailes and Muertos. As usual, everyone loved exploring La Paz. Then most of them went out to the islands for a bit, where they had a kick snorkeling with the sea lions. After crossing the Sea to Mazatlan for Thanksgiving, many visited the marine preserve at Isla Isabella, as well as San Blas, Chacala and other anchorages north of Punta Mita. And once in Banderas Bay, an even greater cruising paradise opened up, as the activities there are almost endless. There's whale watching, surfing, flat-water sailing, running through the jungle, fishing, snorkeling in the clear waters of the Tres Marietas, and sailing to La Cruz, Yelapa, Punta Mita, Nuevo Vallarta, and to the big city of Puerto Vallarta. And if ex-cruiser Philo sees you, he'll drag you along with his hand some 4,500 feet up to San Sebastian, a silver mining town that was the biggest city in Mexico 450 years ago. You need

a Costco, Sam's Club, Wal-Mart, Home Depot or Starbucks fix? Puerto Vallarta has got them all.

But the most memorable and enjoyable part of cruising is the people you meet, both Mexicans and fellow cruisers. In fact, it's so much fun meeting fellow cruisers that you sometimes have to consciously pull away to further enjoy and appreciate the people and culture of Mexico. It might sound crazy, but Les Sutton and Diane Grant of the Alameda-based Albin 41 *Gemini* told us they had to skip La Paz as they headed south because "we have so many friends there we'd never be able to leave."

There are fun sailing events, too. The Grand Poobah enjoys putting on casual sailing events to help remind cruisers how much fun they can have sailing their boats. Over the years, this has given rise

HAVING A SAILING BLAST

to Sea of Cortez Sailing Week, the Ha-Ha, Zihua SailFest, the Revised Sea of Cortez Sailing Week, and starting last year, the Banderas Bay Blast. It's the Poobah's belief that cruisers don't need or want lots of rules, they just want to enjoy themselves. So for this year's Banderas Bay Blast, co-sponsored by the Punta Mita Yacht & Surf Club and the Vallarta YC, we dispensed with such obstacles to sailing fun as handicaps, buoys, finish times and even entry lists. We replaced them with new requirements for membership in the Punta Mita Yacht & Surf Club. Not only did you have to sail to Punta Mita and pay \$1 for lifetime membership, you also had to accept a whack on the ass by Commodore Heather 'Spanky' Corsaro with a Laird Hamilton carbon fiber paddle, drink the mango Kool-Aid, shake your booty on the Admiral's Walk in front of everyone for one song, and get a mustache corked on your mug by outgoing Commodore Eugene Russell. The purpose of all this was to ensure that nobody took themselves too seriously, and it was successful.

This year's Banderas Bay Blast was, true to its name, a great time. Not only did 30 boats — including everything from a Catalina 30 to the Davis family's spectacular 70-ft classic yawl *Alsumar* — participate in at least one 'race', but when it came time for the catch-a-waterballoon-for-a-pizza contest at the end of the first day of sailing, there were entrants representing almost every boat. Before it was all over, Commodore Spanky and the Poobah had lobbed about 150 waterballoons from the Marina Riviera Nayarit Sky Bar down to eager contestants. It was unclear who laughed harder, the participants or the spectators. After the warmth of Mexico dried the dripping contestants, it was time to stroll to La Cruz for delicious street tacos followed by even more socializing and dancing at Philo's.

The seven-mile beat the next day to Punta Mita was a little on the light side, but provided plenty of competition for

boats sailing close to each other. As for the Blast finale, the 12-mile spinnaker run from Punta Mita to Paradise Marina, it couldn't have been better. As in all the legs, the slower boats were sent out 15 minutes to an hour earlier than the fastest boats in order to give them a chance to finish first or at least be in the middle of all the action. On the last day, thanks to a light patch and then a big shift, seven of the bigger boats, mostly multihulls, sailed a screaming reach to finish in a pack. Everybody was a winner because nobody in the America's Cup has ever had as much bang-for-the-sailing-buck fun.

While the Banderas Bay Blast was indeed a blast, we're not for a minute suggesting that cruisers all over the rest of the Pacific coast of Mexico weren't having equally great times in any number of ways. After all, living simply and inexpensively, while making great friends and sailing in the tropics, is not a bad response to crummy economic times in the States.

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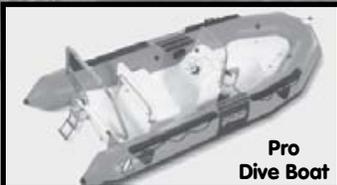
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SEASON CHAMPIONS, PART III —



Welcome to the third and final installment of our annual season champions feature. In the past two issues, we profiled various winners of the largest handicap (November) and one design (December) divisions. Last — but certainly not least — this month we wrap up 2008 with profiles of winners in a variety of classes, including the Wooden Boat Racing Association (WBRA), Singlehanded Sailing Society (SSS), the Bay Area Multihull Association (BAMA), the Wylie Wabbit fleet, and, finally, winners of three of the largest dinghy classes, the El Toro Sr., Byte and Vanguard 15.

The four fleets sailing under the WBRA banner represent some of the oldest sailboats still competing on the Bay. The graybeard class are the Bird Boats, which have been racing continuously since 1922! Not only are they the oldest active one design on the West Coast, they are among the top five oldest in the na-

tion. These days, the racing fleet is small, but the competition is fierce. All boats in the fleet are beautifully kept and several others are undergoing restorations.

WBRA is the healthiest of YRA's racing fleets. While organizers grapple with dwindling numbers in the one design (ODCA) and handicap (HDA) fleets, the woodies have maintained a 50 to 60-boat combined fleet for several years now. While the Birds and IODs continue to qualify just enough boats every season to maintain their one-design status, the Folkboats and Knarrs are the real stars of WBRA. Both fleets maintain close ties with sister fleets in Northern Europe, and both attend or host yearly events with members of those fleets. A particular nod goes to the Knarrs, who have been one of the largest and healthiest Bay Area fleets since the 1950s. With an average of 20-25 boats on the line for this year's season, they were the third largest keelboat fleet out there behind the J/105s

and Moore 24s.

A couple of unique aspects to the 'woodies' is that, well, they aren't all woodies anymore. Both the Folkboats and Knarrs have long allowed fiberglass hulls. Another unique facet is the Wednesday Night Series out of St. Francis YC. It's been going on for as long as we remember, is always well attended, and is just as fiercely sailed as the season counters. Where possible, we've noted the winners in that series, too.

For more information on WBRA, contact the YRA (www.yra.org) or WBRA President Bob Thalman at bobthalman@aol.com.

Also putting up healthy numbers once again was the Singlehanded Sailing Society, which runs both a single- and doublehanded season. Interest in short-handed sailing continues to grow locally, as evidenced by the organization's (and

WBRA, BAMA, SSS, DINGHY, ETC.



2008 racing action 1) Folkboats converge on the weather mark. 2) Wabbits on the wing. 3) Art Lange on the way to a 'Toro season win. 4) Taking a hike in the Vanguard 15 fleet. 5) 'Snaps III' in hot Knarr action. 6) Chris Harvey and 'Three Sigma' en route to a second season championship in BAMA. 7) Birdbath! — 'Oriole' punches a wet one. All photos Peter Lyons, www.lyonsimaging.com.

Bay Area's) first big event of the year — the Three Bridge Fiasco in late January. Last year, an all-time high 295 starters made it the biggest Fiasco ever — and second only to the Vallejo Race as the biggest single event of the year. And this is for single- and doublehanded boats only. . . in the winter!

For more on SSS, go to www.sfbaysss.org — and sign up to help put this year's Fiasco (scheduled for January 24) over 300 entries this year!

The El Toro class is another that has defied the aging process. Today it is stronger than ever in both the Senior and Junior divisions — in both numbers of sailors and the level of competition. Borrowing an idea from the Moore 24

class, the 'Toros have their own brand of 'roadmaster' series, with such far-flung venues as Huntington Lake, Stockton and Santa Cruz. In addition to being a popular racing class, the El Toro (named after the 'bull sessions' involved in its design) has nurtured more future Northern California sailing champions than any other design — among them, Paul Cayard and John Kostecki. With 11,000 built so far, it is also the most numerous design produced in Northern California — and still a pretty good little yacht tender, the purpose for which it was originally designed in 1936.

As for the remaining classes: the ever-growing multihull fleet in BAMA; the ageless Wylie Wabbits — the only local keelboat division using trapezes; the exciting Byte; and the active Vanguard 15

fleet — which has its own super-popular evening series on Thursdays at Treasure Island — we'll let those winners do their own talking.

Finally, to the fleets and 2008 season champions not profiled in this series, our sincerest congratulations. We wish we had space to feature you all. Keep at it and perhaps next year it will be your turn to appear in these pages.

BIRD — 1) **Polly**, William Stucky/Dennis Brewer, 28 points; 2) **Oriole**, Daniel McLean, 48; 3) **Widgeon**, David Cobb, 58. (5 boats)

IOD — 1) **Bolero**, Richard Pearce, 27 points; 2) **La Paloma**, James Hennefer, 34; 3) **Whitecap**, Henry Hernandez, 39. (6 boats) Wednesday Night winner: **Undine**, Adam Wheeler.

EL TORO JR — 1) Patrick Tara, 190 points; 2) MacKenzie Cook, 173; 3) Hayden Stapleton, 120.

OPTIMIST (HARKEN SERIES*) — 1) Annie Rossi, 57 points; 2) Jack Barton, 73; 3) Dane Wilson, 76; 4) Will Cefali, 92; 5) Trevor Rowedder, 95. (40 boats) *combined Northern/Southern California series.

SEASON CHAMPIONS, PART III —

Knarr *Knarmageddon*



Peterson/Armando/Dobroth St. Francis YC

Mike Peterson (upper right) is a newcomer to Knarrs — at least by Knarr standards. He's been sailing in the fleet for "only" 18 years. He started at the tender age of 14, when his Sea Scout troop was offered rides aboard Knarrs at StFYC. Mike continued to crew in that fleet and others until 2000, when he went into partnership with Vince Armando (upper left) and Tom Dobroth (lower left) on a boat of their own. The wooden-hulled #115 had been built in 1962 and not campaigned in 20 years, but the three fixed and sailed her back to life, including a major refit in 2005.

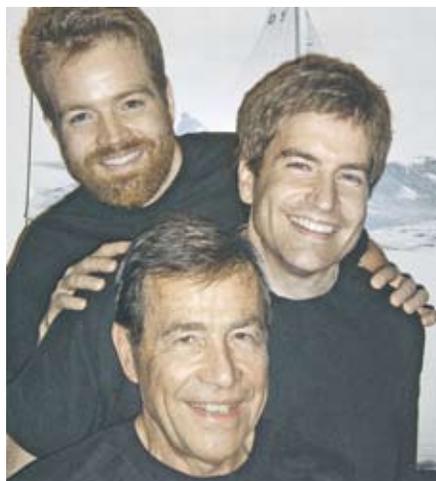
The Knarrs first sailed the Bay in 1953 and remain one of the largest local racing fleets. Competition is intense in both the YRA season 'counters' and the Woodies' Wednesday Night Series at StFYC. It took Peterson and company until 2007, when they took third in the Wednesday Nights, for the *Knarmageddon* program to break into varsity territory.

In 2008, the three partners, along with crewman Brooks Price (lower right), started the season off with three bullets and a second in the first four races, resulting in "these big ugly guys giggling like teenage girls at the mall," said Peterson, who makes a living as a career coach. It also gave the 'new kids' momentum, which they maintained through the remainder of the season.

Sean Svendsen's *Svenkist* won the Knarr division of this year's Wednesday Night Series.

2) *Sophia*, Tom Reed; 3) *Adelante*, Don Nazzari. (19 boats)

Folkboat *Windansea*



Team Wilson Richmond YC

"We were super lucky this year," said Dave Wilson (middle above), who helped sail *Windansea* to a second consecutive Folkboat season victory. As with last year, he and brother Dan crewed for their father, Don.

Unfortunately, in a bit of *deja vu* from last year, health concerns sidelined Don late in the season (he's okay now). So once again, David stepped in as 'relief pitcher'. With Martin Leivers rounding out the third position, Team Wilson prepared for a battle royal down the home-stretch against Eric Kaiser's *Josephine*.

"With four races to go for the season, we were even on points," said David, a radiology resident. "We were also tied on points with three races to go in the Wednesday Night Series." With *Windansea* a tad better upwind and *Josie* a rocketship downwind, the two teams battled each other every leg of every race. Yet by the time the last races rolled around, they were *still* tied — in both series! *Windansea* managed to win the season by one point, while a tiebreaker gave *Josephine* the win for Wednesdays.

The Wilsons were among several local Folkies who flew to Germany for the 2008 Folkboat Gold Cup in July. In a borrowed boat, Team Wilson managed a mid-fleet finish in the 66-boat fleet. But Mike Goebels of *Elsie*, sailing with Eric Kaiser and a Swedish crew, took seventh, the best finish for an American in that prestigious event since its first running in 1962.

2) *Josephine*, Erik Kaiser; 3) *Polperro*, Peter Jeal. (10 boats)

SSS Singlehanded *Coyote* — Beneteau 42



Steve Hill Richmond YC

Steve Hill's Beneteau First 42 *Coyote* was never designed to be sailed singlehanded, nor did Hill ever intend to race her singlehanded when he bought the boat almost a decade ago.

"My wife and I do a lot of sailing on the boat ourselves, and occasionally I would singlehand," Hill said, explaining how he started sailing the SSS singlehanded schedule. "I thought it would be a fun thing to do, a challenge — and it is a challenge."

What's more impressive than the fact that Hill sails a 42-ft boat with overlapping headsails, non self-tailing primary winches and a single spinnaker pole is that this was his first full year of doing it! But while this may have been his first year of flying solo, he's been sailing on the Bay and beyond for more than 45 years. The San Rafael-based technical marketing consultant grew up sailing a variety of family boats on the Bay including a Bristol 27 and a Pearson Vanguard.

As for what's next, Hill sees possibly doing a fully-crewed effort for the 2010 Pacific Cup. Before he gets there though, there are more SSS events on his schedule.

"I'm planning on doing the Longpac this year," he said, adding that the Singlehanded TransPac is out of the question. "Those guys are sleeping 15 minutes at a time. I don't know if I can do that — I need my sleep."

2) *Meritime*, C&C 30, Ed Proctor; 3) *Chelonia*, Yankee 30, Ed Ruszel. (100 boats sailed one or more events.)

WBRA, BAMA, SSS, DINGHIES

SSS Doublehanded *Arcadia* — *Santana 27*



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Nash/Suzuki Richmond/Cal YCs

Ruth Suzuki and husband Gordie Nash weren't planning on sailing most of the SSS doublehanded schedule this year, but after doing a couple events aboard *Arcadia*, their heavily "modernized" *Santana 27*, they were hooked.

What got their attention? Nash said the Society's 'Bay tour' courses pose strategic challenges as they wend their way through the Bay's microclimates.

"The Bay is an amazingly varied place to sail," he said. "SSS has great courses with different conditions — upwind, downwind, reaching. You can start in zero wind, end up in 22 knots on the Cityfront then finish in light air — they're long-distance type events."

Nash gets his fix of 'short-track' racing in the El Toro fleet — he's the class's 2008 North American Champion, and season runner-up. Both he and Suzuki bring a considerable amount of experience to the chart table.

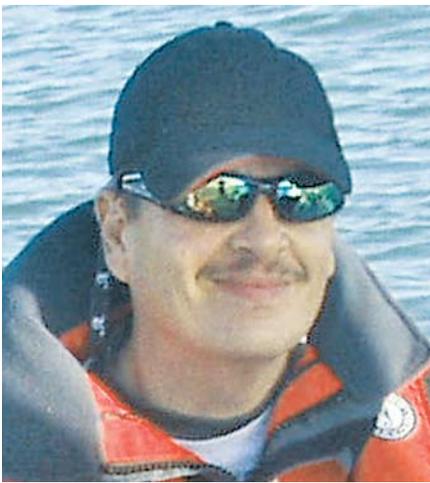
"Ruth has been sailing since college," Nash said. "She's sailed to Hawaii nine times, but this is the first time she's had her name on a trophy."

For his part, Nash — a shipwright by trade — has pretty much done it all. He and Suzuki will be joining the Society this year.

"It's a lot of fun to be in that group," Nash said. "Those guys should be commended — year after year their organization works — I'm honored they let us in."

2) **Flexi Flyer 2**, Lew Lewis; 3) **Carmelita**, Christian Lewis. (200 boats sailed one event or more)

BAMA *Three Sigma* — *F-27*



Christopher Harvey BAMA

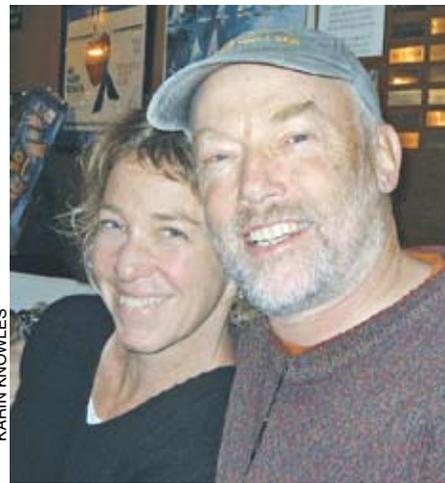
The name was the same, and for the most part, the crew was the same — Scott Leming and Phil Jenkins. But the *Three Sigma* that repeated her Bay Area Multihull Association win this year was a bit different from the one Chris Harvey sailed last year. "The F-27 is an older design and over time people have developed ways to make it better," explained Harvey, an electrical engineer. "The most effective update is to make the boat a 'Formula 27' with the addition of a bowsprit, and change over from symmetrical to asymmetrical spinnakers." Of course, that change also requires learning to sail the boat differently, especially downwind.

"I was expecting some improvement, but was surprised that we were significantly faster off the wind," said Chris. *Three Sigma* hit the top speeds of 22 knots inside the Bay and 23.9 outside, on the way back from the Farallones.

But for Chris, the highlights of the season had little to do with speed and lots to do with the fun and camaraderie of sailing the boat. One was the Ditch Run, which Chris doublehanded with Scott Leming — and in which the two of them jibed the boat 60 times. The other was sailing with many different 'guest' crew this year, including Will and Sarah Stitch, Bill Bennet, Darren Dowd, Bill Cook, and last but not least, Patricia Dowd, Chris' 78-year-old Mom.

2) **Origami**, Corsair F24, Ross Stein; 3) **Wingit**, F-27, Ray Wells. (8 boats)

Wylie Wabbit *Kwazy*



KARIN KNOWLES

Hanson/Moore Richmond YC

Colin Moore's history with the Wylie Wabbit goes almost as far back as the boat itself.

"I'm one of the old farts," he said. "In 1984 I saw (builder) Kim Desenberg sailing one in the Berkeley Midwinters having way too much fun."

A recent arrival to the Bay Area at the time, the naval architect had moved to Berkeley from his native British Columbia for grad school. It wasn't long before he chartered a boat for the 1984 season. Although he was hooked, it wasn't until 1990 that he bought *Kwazy*. And ever since, he's been at the top of the fleet with a few season championships to his name, the most recent coming in 2002.

"The Wabbit fleet decided to reward attendance this year," he said. "We were the only boat to make all the races."

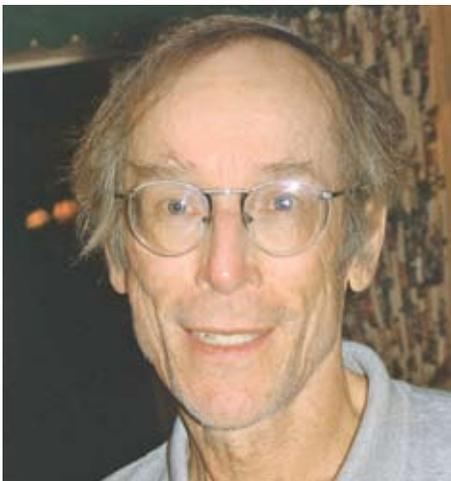
With him at every regatta was partner Hillary Hanson, who he said was the key to their year. One time, when no one else could make it, they even sailed an event doublehanded. Joining them at other times were Richard Jarrat, Guillaume Cavinet and Bill Erkelens. Another key was class member Jerry Keefe, who loaned them his boat after *Kwazy* was dismasted toward the end of the season. Moore said that after some leaner times, the fleet is on an upswing.

"It's been doing much better over the last few years," he said. "There's a new generation and it's taking a bigger role in running the fleet — we're getting 10 or 11 boats for a big regatta."

2) **Mr. McGregor**, Kim Desenberg/John Groen; 3) **Miss July**, Attila Plasch/Denise Palermo. (15 boats)

SEASON CHAMPIONS, PART III —

Sr. Solo Dinghy El Toro



Art Lange Fremont SC/HPSC

Art learned to sail near where he was raised in Barnegat Bay, New Jersey. He made the usual progression from Sunfish to Jet 14s (I-14s with Snipe rigs) and, by the mid-'70s, was racing Flying Dutchmen and trying out for the Olympic sailing team. Then he moved to the Bay Area, got a job at Hewlett Packard, discovered the company's sailing club — and El Toros. He's been a disciple of the 8-ft dinghies ever since.

"After the FD, it was a bit of a step backward performance-wise, but it was sure a fun way to spend two hours every Wednesday afternoon," said Lange, who these days works at Trimble Navigation as an electrical engineer. From Hewlett's sailing club, he expanded his horizons into the Bay Area Toro organization. He was pleasantly surprised at the friendly atmosphere, but taken aback by the sailing skills of the top guys like Fred Paxton, Gordie Nash, Hank Jotz and others. In 2000 he decided to get serious himself, buying a Moore-built El Toro and sailing it a *lot*.

The fruit of those labors was a win of the El Toro season in '05, and again last year. Art set the '08 tone early with a win of the first counting race, the Bullship, as well as the next two races. But even with that momentum, winning in a talent-laden fleet that consistently puts 15-20 boats on the starting line isn't easy. "We raced 11 races and had three throwouts," said Art. "If there had been four, Gordie would have won."

2) Gordie Nash; 3) Fred Paxton. (20 boats; www.eltoroyra.com)

Byte n/a



Michele Logan Richmond YC

This year marked Michele Logan's return to sailboat racing after an eight-year hiatus, and the 2008 Byte Season Champion showed the time away did nothing to hurt her touch.

"I'd forgotten how much I missed racing and playing on the Bay," she said, explaining that she's owned her boat for 10 years and likes the new 'C2' rig introduced since she'd last been sailing. "The new rig is powerful and very importantly, it offers impressive de-powering features which allow me — on the light end of the weight range at 110 pounds — to sail competitively against heavier sailors."

Logan, a bank manager, sails Wabbits and Ultimate 20s when she's not tearing up the racecourse on her Byte. She got her sailing start as a kid before stepping up to a Laser II and a windsurfer after college. Later she co-owned and campaigned an Express 27.

Her big success of the year in this gender-balanced fleet, whose sailors range in age from 12 to 65 — although she says most are of legal drinking age — came at the Richmond YC's Dinghy Invitational in May.

"That stands out as one of the highlights of my racing career," she said. "The conditions varied from light and tactical racing on day one, to 20-knot winds and near survival conditions — on a Byte — the second. I overcame the mental demons, found some new gears and dialed in my heavy air technique."

2) Laurie Davis; 3) Bill Tieman. (16 boats)

Vanguard 15 #598



Lowry/Szabo/Krivkovich St. Francis YC

If work and family commitments mean you only have enough time to sail the minimum number of races to qualify for your season championship, then you'd better make those races count. That's exactly what Adam Lowry and crews Linda Szabo and Alexis Krivkovich did — they won 11 of the 21 races they sailed — en route to winning the 2008 Vanguard 15 Fleet 53 season championship.

The StFYC member has an impressive sailing resume, which includes a pair of Olympic campaigns. Lowry finished third at the 2000 trials in the 49er before serving as a coach for eventual bronze medalists Jonathon and Charlie McKee.

While the season championship regattas plus the popular Svendsen's Thursday Night Series at Treasure Island Sailing Center have been a mainstay of his sailing, Lowry didn't get much sailing in this year — he and wife Mara had a baby in September.

"That cramped the schedule," he said. And not just because his wife was pregnant, but because she's been his number-one crew ever since they started sailing together — and dating — at Stanford, where both were All-Americans.

Lowry is a co-founder of Method Home, the now-ubiquitous brand of environmentally-friendly cleaning products. Between work, family and V15 sailing he'll be getting out on a new toy in 2009 — by the time you read this, he will have taken delivery of a foiling Moth.

2) 1765, Tom Allison/Greg Stemler; 3) 641, Ken Turnbull/Rebecca Beard. (27 boats)



Welcome to YRA Racing!

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

Entry Form
next page!

FLEET INFORMATION

HDA (Handicapped Divisions Association)

- Bay Racing on longer courses for boats with a current NCPHRF rating. The Vallejo, 2nd Half Opener, and Season Closer Regatta's are included in the HDA Season Racing fee.
- Divisions are determined by grouping similarly rated boats. If you are unsure of your division, please write your NCPHRF rating on the "Fleet" line.
- HDA divisions are invited to race in the Crewed Lightship 1 race for an additional \$5.00 per racer. A signed Minimum Equipment List must be included with entry. Entry into the Crewed Lightship 1 race must be made at the time of season entry or individual race fees will apply.

ODCA (One Design Class Association)

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

OYRA (Offshore Yacht Racing Association)

- Approximately 12 ocean races ranging from 15 to 51 nautical miles in length
- OYRA racers are invited to race in the Vallejo race for an additional \$5.00 per racer. Entry into the Vallejo race must be made at the time of season entry or individual race fees will apply.
- Racers will race in one of the following 5 divisions, determined by their boats D/L ratio (unless choosing to race in the SHS division):
 - PHRO 1a – NCPHRF of 0 or less
 - PHRO 1 - OVER 31.5 Feet, D/W ratio Less than 200
 - PHRO 2 - OVER 31.5 Feet, D/W ratio 200 & over
 - MORA – 31.5 Feet & Under
 - SHS – Shorthanded division, Specifically Requested

WBRA (Wooden Boat Racing Association)

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

BACK FOR ANOTHER GREAT YEAR!

THE YRA PARTY CIRCUIT!

- This series highlights the marquee YRA events: The YRA Season Opener (The Great Vallejo Race) in May, the YRA 2nd Half Opener in July, and the YRA Season Closer in September. Three fun-filled weekend events with great parties on each Saturday night!
- Series Champions will be awarded at the YRA Year-End Trophy Party in November 2009.
- There is one throw out race for the series. In addition, 50% of the fleet or class must qualify for awards to be given.
- All Bay-Area sailors are invited to sign up! We offer divisions for PHRF racers, One-Design Classes, a Double/Singlehanded Division and a Non-Spinnaker Division. If your One-Design Fleet is interested in signing up, please contact the YRA office.
- When entering, simply list your NCPHRF rating on the "Fleet" line, or, enter your One-Design Fleet.
- Sailing Instructions for each race will be available on the YRA Website: www.yra.org. If you have any additional questions, contact the YRA office at (415) 771-9500 or info@yra.org.



GENERAL INFORMATION

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



Yacht Racing Association of San Francisco Bay

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

Name: _____ Boat Name: _____ Sail Number: _____
 Street: _____ Boat Model: _____
 City, State, Zip: _____ Manufacturer: _____ Yr Built: _____
 Evening Phone: _____ Daytime Phone: _____ Designer: _____ Yr. Designed: _____
 Email Address: _____ U.S. Sailing #: _____ YRA Member #: _____
 Yacht Club Affiliation: _____ Marina: _____ Berth/Slip #: _____

Membership Fees:	YRA Membership: <i>Required for YRA Racing</i>	\$40	\$ _____
NCPHRF Fees:	Renewal of 2008 Certificate:	\$30	\$ _____
	New Certificate or Renewal of 2007 or prior Certificate:	\$40	\$ _____

Season Racing Fees:	US Sailing Members	Non US Sailing Members	Fleet	<i>See back for more fleet information</i>
Handicap Division Association (HDA) Season	\$180	\$195	_____	\$ _____
One Design Class Association (ODCA) Season	\$180	\$195	_____	\$ _____
Ocean Yacht Racing Association (OYRA) Season *	\$195	\$210	_____	\$ _____
Wooden Boat Racing Association (WBRA) Season <i>(includes US Sailing Membership)</i>	\$190	N/A	_____	\$ _____
YRA Party Circuit <i>A 3 race weekend mini series! See Back for Details</i>	\$120	\$135	_____	\$ _____

Single Race Fees:	US Sailing Members	Non US Sailing Members	Fleet	<i>See back for more fleet information</i>
HDA season racers entering Lightship 1 *	\$5	N/A	_____	\$ _____
OYRA season racers entering Vallejo	\$5	N/A	_____	\$ _____
Vallejo Race Only (YRA Season Opener)	\$75	\$80	_____	\$ _____
2nd Half Opener Only	\$75	\$80	_____	\$ _____
Season Closer Only	\$75	\$80	_____	\$ _____
All other YRA Races (write in race name): _____	\$50	\$55	_____	\$ _____

Racing Late Fees:	1st Deadline	2nd Deadline	
Vallejo Race (YRA Season Opener): 1st deadline- 4/20, Final deadline- 4/29	\$35	\$75	\$ _____
Lightship 1: 1st deadline- 3/9, Final deadline- 3/18	\$35	\$75	\$ _____
All other YRA Races: Rec'd after 5pm Mon and before 5pm the Wed before race	\$35	N/A	\$ _____

No entries accepted after 5pm the Wednesday before the race

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

In consideration of being admitted to sailing membership in the Yacht Racing Association of San Francisco Bay (YRA), I agree to abide by "The Racing Rules of Sailing" and the Sailing Instructions of the YRA and the regatta sponsors. I warrant that I will maintain compliance with the YRA Minimum Equipment requirements. To the fullest extent permitted by law, I hereby waive any rights I may have to sue the YRA with respect to personal injury or property damage suffered by myself or my crew as a result of our participation in the YRA and hereby release the race organizers from any liability for such injury or damage.. I further warrant that I have not relied upon any of the above entities or individuals in preparing my yacht for racing.

Signed: _____ Date: _____

Make check payable to YRA. To pay by MasterCard or Visa please provide card info below, including billing street address and zip code

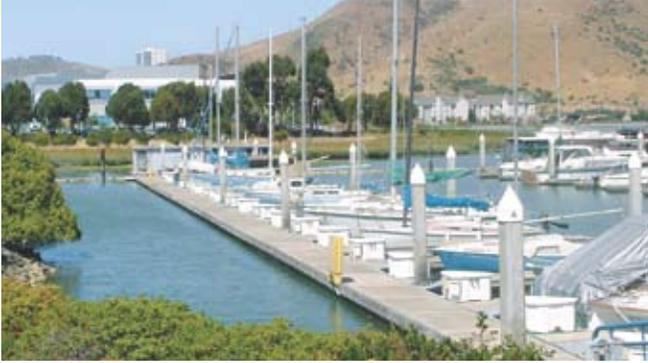
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Card Holder's Signature: _____ Billing Address: _____

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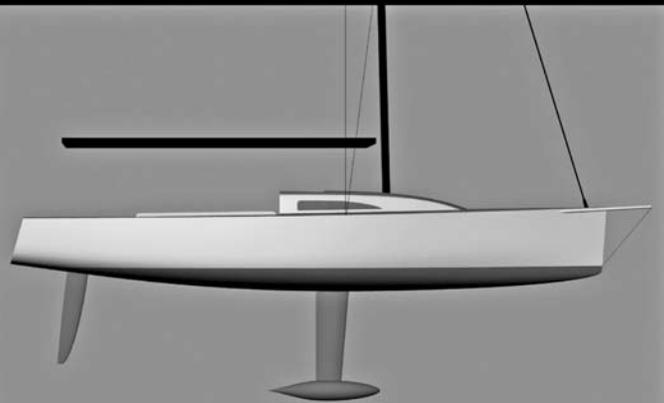


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MAX EBB

It wasn't my idea to file this protest, especially against my old friend Roxanne Scholes. There was no contact, no damage, and it only cost us one place at the finish. Certainly not worth spending a whole evening at a protest hearing at a yacht club on the other side of the Bay.

But Mark Rume, my new tactician, felt otherwise. It was a blatant foul! Our rights had been trampled! If we let them get away with it this time, it was sure to happen again.

Mark was ready to handle the whole affair as the representative of my boat, but I felt it was better to have him be the star witness while I handled the procedural stuff. Phil Chute, my foredeck crew, agreed to be witness number two, and I invited them both to dinner and a pre-hearing conference at a nice restaurant near the sponsoring yacht club.

"It's airtight, I tell you," insisted Mark, before we even had a chance to look at the menu. "We broke the overlap at least two lengths from the mark."

"Where were you on the boat at the time of the incident?" I asked, playing the role of Protest Committee. "And what were your duties as crew?"

"I was tactician," he answered, "and sitting right on the stern pulpit. I could look straight up and see their spinnaker over my head."

"How do you know when the overlap was broken?"

"When they ran the guy, their chute collapsed, and right then the bottom tip of our transom was about even with the forward edge of their bow pulpit. But our spinnaker was still drawing, so space started to open up right away."

"And how do you know the distance to the mark when the overlap was allegedly broken?"

"There were two boats in front of us, between us and the mark." He said. "They were arranged like this . . ."

He manipulated the plastic boat models — I had brought a set from one of the old Elvstrom books

— to show the two boats in front of us and Roxanne's boat right astern.

"The first boat's bow was about even with the mark, and they were just starting to turn. The second boat was slightly overlapped on the outside and they were going wide to make room. But there was about a half length between the second boat's stern and our bow. So we had to be two-and-a-half lengths from the mark."

"Were you watching this and the boat

behind you at the same time?"

"That's impossible," he said. "But I made sure to look at and remember the distance to the mark after I was certain the overlap was broken, because I knew we'd have to break the overlap outside of the two-length zone."

"That should do it for us," I said. "Roxanne will say she had the overlap inside of two lengths, but when the facts conflict, most protest committees tend to go with the observer who's in the best position to see it clearly. But let's run through the rest of the rounding, just to make sure we all remember it the same way."

Phil and Mark had slightly different versions in their heads, but after some discussion, they agreed that we had at first gone wide to avoid the boat clear ahead, and then while we were doing our "letterbox" douse, pulling the spinnaker in between the boom and the loose-footed mainsail, Roxanne had snuck inside calling for room.

At that point in time, the boat ahead of us had also gone wide to avoid the boat inside of them, leaving us plenty of room to make a tight rounding. But Roxanne was in the way, forcing us back out. We hailed back "no room, there was no overlap at two lengths," but we gave them room anyway to avoid contact.

Both my witnesses practiced some more with the models, learning to avoid the usual trap of compressing the scale, and by the time dinner was finished we were ready for action.

Over at the yacht club, the Protest Committee was waiting for us. There were three people on the committee, and much to my surprise Lee Helm was

in the middle seat. I recognized the other two as well: Bjorn Toulouse, a well-known local racer, and Miles B. Hind, perpetual Race Committee

volunteer for the host club.

Roxanne Scholes was there with her own witnesses, long-time regular crew Rocky Bottom and Shelly Reefe.

"My name is Lee Helm, and I'm, like, the chair of this Protest Committee."

Lee introduced the two other PC members, then explained that she often

The big imaginary balloon over her head said, "Nyah nyah!"



crews on my boat, and gave Roxanne an opportunity to object to her serving on the committee per the racing rules.

"I appreciate that but I'm sure you'll be objective," said Roxanne, showing an air of confidence that I couldn't quite understand under the circumstances.

"If we're all here . . ." said Bjorn.

"Each yacht is allowed one representative present for all testimony," Lee instructed. "But, like, witnesses are excluded except when testifying, so it's just one person from each boat. We'll call you in when we need you."

Mark, Phil, Shelly and Rocky were invited to wait in the bar, and as soon



If you can read this, you're too close — The new racing rules (inset) have significant changes so you'd better study them closely.

LATITUDE / JR

as they were out of the hearing room we got down to business.

"First we need to determine if these protests were properly filed," said Lee. "Max, when was your flag displayed?"

She knew that the flag on my boat is usually buried under a pile of old race instructions and equipment manuals deep in the chart table, and it generally took a minute or two of excavation to find it.

"My crew took his own flag out of his pocket," I said.

"I'll acknowledge that the flag was flown immediately," said Roxanne. "And we heard the hail of intent to protest from

his tactician."

"That speeds things up," said Lee.

"And I'll verify that the written protest was received within the time limit," added Miles.

"Okay, I'm prepared to find Max's protest valid without any further deliberation," concluded Lee.

Roxanne's counter-protest against us was a little more complicated, because we never saw their flag even though they claimed to have put it up right after the rounding. After a short deliberation, the Protest Committee found Roxanne's protest to have been not properly filed.

This felt like our first big procedural victory. But then Lee explained that all it did was control who talks first and who

sums up last, and either boat could still be penalized. Either boat could still present witnesses and cross-examine. So no real advantage.

I was asked to present my story first, and opted to go directly to Mark as my first witness.

He gave a flawless performance, even more convincing than at our rehearsal.

"And how many seconds between breaking the overlap and reaching the mark?" asked Lee.

"I'd say about fifteen seconds," he answered without missing a beat. "We were going about four knots."

Lee wrote something in her note pad,

MAX EBB

but Bjorn couldn't help working out the time-speed-distance formula out loud: "Let's see . . . four knots is 400 feet per minute, so 15 seconds is a quarter of a minute or 100 feet, which is more than . . ."

He stopped when Lee jabbed him with her elbow.

Then Miles asked the expected questions about where Mark was stationed, what his job was, and how he could tell so precisely when the overlap was broken.

Roxanne, cross-examining, asked a few questions about the boats in front that Mark claimed made such an accurate ruler, but didn't really challenge our main contention that we broke the overlap outside of two lengths.

Then it was Roxanne's turn, and she went straight to her main witness, Rocky Bottom.

He was prepared to put on quite a show of technology. He had still photos

from the onboard backstay race video, timestamped by the camera. He had print-outs from the GPS file, and he had confusing data to show how he was able to synchronize the times from the two recording devices. Lee seemed to understand it all.

the same for Shelly.

Roxanne summed up her case: "RRS 18.2(c) is clear," she said, holding up a blue rulebook. "When a boat is required to give mark-room by rule 18.2(b), she shall continue to do so even if later an overlap is broken."

"And we all agree that there was no overlap at two lengths," I pointed out.

"And we all agree that there was an overlap at three lengths," Roxanne countered. She read from her rulebook: "Definition of the 'zone': The area around a mark within a distance of three hull lengths of the boat nearer to it."

"Where did this three lengths thing come from?" I asked. "And that blue rulebook must be an old one. The book's been red since the first Bush administration."

But Roxanne had the last laugh. She passed me the rulebook. The cover said 2009-2012.

RACING RULES RESOURCES

- Look to Windward racing rules blog: <http://rrsstudy.blogspot.com>
- The RYA guide to the new rules: www.rya.org.uk/knowledgebase/racingrules/pages/guidetotheneWRacingrules20092012.aspx.
- US Sailing rules page: www.ussailing.org/rules

Amazingly, Rocky's story agreed with mine. The overlap was broken when my boat was exactly 2.5 boatlengths from the mark.

Then I called in Phil to testify, just because it didn't seem fair to kill his evening without even giving him a chance to be in on the process, and Roxanne did

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"They went into effect on January 1," she said. "Three lengths. I agree with all your facts, and I was entitled to room."

The big imaginary balloon over her head said, "Nyah nyah!"

"Funny how the book always switches to blue when there's, like, a Democratic administration," Lee observed.

"Do we even need to deliberate on this one?" asked Miles. "Looks like an open and shut case."

"Yes," advised Lee. "We need to talk. Now if you will excuse us."

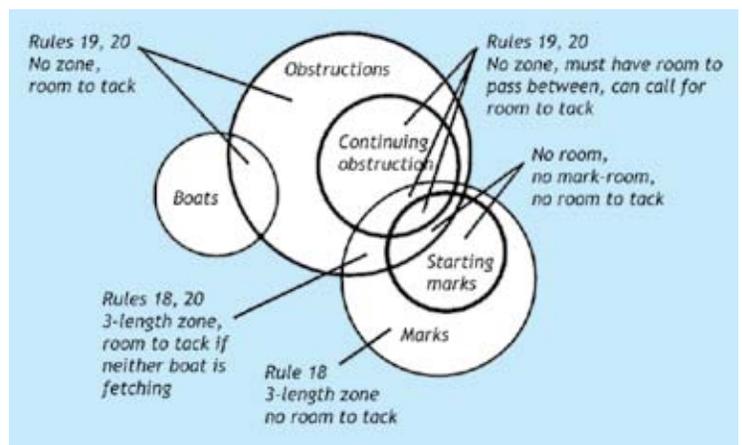
Roxanne and I joined our witnesses in the bar while we waited for final word from the Protest Committee. But I had to tell Mark that it looked pretty grim for us.

"It's been two lengths for 44 years!" complained Mark. "Ever since the 1965 revision. I guess that's what I get for not being a member of US Sailing and not getting my new rulebook mailed to me automatically every time a new edition comes out."

"What other changes did they sneak in on us?" I asked Phil.

"Rule 18 is the big one," said Roxanne. "Completely restructured. Now there are separate rules for marks and for obstructions. And continuing obstructions are different from point obstructions."

"The old rule 19, the one about calling for room to tack, is now rule 20. The new rule 19 is only for room at obstructions. There's no zone in rule 19, and it applies at obstructions that are not marks, continuing obstructions, and continuing obstructions that are marks, but not at starting marks even if they are also



If you think parts of the racing rules are complicated, you're not alone. This diagram shows how various rules interact.

obstructions. But if non-continuing obstructions are marks then rule 18, with the three-length zone, still applies."

"And they expect us to keep track of different rules for each of these different situations?" I asked.

"It's really a lot simpler than it

MAX EBB

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sounds," Rocky assured me. "In most cases nothing changes."

"Except changing two lengths to three," I said.

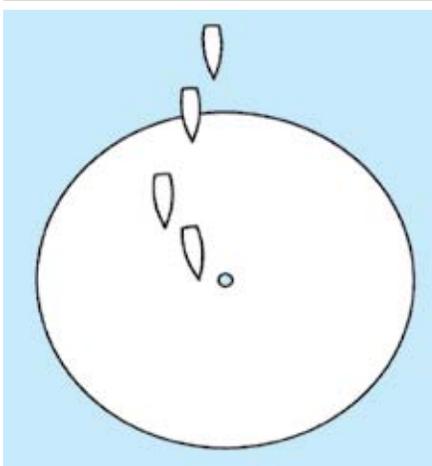
"Is there still an 'about to round' condition?" asked Mark.

"No, they got rid of that. They also dumped 17.2, the rule that said you couldn't fall off to defend against a boat steering to pass you to leeward on a reach or run. No one ever used that one anyway. Except me, in college races, and I could never make it stick even in clear-cut cases."

"Another change," added Shelly, "is that they changed the limitation on who can protest when a race boat doesn't follow the government right-of-way rules when it meets a cruiser.

"It used to be that only the RC could protest for that," said Mark.

"Now any racer can protest any other racer for a right-of-way infraction against a non-racer," confirmed Rocky. "And that would include impeding the progress of a large ship in a channel. It's a big can of worms, if you ask me. The government rules don't really handle close situations



MAX EBB

Time to get used to a larger circle defining the "zone" for room at the mark.

very well, and when the cruiser is just being polite and getting out of the way even if the racer was intending to avoid them, it's going to be hard to tell if there was a foul."

"A starboard tack daysailor could do a lot of damage plowing through a fleet of port-tack racers," I surmised.

Finally Lee appeared in the bar, along with Miles and Bjorn.

"We've reached a decision," she announced.

"Okay, we're ready to face the music," I said glumly.

"We find as a fact that the overlap was broken at 2.5 lengths," she began. "We also find as a fact that Max altered course to give Roxanne room at the mark. We note that the Sailing Instructions for this event state that, and I quote: 'The entire series shall be sailed under the 2005-2008 ISAF racing rules as adopted by USS.' The protest is sustained, and Roxanne is disqualified for infringing rule 18.2(c) of the 2005 rules."

Phil and Mark gave each other the high five.

"It was his idea," I said as I apologized to Roxanne.

"It's okay. You got me fair and square on the fine print," she sighed.

Sometimes being lucky is just as good as being smart.

— max ebb

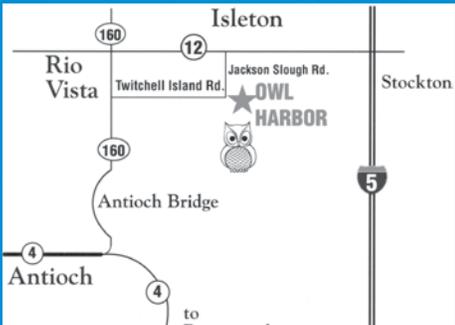


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THE RACING

In this, the first Racing Sheet of 2009, we start with **Midwinters Notebook** — a quick look at some of the "silly-season" action so far. Then it's on to the fountainhead of carnage, **Vendée Globe**. We can't leave out the **Volvo Ocean Race**, which is starting to look decidedly less like a landslide with the jumbled finishing order of Leg Three. Now we know it's early in the year, but the **TransPac** is only seven months away; and there's some pretty exciting news from the Antipodes where a new **Pendragon** is due to launch next month for this West Coast classic. Next up, we give you a heads-up, on which Bay Area teams are headed to **Acura Key West Race Week**. The **Race Notes** cap it all off. Happy New Year!

Midwinters Notebook

December 13 — A forecast of wet weather didn't seem to affect the turnout at the second installment of the RegattaPRO Winter One Design series. Held on the Circle in 10-17 knots of breeze that ranged from about 270-290° magnetic with an occasional short-lived swing another 40° either direction, the racing brought out 43 boats split among five one-design classes: J/105s, J/120s, Express 27s, J/24s, and Melges 24s.

With a 7-ft high tide around 11 a.m. that fell to a nearly minus-2-ft low in the early evening, there was plenty of current, which was generally running in the up-course direction. That meant shorter beats and longer runs.

RegattaPRO's Jeff Zarwell was hampered by a technical issue with his mark-set boat, resulting in the first race being really reachy. By the second race, the course was a little more square, but there still weren't many passing lanes.

The flip-side was that it was a good opportunity for some traffic-negotiating practice as all the fleets but the J/120s

tape recorders and always record the finishes."

An added benefit of the skewed courses was that we actually got a chance to shoot photos of boats reaching around the buoys, which is a lot of fun and increasingly rare. Will Paxton and his *Motorcycle Irene* gang put on a clinic for the rest of the Express 27 fleet in the two races we saw and the Sellers/Kaiser/Ryan partnership on *Donkey Jack* did the same for the J/105s.

The Melges 24 fleet had a good turnout, as did the J/24s — which showed the highest concentration of those boats racing on the Bay since the San Francisco YC hosted the Mallory Cup back in September. The J/120s were undoubtedly the closest fleet, front-to-back, which should come as no surprise to anyone who's seen these guys tangle on the Bay.

December 6-7 — Cooler weather and breeze from just about every direction didn't keep too many people off the water during the weekend of December 6-7. From the Sequoia YC's Winter #2

in the South Bay to Vallejo YC's Midwinter #2 on San Pablo Bay, and just about everywhere in between, there was plenty of fluky racing on Saturday that challenged the race committees as much as it did the racers.

That inconsistent breeze gave Jeff Zarwell — wearing his Sausalito YC hat this time — and his crew plenty to think about and plenty of mark sets and changes on the course in the Little Harding area.

On the Cityfront, 69 boats came out for the second installment in the Golden Gate YC's Manuel Fagundes Seaweed Soup Series.

In the Doh! department — so described not only for the incident, but also for the fact we misplaced the picture



LATITUDE/ROB



Wil Paxton and Steve Madeira lead the Express 27 and J/120 divisions respectively in RegattaPRO's Winter One-Design Series.

and Melges 24s were really bunched up together.

"They were so tight that I couldn't write down all the sail numbers fast enough," Zarwell said of the finishes, which he got sorted out later in the week. "Fortunately I always carry several

— Dan Knox's *Islander 36 Luna Sea* was T-boned pretty hard, and sustained a triangular 1-ft hole about halfway up her topsides. *Luna Sea* was granted redress for the incident, and we're told crewmember Deb Fehr joked that, for a little while during the race, she was running the foredeck on both boats!

Across the Bay on the Circle it was Encinal YC's Jack Frost #2, and down in the South Bay, Sierra Point YC hosted the SBYRA's Winter #2.

On Sunday, there were big numbers of little boats out for the first of Richmond YC's Small Boat Midwinters. The biggest fleets were the Optimists with 37 and the Lasers with 31. In all, a grand



RegattaPRO's Winter One-Design Series drew 43 boats December 13; they were rewarded with breeze.

total of 165 boats in 14 divisions showed. We jumped in a Flying Dutchman and ended up spending almost as much time paddling in as we did sailing. All we can say is we're glad it wasn't a 49er — not that we could sail one anyway...

As for results, well, you'll find them for most of these series in the Box Scores located on pages 138-139.

Vendée Globe

It was only six-and-a-half feet, but the distance separating Yann Eliès from his medical kit might as well have been intercontinental. He was working on the bow of his IMOCA 60 *Generali* on

the morning of December 18, sailing in seventh place in the 2008 Vendée Globe race, when they hit a wave that violently stopped the boat, threw him to the deck and fractured his left femur.

The French skipper managed to crawl down below and into his bunk at the nav station, where he stayed, unable to move or reach any heavy duty pain medication for relief.

Although a rescue effort was promptly launched by the Australian Navy, the frigate *HMAS Arunta* wasn't able to reach Eliès' position, some 500 miles south of Cape Leeuwin, until two days later. The weather gods smiled on Eliès as the

Arunta arrived and he was successfully transferred aboard her where he could be attended to by civilian medical personnel.

Marc Guillemot's *Safran* was closest to *Generali* — which was hove-to under a staysail and three reefs — and arrived on scene to provide moral support, with Sam Davies' *Roxy* also diverted although the latter was too far away to reach *Generali* before the *Arunta*.

Guillemot's attempts to toss water bottles and some pain meds down *Generali's* companionway proved unsuccessful, but Eliès' shore manager said the skipper's morale improved significantly when Guillemot arrived. Prior to the rescue, Team Generali Administration and Technical Manager Erwan Steff described Eliès situation and the crippling nature of his injury.

"Unfortunately he still has not taken any painkillers or medicine," Steff said. "He has no water nearby, but his morale is rising. He has been able to find lime juice, a cereal bar and condensed milk — some essentials. He is still in a lot of pain but Marc Guillemot is there and his hope is boosted by the news that the *Arunta* is arriving faster than expected. Yann saw Marc's sails from where he is, so now he can physically see his friend, and that helped him. The fact that Marc tried to throw him food and medicine makes him realize that people are mobilized to get him out of this situation. Marc has gone through this situation himself before — when a capsized aboard *Jet Services V* in December 1985 left him trapped with a badly broken hip — so he knows how to talk to Yann and find the right words to help him through this."

As for Eliès' prognosis, race doctor Jean Yves Chauve summed up what he'd been able to learn from satphone conversations with the 34-year-old skipper as he bobbed around in the Southern Ocean.

"I spoke to Yann this morning and we did a checkup as we do every two hours," he said. "Of course Yann still cannot move, since the pain is so intense. He can move his toes and has good blood circulation around the leg. Because of the fracture there's probably internal bleeding; the leg is a bit displaced on the outside, so there's a loss of circulation somewhere above the knee. The thigh is very painful and is swollen. His whole left side hurts, he has some bad bruises, and the muscles are very tense and sore as they contract themselves. His back hurts around one rib, so we don't know if he has a broken rib or a bruise. Even if it is a broken rib, it's not that serious.

THE RACING

VINCENT CURTCHET/DPPI/VENDEE GLOBE



ABLE SEAMAN/HMAS ARUNTA



JACQUES VAPILLON/DPPI/VENDEE GLOBE



JEAN MARIE LIOT/DPPI/VENDEE GLOBE



Clockwise from top left — Roland 'Bilou' Jourdain sits quietly in second place; Marc Guillemot with the latest in Vendée Globe fashion — an 'HMAS Arunta' beanie; Guillemot's 'Safran' stands by as Yann Eliès is successfully transferred off 'Generali' by the Royal Australian Navy; Eliès gives the Navy a thumbs-up; Sam Davies just missed out on an 'Arunta' beanie, but she's not sweating it — does this woman ever have a bad day?; 'Cheminées Poujoulat' on the hard, the hard way; Michel Desjoyeaux, race leader; Loïck Peyron, the only skipper to have sailed in the first Vendée — dismantled.

The difficulty is that he cannot move to get food but he only has 24 hours to go, so logically that should not pose a problem. The problem is that he still

cannot access the painkillers. But he's in a position where, if he doesn't move, he doesn't hurt."

While it's usually of the equipment-

kind, attrition is a constant in the Vendée. Now that most of the 19 boats remaining — of the 30 that started — are about halfway around the world, it looks



ABLE SEAMAN/HMAS ARUNTA



ABLE SEAMAN/HMAS ARUNTA



SAM DAVIES/ROXY/VENDEE GLOBE



THIBAUT VERGOZ/TAFF/VENDEE GLOBE

like the rate of attrition is well on its way to the 50% mark many people have come to expect.

Given that the entire fleet has been lashed by winds to 65 knots in the Indian Ocean already, not to mention the 50 knots they got on the race's first night, it's pretty amazing there are still

19 of these wide, flat carbon fiber speed machines in the race at this point.

There's ice, and apparently lots of it, which hasn't respected the sanctity of the race organizers' "Ice Gates" — mandatory waypoints that boats must pass to keep them from pushing too far south and getting out of reach of the rescue

assets of the Royal Australian Navy.

After sailing solidly in the lead for a week or so, Jean-Pierre Dick's *Paprec-Virbac II* collided with an unidentified object that broke the casing of one of his rudders, forcing him to slow down and head north while effecting a repair.

This allowed Mike Golding — who's

THE RACING

had plenty of 'round the world disasters himself — to slip into the lead. But it wasn't to last. In a 50-knot squall, Golding's *Ecover III* became the race's most recent dismasting.

Brian Thompson's *Bahrain Team Pindar* suffered cracks in the forward longitudinal stringers, and, although he's been able to effect a repair, the British skipper has had to take his foot off the accelerator

Swiss sailor Dominique Wavre was forced to divert to the Kerguelen Islands with keel-head damage that rendered his *Temenos II's* canting keel uncontrollable. Wavre settled into Morbihan Bay in order to effect repairs which have since proven unsuccessful.

He issued a pan-pan and donned his survival suit, unable to return to the Kerguelens in the stronger-than-forecasted 45-knot breeze he left in. As of this writing, he was continuing on toward Australia — very carefully

Also making a stop at the Kerguelens was Bernard Stamm's *Cheminées Poujoulat*. Stamm elected to divert there to fix some nagging problems, but ended up creating another.

While attempting to pick up a mooring set up for him by the French crew that mans this remote island outpost, *Cheminées Poujoulat* went aground in 45 knots of breeze and punched a hole in the boat's port side. Fortunately for Stamm, the cargo vessel that services the island was able to hoist the boat aboard after she was refloated, and both boat and skipper are en route to Reunion Island.

New leader Michel Desjoyeaux aboard *Foncia* — who restarted from Les Sables d'Olonne some two days late — is cranking along at about 50° south, having entered the Pacific Ocean, in a fairly tight peloton with Roland 'Bilou' Jourdain's *Veolia Environment*, Jean Le Cam's *VM Matériaux* and Seb Josse's *BT*.

You can follow all their progress at www.vendeeeglobe.org/en.

Volvo Ocean Race

Bouwe Bekking's *Telefónica Blue* scored an emphatic victory when it crossed the finish line off Singapore at the end of leg three of the Volvo Ocean Race, just before 11 p.m. local time December 22. It was among the closest finishes in the race history, with the top four boats finishing within 20 minutes of each other after nearly 10 days of racing.

"It is a very sweet victory," Bekking said. "Very special — just before Christ-

mas — a nice little gift for us and very nice because all the families are here.

We were in the lead, then we lost it, and then took it back again. In the final six or seven miles, the breeze died completely and the other guys got very close, then we got a little puff of breeze and I managed to bring her home. I have never seen the guys so happy. I have known them for quite a while and normally they are very cool, but they were just ecstatic when they went through the finish. It is a huge thing for us."

The Spanish team carries a valuable eight points towards their overall score, which now stands at 30.5 points, vaulting them into second place overall.

Ken Read's *Puma* claimed second, 17 minutes behind the Spanish team, and picking up seven points toward her total score. *Puma* sits in third place overall behind Torben Grael's *Ericsson 4*.

"I have never done anything like this before," Read said. "I'm not really sure I want to do it again. Nobody can remember the last time they either slept or ate. It has really been all hands on."

Aboard *Delta Lloyd* it's been tough going for St. Francis YC member Matt Gregory. They hadn't even reached the leg's halfway point when a brace for one of the keel rams delaminated from the watertight housing, leaving them without the ability to cant the boat's keel. As of this writing they were closing in on the finish, some 150 miles away.

You can find more on the race at www.volvoceanrace.org.

TransPac Notes

The 2009 TransPac is already rolling full-ahead with seven months yet to go before the first start.

There are already 16 boats from five countries signed up through the race's new, much-improved website at www.transpacrace.com.

But the boat that has us most excited at this point is a new *Pendragon* for the Cal YC-based John MacLaurin. The boat, which is in the final stages at Ian Franklin's boatyard in Christchurch, New Zealand, will be the fifth Laurie Davidson-designed *Pendragon* commissioned by MacLaurin.

The 70-ft nomex-cored and pre-preg carbon fiber pocket maxi was engineered by High Modulus and Kevin Dibley, and features a rig by Southern Spars and sails by North.

The boat will feature a draft of about 17 feet, with a keel that lifts to 10 feet for



RICK TOMLINSON/VOLVO OCEAN RACE

the shallower-water harbors. Featuring a carbon fiber keel foil, and some trickery in the rudder configuration we can't divulge, she's due to be launched in early February — and she's high-tech.

For example, the pre-preg carbon fiber used in the hull required baking — so Franklin stepped up and invested in a 90-ft long, world-class oven.

Unlike many of the new boats being built these days in that size range, *Pendragon VI* shows more rocker and softer sections, which should help light-air performance. But the stern is still plenty beamy, hinting at plenty of power also.

"It's reasonably narrow on the waterline," Franklin said. "The topsides are more free — she'll be a good performer in all conditions, a good all-'rounder."

For MacLaurin, this good all-'rounder didn't just come to fruition on an impulse.

"The 70 has been in my sights for a long time," he said. MacLaurin has been gradually stepping up in size over his 40-year sailing career. The first *Pendragon* was a 3/4-tonner with which MacLaurin won the class's world championship before the boat was declared too fast for a 3/4-ton.



Ken Read's 'Puma' is in third overall after Leg 3 of the Volvo Ocean Race.

The following year he entered the boat in the one-ton worlds after adding a little sail area to get it into the rating band — and won that. Then there was another one-ton and an Ultimate 30 which he raced in the brief flash of a pro circuit that existed for those boats in the '80s.

months I had naval architects going through my boat without my permission."

While *P-IV* spawned a whole new type of boat, it was never intended to be an ocean-going boat. And the total lack of creature comforts was something he and

He stepped up to a Davidson 44 before doing a year of Farr 40 sailing and subsequently building *Pendragon IV*, the Davidson 52 that ushered in a new era of fast, box-rule boats — the TP 52.

Launched in 2000, *Pendragon IV* was initially conceived as a day-racer, that at 52 feet, was the maximum allowable size for week-night races in MacLaurin's home base, Marina Del Rey. It wasn't long before she was getting noticed — she was the talk of the 2000 Big Boat Series.

"People were startled with it," MacLaurin said. "After about four

his wife Suzie handled with without a problem on Mexico races. But although Suzie had done all the Mexican races, she had yet to do a TransPac, and she wanted a proper galley for the trip.

"It started that Laurie proposed a racer-cruiser with lots of creature comforts," MacLaurin said. But the racers in them just couldn't handle a compromise. "We've gradually eliminated most of the comforts."

Peter Isler has signed on to navigate for the TransPac. Long-time regulars, project manager Scott Dickson and boat captain Mike Ishino, are also still heavily involved. And MacLaurin said that "the reservations are already made" for Rolex Big Boat Series in September. After being launched, the boat will be possibly be sea-trialled in nearby Lyttelton if the schedule permits it.

MacLaurin came to sailing later in life, and his first boat was a Lido 14 that he and Suzie sailed locally in Del Rey before he started his progression through the size ranges.

"I got a progressive case of ten-foot-itis," he explained, laughing. That progression explains in part why he's taken such an active — and knowledgeable — role in managing the boat's construction. He maintains almost daily contact with Franklin — who also built *P-IV* — and it's kept him busy.

"Right now I'm having all the excitement I can handle," he said. "It's really a remarkable experience to put something like this together."

And does MacLaurin still sail the weeknight and other local races he built *P-IV* for?

"Always," he said, emphatically.

"Wednesday nights are the most relaxing thing I could possibly do and afterwards I get to enjoy the enjoy camaraderie of my peers."

Official TransPac Entries — There are some well-known boats you may already be familiar with that have already signed up. Chris Welsh's evergreen Spencer 65 *Ragtime* is scheduled to return in time for her 15th TransPac after a South Pacific tour, which included the Tahiti Race and New Zealand's Coastal Classic — both of which she won. As of press time,

John MacLaurin's Davidson 70 'Pendragon VI' is pulled off the plug at Ian Franklin's boatyard in New Zealand.



THE RACING

she was gearing up for the Rolex Sydney-Hobart Race, and we think it'd be pretty awesome if she could three-peat on her tour.

There are also four SC 50s signed up already, plus a new Jim Antrim-designed Class 40 currently in build at Columbia Yachts named *Yippee Kai Yay* and owned by Southern Californians Sue and Barry Senescu.

Urban Miyares and the gang from Challenged America will be sailing their new-to-them Nelson Marek 43 *B'Quest II*, formerly *Vim*.

The Just-About-To's — A few boats that haven't signed up yet lead us to believe that this could be a really banner year for the race.

First off is Chip Megeath's Tiburon-based R/P 45 *Criminal Mischief* whose project manager, Quantum Pacific's Jeff Thorpe, says is committed.

Next up, we learned that while owner John Kilroy Jr. scrapped a planned East Coast swing shortly after Big Boat Series last year, *Samba Pa Ti* is Honolulu-bound. And finally Scott Easom will be putting together a new-to-the-Bay tall-rig SC 52 named *Voodoo Child* for Chris Boger.

There are a few more we haven't yet been able to pin down, so keep an eye on these pages for updates. . .

Key West Notes

Only three Bay Area boats are headed to Key West this year.

Dan Woolery's brand-spankin' new *Soozal*, a Mark Mills-designed King 40 is the scratch Bay Area boat this year.

Woolery will be assisted by Robbie Haines on tactics, project manager Scott Easom and Matt Siddens trimming headsails, North Sails' Pete McCormick on main trim, Greg Sultan on bow, Chris Lewis navigating, Gary Sadamori in the pit and Portland's Deb Hong in the sewer.

After Race Week, the boat will sail the Pineapple Cup before being shipped back west to start practicing hard for the Rolex Big Boat Series, which also functions as the 2009 US IRC nationals.

Steve Stroub's new SC 37 *Tiburon*, will actually be a different boat than the one that sailed locally in the Great Pumpkin Regatta back in October.

Doyle Sails San Francisco's Rusty Canada said that the original boat — one of the very first to come off the line — had some issues, and the factory stepped up is replaced it under warranty at Race Week for owner Steve Stroub.

Canada will be calling tactics for Stroub, with Etchells season champi-

ons Ben Wells and Cappy Pratt on main trim and the bow respectively. They'll be joined by Rob Schmidt and Sean Torsney trimming, plus Brian Moore on mast and the dynamic duo of Katy Weber and Rebecca Beard in the pit.

Tom Coates and his all conquering



THE BOX SCORES

Like the proverbial 800-pound gorilla, Old Man Winter has pretty much done whatever he wanted — starting a month before winter even began! But it will take more than a few no-wind or rained-out weekends to dampen the enthusiasm for most local competitors. Turnouts have been great for the clubs who began their midwinter series in November, and *much* better for the RegattaPro Winter One Design Series than ever before.

The following results are cumulative unless otherwise noted.

REGATTAPRO WINTER ONE DESIGN (12/13)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 9 points; 2) **New Wave**, Buzz Blackett, 11; 3) **Moxie**, Jason Crowson, 14. (16 boats)

J/105 — 1) **Wonder**, Tom Kennelly, 12 points; 2) **Blackhawk**, Scooter Simmons, 16; 3) **Alchemy**, Walter Sanford, 24. (16 boats)

J/120 — 1) **Mr. Magoo**, Steve Madeira, 10 points; 2) **Grace Dances**, Dick Swanson, 12; 3) **Jolly Mon**, Chris Chamberlin, 17. (7 boats)

J/24 — 1) **Downtown Uproar**, Darren Cumming, 12 points; 2) **On Belay**, Don Taylor, 13; 3) **Little Wing**, Luther Strayer, 16. (5 boats)

MELGES 24 — 1) **Smokin'**, Kevin Clark, 4 points; 2) **Personal Puff**, Dan Hauserman, 8; 3) **Jam Jam**, Neal Ruxton, 13. (7 boats)

Complete results: www.regattapro.com

SAUSALITO YC MIDWINTER SERIES (12/6)

DIVISION A (Spinnaker) — 1) **Gammon**, Tartan 10, Jeff Hutter, 3 points; 2) **Nancy**, WylieCat 30, Pat Broderick, 6; 3) **Razzberries**, Olson 34, Bruce Nesbit, 8. (7 boats)

DIVISION C (Non-spinnaker, PHRF<143) — 1) **Q**, Schumacher 40, Glenn Isaacson, 2 points; 2) **True North**, Baltic 42, Jeff Dunnavant, 4; 3) **Grey Ghost**, Hanse 342, Doug Grant, 6. (8 boats)

DIVISION D (Non-spinnaker, PHRF>143) — 1) **Roeboat**, Catalina 30, Rod Decker, 4 points; 2) **French Kiss**, Beneteau 350, Dave Borton, 5; 3) **Heatwave**, Santana 525, Steve Atwell, 10. (7 boats)

SANTANA 22 — 1) **Bonito**, Michael Andrews, 2 points; 2) **Tackful**, Frank Lawler and Cathy Sterhoff, 5; 3) **Inshallah**, Shirley Bates, 14. (13 boats)

J/105* — 1) **Roxanne**, Charles James, 1 point;

2) **Lulu**, Don Weineke, 2; 3) **Streaker**, Ron Anderson, 3. (6 boats)

* J/105s raced only one race

Complete results: www.syonline.org

RICHMOND YC SMALL BOAT MIDWINTERS (12/7)

420 (3 races) — 1) Trevor Rowedder, 7 points; 2) Atoine Screve, 7; 3) Peter Jesberg/Kate Gaumont, 10. (6 boats)

THISTLE (3 races) — 1) David Rumbaugh, 4 points; 2) Ron Smith, 5; 3) Michael Gillum, 9. (6 boats)

LIGHTNING (3 races) — 1) Ashley Tobin, 5 points; 2) Michael Molina, 7; 3) Michael Delaware, 8. (5 boats)

EL TORO SR (4 races) — 1) Gordie Nash, 12 points; 2) John Pacholski, 12; 3) Michael Quinn, 13. (16 boats)

EL TORO JR (4 races) — 1) Dane Perrott, 7 points; 2) Michael Pacholski, 8; 3) MacKenzie Cook, 12. (14 boats)

OPTIMIST (4 points) — 1) Will Cefali, 4 points; 2) Jack Barton, 8; 3) Julius Hallstrom, 17; 4) Romain Screve, 24; 5) Kristopher Swanson, 25. (37 boats)

SNIPE (6 races) — 1) Michael Mack, 9 points;



PETER LYONS/WWW.LYONSIMAGING.COM

Steve Stroub's SC 37 will be sailing in IRC at Acura Key West Race Week this month. 'Tiburon' is one of three Bay Area entries.

Masquerade program will be back, looking for a fifth straight Key West win in the J/105 class, which at this point looks unfortunately like it will have less than

a third of the typical turnout.

And that's it — unfortunate, but given the financially stormy weather, it's to be expected. We're just hoping that things turn around enough to encourage some erstwhile east coast entries for Big Boat Series to come this way in September.

Also unfortunate: our editorial cycle, prevents us from getting Key West coverage in the magazine until March, but you can stay tuned for updates at www.latitude38.com. Just click on the link for 'Lectronic Latitude'.

Race Notes

Magic carpet ride — Do you typically associate sailing with Arab nations? Oman is certainly present and accounted for in the 21st century. And an organization called Oman Sail is building what they hope will be the first of a one-design fleet of super-multihulls: the **Arabian 100**.

When completed, this 100-ft trimaran will be the largest sailboat based in the Middle East.

Teamed with Oman Sailing's other multi, the 75-ft tri *Musandam* (Ellen MacArthur's former *B&Q Castorama*), organizers hope to inspire the development of a new generation of Omani sailors, spark a fleet of racing boats based on the Arabian Peninsula, and carry the first Omani sailors around the world.

Designed by Nigel Irens and Benoit

Cabaret, the Arabian 100 takes cues from several of the duo's other designs, including *Musandam*, Francis Joyon's *Idec 2* and Thomas Coville's *Sodebo'O* — all of which were conceived as single-handed craft.

Among the modifications to the new design: accommodations for up to five crew, and more flotation forward and the rig moved aft, both of which will help reduce the tendency to nosedive.

The hulls for the Arabian 100 are currently in the *Sodebo'O* molds at Boat-speed in Australia. Final assembly of the boat will take place in Oman starting in May. If all goes as planned, the maiden sail will take place a year from now, in January, 2009.

No less an authority than Albert Einstein once observed that, to win, "You have to learn the rules of the game — and then you have to play better than anyone else." What better segue to remind you that the **new rules** of sailing went into effect on January 1.

Thankfully, there aren't too many changes — check out this month's *Max Ebb* article on page 126 for one. The new rulebook, US Sailing's *The 2009-2012 Racing Rules of Sailing*, should be available through all the usual sources by now. Also note that North U. is running a series of seminars on the new rules. The first in our area, by Brad Dellenbaugh, is January 10 at the Corinthian YC. For registration or seminar updates, call 800-347-2457.

2) Vince Casalaina, 9; 3) Michael Moncayo, 18. (3 boats)

SOUTHAMPTON OPEN CLASS (3 races) — 1) 49er, David Rasmussen, 8 points; 2) International Canoe, Del Olson, 10; 3) I-14, Lawrence Henderson, 11. (17 boats)

BYTE (6 races) — 1) Trish Sudell, 12 points; 2) Dan Ouellet, 21; 3) Bill Tieman, 27. (9 boats)

WYLIE WABBIT (4 races) — 1) **Weckless**, Tim Russell, 5 points; 2) **Kwazy**, Colin Moore, 9; 3) **Bad Hare Day**, Eric Menzel, 16. (9 boats)

29ER (4 races) — 1) Finn and Alek Nilsen, 8 points; 2) Jessica Bernhard, 9; 3) Mike Deady, 10. (4 boats)

LASER (4 races) — 1) Stephen Bourdow, 15 points; 2) James Vernon, 17; 3) Michael Kalin, 18T; 4) Mark Halman, 18T; 5) Eric Wilson, 26. (27 boats)

BREAKWATER OPEN CLASS (6 races) — 1) Flying Junior, Greg Miller, 9; 2) Force 5, John Barriere, 13; 3) Collegiate FJ, Christopher Jensen, 23. (6 boats)

FLYING DUTCHMAN (3 races) — 1) Rob Grant, 5 points; 2) Zhenya Kirueschkin-Stepanoff, 7; 3) Douglas Williams, 9. (4 boats)

Complete results: www.richmondyc.org

VALLEJO YC TINY ROBBINS MIDWINTER (12/6)*

A FLEET — 1) **Somewhere in Time**, Schock 35, Tom Ochs; 2) **Split Water**, Benteau 10-Meter, David Britt; 3) **Tutto Bene**, Beneteau 38.5, Jack Vetter. (7 boats)

B FLEET — 1) **Lita-K III**, Catalina 42, John Karuzas; 2) **Any Day Now**, Catalina 36, Liddle. (2 boats)

*Results are one race only; TRM #1 was cancelled due to dredging.

Complete results: www.vyc.org

GGYC MANUEL FAGUNDES SERIES (12/06 2r/1t)

PHRF 1 (<69) — 1) **TNT**, Tripp 43, Brad Copper, 1 point; 2) **Great Sensation**, 1D35, Mario Yovkov, 1; 3) **X-Dream**, X-119, Steen Moller. (18 boats)

PHRF 2 (70-109) — 1) **Yucca**, 8 Metre, Hank Easom, 1 point; 2) **Carmelita**, Catalina 42, Chris Lewis, 2; 3) **Lilith**, WylieCat 39, Karin and Tim Knowles, 3. (13 boats)

PHRF 3 (110-126) — 1) **Shaman**, Cal 40, Steve Waterloo, 1 point; 2) **Harp**, Catalina 38, Mike Mannix, 2; 3) **Lazy Lightning**, Tartan 10, Tim McDonald, 2. (6 boats)

PHRF 4 (>127) — 1) **Uno**, WylieCat 30, Steve

Wonner, 1 point; 2) **La Paloma**, IOD, James Hennefer, 1; 3) **Arcadia**, custom Santana 27, Gordie Nash, 2. (14 boats)

CATALINA 34 — 1) **Crew's Nest**, Ray Irvine, 1 point; 2) **Mottley**, Chris Owen, 1; 3) **Queimada**, David Sanner, 2. (7 boats)

KNARR — 1) **134**, Eric Gray, 1 point; 2) **Narcissus**, John Jenkins, 1; 3) **Flyer**, Chris Kelly, 2. (5 boats)

FOLKBOAT — 1) **Thea**, Chris Herrmann, 1 point; 2) **Polperro**, Peter Jeal, 1; 3) **Nordic Star**, Richard Keldsen, 3. (6 boats)

ENCINAL JACK FROST (11/15)

DIVISION 1 (PHRF <130) — 1) **Vitesse Too**, Hobie 33, Grant Hayes, 1 point; 2) **Golden Moon**, Express 37, Kame Richards. (12 boats)

DIVISION 2 (PHRF >131) — 1) **Wired**, Choate 27, Larry Westlund, 1 point; 2) **Osituki**, n/a, Rodney Pimentel, 1; 3) **Eclipse**, Hawkfarm, Fred Hoffman. (3 boats)

OLSON 25 — 1) **Hamburger Haus**, Jens Jensen, 1 point; 2) **Shadowfax**, Mark Simpson, 1; 3) **Synchronicity**, Steve Smith, 3. (6 boats)

SF 30 — 1) **Wishful Thinking**, Tartan 10, Lester Gee, 1 point; 2) **Shanti**, Olson 911S, Jon Eberly, 2; 3) **Elusive**, Charles Pick, 2. (4 boats)

THE RACING SHEET

PETER LYONS/WWW.LYONSIMAGING.COM



"When the still sea conspires in armor... true sailing is dead," or so the Jim Morrison poem goes. The boats at the Richmond YC Small Boat Midwinters didn't get any love from the breeze December 7.

Speaking of improving your knowledge, on February 15 OCSC is hosting a free **J/24 Racing Clinic** for all skippers, crews and potential crew of these venerable little battlewagons.

The event, which features both class-

room and on-the-water instruction, is sponsored by the local J/24 Fleet 17. See www.j24class.org/j24sf for details. Berkeley Marine Center is even offering

free launching and haulout that day for J/24 owners attending the seminar.

What do weathermen and yacht clubs have in common? You won't hear either one guaranteeing wind. But wait, that's just what the Corinthian YC is guaranteeing for the first of their **Corinthian YC Midwinter** race weekends on January 17-18. The other promises: a great party Saturday night, racer's breakfast Sunday morning, overnight raftup at the club docks, daily trophies, team trophies and "all the salt water you want." Of course the wind guarantee is a bit tongue in cheek. But based on past events, we'll make a guarantee of our own — anyone who takes part in the CYC festivities this month and next (February 21-22) will have a blast. For more information, or to sign up online, go to www.cyc.org.

And Finally — you can find the Corinthian Midwinters and a whole lot more events in the *YRA Master Schedule and 2009 Racing Calendar*, both in print, — available wherever you go for a copy of *Latitude 38* — and online at www.latitude38.com.

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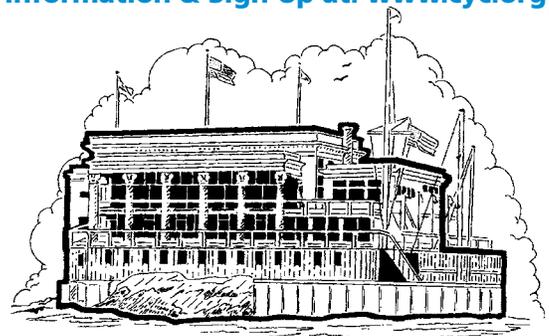
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With a special report this month on the **Spectacular Cruising Grounds of the Pacific Northwest.**

A Close-to-Home Solution to the Chartering Blues

Got the New Year blues? If so, you're certainly not alone. These days even those of us who haven't lost our jobs or hemorrhaged millions in the stock market are feeling financially cautious and nervous about the future. But it would be a real shame to nix your vacation plans out of fear of the unknown. In stressful times we all need the therapeutic effects that a vacation brings more than ever — especially a sailing vacation.

If you agree, but are reluctant to max out your credit card to do so, consider our close-to-home solution: chartering in the greater Puget Sound area of the Northwest. Not only does this breathtakingly beautiful region lie just a short flight away — and the ticket price will be a small fraction of the fare to the Caribbean or South Pacific — but there are a wide variety of boats to choose from at a broad range of prices. And as savvy sailors know, right now is the perfect time to lock in your spring or summer reservations.

If you haven't sailed through the maze of verdant islands and inlets between Vancouver Island and the North American mainland, you have a real treat in store for you. Around every bend is another spectacular vista, the locals are friendly, the fresh seafood is divine, the navigation is easy and the sun doesn't

Puget Sound waters aren't known for big wind, but when the breeze does come up, it yields sweet sailing on flat water.



set until 10 p.m. in mid-summer.

What are the must-see destinations? Get out your pencil because we think you'll find that the following insights from *Latitude* readers are all excellent:

Being originally from the great Pacific Northwest, we have many favorite places.

Roche Harbor on the northern part of San Juan Island is one place that should not be missed. There is a large marina that is really first rate, but there is also plenty of room to anchor. Just around the corner is a great spot to go crabbing. During the summer months the place is hopping. The restaurant there is very good and makes a perfect vantage point for viewing the nightly flag ceremony — everyone should see it at least once.

Friday Harbor, also on San Juan Island, is another great stop. If you want a place to do some island shopping, eating and exploring, be sure to include Friday Harbor in your float plan. There is a marina, but, again, there is also plenty of room to anchor. If you do drop the hook, be sure to stay well clear of the ferry lane.

The Canadian Gulf Islands are extraordinarily beautiful. If you are chartering, be sure your charter company allows you to cross into Canada.



JOHN MC CARTNEY

Both South and North Pender Islands have wonderful places to stop. South Pender is more rural and less populated. Bedwell Harbour on South Pender is the site of the customs dock, located within a flourishing marina and resort.

Ganges on Salt Spring Island is another popular destination for boaters. There are a couple of marinas and, again, plenty of room to anchor. The farmer's market on Saturday mornings is a great place to meet local artists, craftspeople and vegetable growers. Orcas can sometimes be seen cruising the waters around Salt Spring Island.

— rich, debbie, kyle & ryan farmer oasis

The San Juans are crowded on summer weekends, but there still are some places to anchor in peace and go ashore to a quiet beach. My favorite is the south end of Decatur Island, northwest of Lopez Pass. There you'll find good anchoring ground, protected in all directions, and a very nice tombolo beach.

For families, I think Port Townsend

LATITUDE / ANDY

OF CHARTERING



EAGER DREAMER

Inset: "Here's to Mother Nature," says Gail. Spread: Entering Desolation Sound is practically a religious experience.

has it all: great sailing, restaurants, pubs, galleries and the annual Wooden Boat Festival (held September 11-13 next summer).

I think Jones Island is the best marine state park in the San Juans. It's close to the chartering bases in Anacortes and Friday Harbor, and not as crowded as more popular Sucia Island.

— brian c. dale

As a longtime sailor in the PNW and former charterboat skipper/guide, I have a number of places that rise to my favorite list. One is more an area than a specific spot. If you're looking for solitude in the San Juans — okay so that's relative solitude — try poking around the southern parts of Lopez Island and Lopez Sound. Most everyone seems to just pass by en route to Fisherman's Bay, Spencer Spit State Park and points north. Those who bring their own boats north from Puget Sound know of these spots, as

they make great places to recover from, or prepare for, a crossing of the Strait of Juan de Fuca. But charterers coming from Bellingham and Anacortes too often skip Mud Bay, Watmough Bay, Aleck Bay, Hunter Bay and Mackaye Harbor. Lopez Sound can often provide good sailing in milder currents than is found elsewhere.

Another area that is a bit off the beaten track in the San Juans is due north of Anacortes. This area, east of Guemes Island and south of Lummi Island, is as scenic as any and, again, can often provide good sailing with milder currents. Alas, in the summer, wind can be lacking and sailing frustrating, but these areas are places I enjoy going to and return to frequently.

WILL & JOAN MILLER



When the crowds come and the mooring buoys fill up, I look for a place that offers good holding ground and a sure bet for anchoring room, especially if I want to extend the day and I can't afford to get aced out — i.e. when the sun is setting and the crew is hungry. Going to Reid Harbor on Stuart Island is always a sure bet. There's room for a fleet to anchor in moderate depths with what I've found to be good holding. When you're running late, there's no point going to a place that is likely to be full if the only option is a mooring buoy. Best to check those places out early in the day. That way you'll still have time to find a spot, then you can let the crew have shore leave before the sun sets.

Don't forget to get the current tables ahead of time and plan your route carefully around them. Although tide tables will tell you a few things, you'll quickly learn that the current tables are your best friend when cruising in the Pacific Northwest.

— chris chesley
walking on water, mainecat 41

The following are our three favorite sailing destinations in the Pacific Northwest. First, Princess Louisa Inlet, which some claim to be the "most beautiful anchorage in the world." We saw 30 waterfalls from our kayak in the center of the inlet. Anchoring in front of Chatterbox Falls keeps your boat pointing at the falls due to the current created by the influx of falling water into the inlet.

Second, the city docks in front of Victoria, BC's Empress Hotel on Vancouver Island. The capital of British Columbia, Victoria is one of the cleanest and pret-

Some charter companies rent kayaks to take along, as paddling these often-glassy waters is a great way to see the sights.

WORLD

tiest cities in the world. From your berth you'll get a million-dollar view of this beautiful city and its harbor.

Third is Butchart Gardens. You can anchor in the small inlet on the north side of the Gardens, dinghy to the nearby dock and tour the gardens, thus avoiding the throngs emerging from busses and cars in the overcrowded parking lots. As I remember, if you stay overnight on Saturday, you can take in their weekly fireworks extravaganza and tour the gardens with night lights illuminating the beauty.

— mark purdy
trivial pursuit, F-27 tri

My favorite spot in the greater Puget Sound area is in the San Juan Islands. Reid Harbor on Stuart Island is a great protected anchorage that always has room for one more late arrival. A large part of the island is a state park and there is a wonderful overland hike to Turn Point Lighthouse which has recently installed a great museum covering many decades of lighthouse keepers' stories and legends. Stuart Island has



EAGER DREAMER

If you like fresh seafood, you'll love cruising these waters. Believe it or not, many bareboats come equipped with crab pots.

only a few roads and cars and no stores. There is, however, a schoolhouse that serves as a community center. Locals sell art and crafts there to support the school. Their wares are displayed along the path that leads to the lighthouse and those inclined to buy something leave payment in an "honor box."

Stuart Island is a short trip from Friday Harbor or Anacortes, both places

where charterers can begin their cruise through this chain of jewels called the San Juan Islands.

— jay miner

We head up from Seattle every summer for a couple of weeks and usually bypass the San Juan Islands, which can be crowded at peak season. The Gulf Islands seem to have more uncrowded anchorages.

These are our three favorite spots: The open anchorage on Boundary Pass at Bruce Bight, Saturna Island. Summer weather in the San Juan and Gulf Islands often has very light winds, so if you pay attention to the forecasts, there are plenty of quiet anchorages with beautiful views, and only the occasional roll from passing powerboats and freighters.

We also love paddling in the extensive kelp beds around the Discovery Islands, near Victoria.

Tumbo Island, off Saturna Island is another favorite. You'll find wonderful hiking trails there and a seldom-used cove on the east end that is a bit dicey to

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get into, but it is well protected by reefs and currents.

— will & joan miller
chaika, westsail 32

We've been lucky enough to charter in the San Juan Islands four times and in the Gulf Islands of BC twice. We're hoping to go back next summer. Some of the charters were 'guy trips' with sailing buddies, two were with our sons when they were still teenagers, and our last charter in 2005 was with another couple. Here are three favorite places (and why):

Shallow Bay, Sucia Island. There's a reason that skippers make Sucia Island their first day's destination if they charter out of Bellingham: it's reasonably close to Bellingham; it tests but doesn't challenge your navigational skills; and it's a great introduction to Northwest sailing. Cross Bellingham Bay on a reach, round Portage Island, head up Hale Passage in light air, then turn left and pick out your island destination. Of the six possible anchorages on Sucia Island, Shallow Bay is the most scenic



LATITUDE / ANDY

and certainly my favorite. Because it's smaller than Echo Bay, you don't find as many boats. Because there are few mooring balls, it's also a good test of your anchoring skills.

A short dinghy ride to the shore opens up plenty of inviting hiking trails. There's even an isthmus trail from Shallow Bay back to Echo Bay — it's not Two Harbors at Catalina Island, but it's wonderfully peaceful. You'll find kayakers camping in the state park campsites. Kids and

If you're lucky enough to snag a slip in front of Victoria's classic Empress Hotel, you'll be sitting pretty. Exploring the city is a joy.

adults alike enjoy beachcombing, forested paths and great views from the headlands, especially above Fox Cove. Perhaps the best reason for picking Shallow Bay is the sunset. Because it's on the west side of Sucia, Shallow Bay offers up terrific sunsets from the cockpit of your charter boat. Fire up your rail-mounted BBQ grill, pour the next beverage, and

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WORLD

watch the sun set in the west.

Second, is Ganges, on Salt Spring Island. I'll bet that Tiburon, Sausalito, and even Friday Harbor were once like Ganges, a small port town converting from the real economy to a tourist economy. The days of big logging and fishing fleets have passed, and now the poets, painters and potters are arriving. And yet you can tell that the town is still a *real* place. A convincing bargain underlies each itinerary that my wife and I agree to when chartering in the northwest: one night on the hook, one night in a marina. Carrie politely insists on access to a hot shower every other day and I'm happy to oblige. In 2005, after chartering out of Sidney and anchoring overnight in Horton Bay, we spent our second night in a marina at Ganges. After the showers and a short walk into the town, there were drinks at a bar and a restaurant dinner.

On the trip with our then-teenage sons in 1996, we managed a side-tie at the public docks and used the coin showers adjacent to the city park. Here's the place to buy the souvenir T-shirts, get more ice, top off the beer supply and



KIAPA

Although these waters are generally benign, you do have to beware of sea monsters like this one.

pick up a freshly baked local berry pie. As I recall, there are two private marinas that offer transient slips, plus the public docks. Easy navigation down the channel — we call it connect-the-dots — lets you know where you were, where you are, and where you want to go. The BC buoy system looks different, but once you figure out the "U" numbers, it's

straightforward.

Our third favorite is Pirate's Cove on De Courcy Island. It has a tricky entrance, but is very satisfying if you follow the exact route. Once inside, you'll have a chance to practice your fore-and-aft mooring skills by laying down your anchor, then running a stern line to one of the iron rings on shore. Our attempts to do this provided comic relief for the Canadian boats that had arrived before us.

Ashore we found great hiking trails in the provincial park and wonderful views from the second-growth forest. The bonus of being on DeCourcy Island is the legend of Brother Twelve, aka Canada's False Prophet during the 1920s and 30s, complete with machine guns, multiple wives, and a cult-like following. Learning about such people is shocking to Canadians, but all-too-familiar to us Californians.

Late after dinner that night we sat in the cockpit with mugs of hot chocolate while our friend Mike picked out the northern constellations from the pitch-

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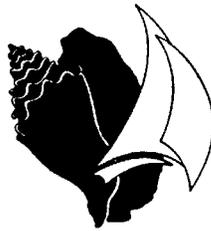
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black sky. This is one of the many places in the Northwest where skippers need to pay attention to current charts and tide tables. After breakfast we hurried up our anchors-aweigh drill as a rapidly falling tide was headed into the minus category. Our swift retreat got us over the entrance ledge with a couple of feet to spare.

— peter & carrie detwiler

Our Northwest charter last summer was truly the highlight of our year, and a trip to remember always. We didn't actually do a sailing charter, but opted for a power vessel. (Sometimes the best sailor knows when to use the engine!)

Sidney Spit in the Gulf Islands was one of our favorite stops. It's kind of like Angel Island, but with a huge sand bar. We hit it at a super minus tide and walked for miles exploring things that are usually under the sea. The tide was so low, in fact, that we actually caught legal crabs off the dock using a net.

Another favorite was the oyster farm in Westcott Bay, in the San Juans. There we ate absolutely the most delicious



EAGER DREAMER

oysters ever, and it was a real adventure winding through all of the crab pots to get to the funky dock.

— tim stapleton
ypso, cal 2-27

We sailed in the PNW for more than 30 years. The area offers great sailing and fantastic anchorages! Most *Latitude* readers probably don't realize that it is beautiful all year — and winter sailing offers anchorages all to yourself. It's hard

You could sail the entire planet and find few places as serenely beautiful as Prideaux Haven in Desolation Sound.

to pick only three favorite spots, but if we had to choose we'd pick Sucia Island in the San Juans, Montague Harbour in the Gulf Islands and Desolation Sound — by far the best!!

— john & rosie olson
eager dreamer, andromeda 48

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WORLD OF CHARTERING

lands are beautiful in their own right, our three favorite spots in the "greater Puget Sound area" actually have nothing to do with either of them. Instead, we much prefer the greater Desolation Sound area. The following spots became instant favorites for my wife, Gail, and me a couple of years ago.

Since we'd been to Desolation Sound before, we decided to take a slightly different route to get there, rather than the usual method of heading north through the Strait of Georgia and turning right (east) into Desolation Sound. Instead, we continued north through Seymour Narrows before turning right. Shortly after passing through the Narrows we turned our boat east into Kanish Bay to explore the intriguing Chain of Islands. From there we headed into Small Inlet, a large, totally protected and absolutely uncrowded waterway. With only three other boats at anchor, our nearest neighbor was at least a half mile away. Compare this with the frequently overcrowded anchorage of Prideaux Haven

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adjacent to Desolation Sound.

A couple of days later, after exploring Nodales Channel, we headed up Okisollo Channel and into Desolation Sound through what we dubbed "the back door" of Hole in the Wall, which opens into Calm Channel. Owens Bay, located

about a mile from the west entrance of Hole in the Wall, is a beautiful anchorage of moderate size where we waited for slack tide (actually slack current). We definitely plan to return there one of these days.

Another "must see again" for our next Desolation Sound trip is Toba Inlet, where we enjoyed the majesty and splendor of steep terrain, high mountain peaks and fabulous waterfalls that drop straight into the sound. At Three Falls we motored to within half a boat length of one of the falls and were still in 90 feet of water.

— *john mccartney & gail lapetina*
music, nordic 44

There are so many wonderful options, we can hardly wait to get up there again ourselves. Without a doubt the Gulf Islands, San Juans and Desolation Sound comprise one of the top three cruising and chartering regions in North America. And they're a relative bargain to boot!

— *latitude/andy*

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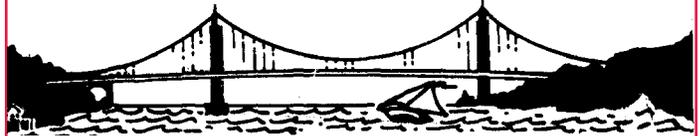
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CHANGES

With reports this month from **Sisiutl** on a New Zealand to California passage; from **Fafner** on what's going to be an Arnold family circumnavigation plus; from **DreamKeeper** on adventurous cruising in the Solomon Islands; from **Flashgirl** on volcano-laced Vanuatu; and an extra heap of **Cruise Notes** to start the new year.

Sisiutl — Gulfstar 44 Bob and Caryl Bechler 50,000 Pacific Miles (Seattle)

Since leaving Seattle in '02, my boat and I have logged over 50,000 miles in the Pacific. After arriving in New Zealand in '07 at the conclusion of my third Pacific Puddle Jump, I met and married Caryl St. Clair in Wellington. She loves the islands of the South Pacific and animal welfare. In fact, she established a foundation at Majuro in the Marshall Islands to spay/neuter animals to control the population and improve their lives. She received a grant to purchase the equipment veterinarians would need to perform the surgery on the remote islands. In fact, the two reasons we made the 7,500-mile trip from New Zealand to California was to pick up the equipment and to join the '08 Ha-Ha fleet, which was to be the third Ha-Ha for me.

Caryl had never sailed before, and she was to get a rough introduction. We had gale force winds on the nose for eight of our first 11 days heading north. Our first stop was Minerva Reef, out in the middle of nowhere. We were pinned there for days, with waves breaking across the only opening. Once we got to Tonga, we spent a couple of months in the Ha'apai and Vava'u Groups. Our next

After 7,500 miles to California, and 1,000 to La Cruz, Bob and Caryl have their sights on another Puddle Jump and the Marshall Islands.

stops were at the lovely Savaii anchorage in Samoa, then Tokelau. We had to stay on the boat anchored off the east tip of Tokelau because we hadn't gotten a visa in advance.

I last visited Palmyra in '06, which had then been purchased by the Nature Conservancy. I was surprised to see how much their presence has been expanded. When I visited the first time, there were only three people living there: two caretakers and one guy from Fish & Wildlife Service. Now there are 40 people doing various research and support activities. Continuing on, we had a pleasant passage to Hawaii. Our first stop was a couple of days at Niihau, which is restricted to native Hawaiians, so we could only anchor in a quiet bay. We then sailed to Kauai, arriving on September 1.

After a couple of weeks of resting up in Hawaii, Caryl flew to Seattle while I started a solo passage to California. The first few days were marked by absolute calm, and I had to motor a long way to get wind. Once I got to the halfway point, where lows seem to spawn, I got the expected rough weather. In fact, I got caught in a squash zone and had to go bare poles and trail warps to keep the boat speed down. Once I got 600 miles from California, and on the latitude of Pt. Conception, I was able to turn east for a delightful beam reach right toward my destination of Oxnard.

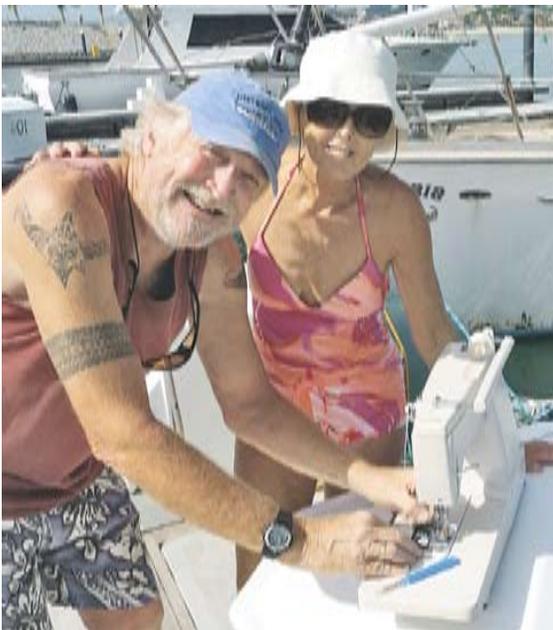
Unfortunately, the Pacific has a lot to learn about the concept of average wind speeds! A developing high just off the coast above Pt. Conception started churning up big winds and seas under perfectly clear skies. When the wind hit 50 knots and the seas 30 to 40 feet, I hove to for three days waiting for the conditions to settle down again. It was really amazing to see the monster breaking waves heading for *Sisiutl*, but each time they seemed to flatten and roll harmlessly under her before heading off to the south again. But this was the same storm that caused the crew of the *La Cenicienta* to abandon ship, as reported in an October *Lectronic Latitude*.

When the winds dropped back into the 20s, I started sailing for Oxnard once again. A day later,



in the middle of the night, I was hit by the only breaking wave of all the bad weather. It swept over *Sisiutl*, taking the dodger down and delivering its contents to King Neptune. With torn sails and a furling headsail that couldn't be lowered because of a jammed top roller, I rigged an inner headsail from a storm sail to make headway again. Unfortunately, the wind then died and I could make no progress. With only 18 gallons of fuel remaining, I contacted the Pacific Seafarers Net for assistance. They arranged for the Coast Guard to meet me with five gallons of fuel. The following day I received enough fuel from the Coast Guard vessel *Halibut* to complete the passage to Oxnard.

After a short stay in Oxnard to get the sails repaired and meet up with Caryl, we set sail to San Diego to join the Ha-Ha fleet. The night before the start, I discovered that the rear seal on the transmission had blown out, and I couldn't use the engine. Faced with a similar problem in '06 when the engine failed, I decided to do the Ha-Ha and continue on to Puerto



LATTITUDE/NICK



SPREAD, LATITUDE/ANNIE; INSET, FAFNER

Spread; The 30 year old Dufour 1200 'Fafner' has taken the Arnolds safely around the world. Inset: Parents Geoff and Karen.

Vallarta under sail alone. I figure Teapot Tony, my mechanic in Puerto Vallarta, was worth the extra effort.

We had pleasant sailing on the first day of the Ha-Ha, but then the wind died. In the subsequent days, we covered totals of 25, 45 and 40 miles! We arrived at Turtle Bay after the Ha-Ha fleet, and decided to make it on our own for the rest of the trip. When the winds returned, we made a direct run to Cabo and then across to Banderas Bay and a slip at the beautiful new Marina Riviera Nayarit in La Cruz.

It's good to be back down here and to have Teapot Tony doing the repairs, for we'll be doing another Puddle Jump in March. This time we plan to end up in the Marshall Islands, and spend some time before continuing on with what we plan to be a circumnavigation. As for the North Pacific, I've had enough of that for awhile!

— bob 12/05/08

**Fafner — Dufour 1200
Geoff, Karen, Claire & Alex Arnold
An Ice Cream Circumnavigation
(San Jose)**

During our passage from the Cape Verde Islands off the coast of Africa to Santiago, Brazil, our family celebrated having been out cruising for two years. That means it had been two since we sailed under the Golden Gate and worked our way south to join Baja Ha-Ha 13. We've logged a few nautical miles since — almost all the way around the world — but it still seems like only yesterday that we were in Cabo watching the *From Here to Eternity* Kissing Contest, then sipping margaritas at Philo's Restaurant in La Cruz, and then eating ice cream in Puerto Vallarta.

I'm going to let everyone in on our dark family secret — we cannot control ourselves around ice cream! This is a rather new, cruising-oriented condition. Back home, ice cream would sit in our freezer until it grew ice crystals. Not

so while cruising. Three days into a passage, and we start having daydreams about mint chocolate chip cones. By the time we're a week out, it's to the point that we're drooling while describing the black cherry sundaes that we have known and loved. Sadly, our boat doesn't have a freezer capable of storing enough ice cream to accommodate our obsession.

Our passage from Manzanillo to the Galapagos took 18 days. When we got to port, it took us about two hours to anchor, check in — and then locate and consume the best ice cream in town. We were hit by sticker shock in French Polynesia, so we found an economical solution to satisfy our ice cream jones. We would grab four spoons from the galley, dinghy ashore to the *magazin*, buy a liter of whatever flavor ice cream looked most appealing, take it outside — and eat it right there! Sometimes we'd be able to hold off until we made it to a local park or scenic spot, but not always.

We've found kindred spirits via our public consumption of Neapolitan. Yachties from South Africa, Seattle, Norway and San Diego have all exhibited a similar weakness for orange chocolate chip, and become good friends. We've bonded over ice cream following hikes on Moorea, over ice cream after hours of snorkeling in the Vava'u Group of Tonga, and while licking ice cream after canoe rides to traditional villages in Vanuatu.

If there is ice cream to be had ashore, our family will find it. Our trip may best be described as an ice cream in every port. We island-hopped our way from the Marquesas to Vanuatu over the summer and fall of '07. Then we sailed north and west to visit the Northern Territory of Australia. In addition to massive tides and killer crocs, Thursday Island has

Arnold family catnip comes in many flavors. Friends are thinking about holding a benefit to buy their boat a big freezer.



CHANGES

tasty waffle cones. And although it's not in the guide books, the mini-mart next to the Chook Shack outside Tipperary Waters Marina in Darwin has a wide selection of liter tubs of delicious ice cream. We baked Christmas cookies onboard, but you guessed it, we went ashore at Labuan Bajo on Flores Island in Indonesia for ice cream on Christmas.

From December to February '08, we traveled through Indonesia, Malaysia and Thailand, where we had excellent adventures involving culture and arts, flora and fauna, and people. We saw traditional dancing in Bali and Komodo dragons on Rinja, and met wonderful people on Lombok. But, sad to say, what almost brought tears to our eyes was the large neon Swenson's Ice Cream sign that we spotted on a busy street corner in Singapore. The four of us huddled around the menu and quivered. The kids had to stop me from taking photos of our large, neon-colored sundaes.

Over the spring months of '08, we crossed the Indian Ocean, traversed the Gulf of Aden, and traveled up the Red Sea into the Med. We broke up the passage across the Indian Ocean with a stop at Male in the Maldives, which is where we met up with those ice cream-loving cruisers on the San Diego-based *Kosmos*. It was at Male that our older daughter discovered that ice cream is a recognized currency. For in return for climbing

Having heard a rumor about there being ice cream on their boat's masthead, the whole Arnold family started climbing.



FAFNER

the mast of *Kosmos* and tightening a few things, she got a Strawberry Fudge Ripple! We made our Middle Eastern landfall in Al Mukallah, Yemen.

We found a sincerely warm welcome from the port officials and townspeople we met. We also found and enjoyed ice cream with chocolate sauce that was served in parfait glasses at the Moderne restaurant near the harbor. The Red Sea has some of the best snorkeling we've experienced. We spent quality time on water sports and managed to squeeze in some time to see the Pyramids in Egypt. But perhaps most satisfying of all, we also managed to find excellent ice cream in a small shop in Port Ghalib.

We spent the summer of '08 touring the Mediterranean from east to west. We saw Greece from Rhodes to the Peloponnese, during which time we also discovered that Greek yogurt served with honey is almost — but not quite — an acceptable substitute for ice cream. Lucky for us, the Greeks also like ice cream. When we reached Sicily, we were reminded how much we also enjoy gelato. We spent many happy hours sitting at an outdoor café, people-watching and eating excellent fruit-flavored gelato in Siracusa. We had no trouble finding both ice cream and sites of historical importance throughout Europe. In fact, we'll all fondly remember the time after each tour spent discussing history, art and culture over delicious ice creams.

In September of '08, we left Gibraltar and the Med and made our way to South America. We stopped at the Canary Islands. By then it had been almost a week since we'd had any ice cream. After a summer of easy access, it was hard to go back to viewing ice cream as a rare treat. In the Cape Verdes we had to make do with ice cream bars from a mini-mart freezer. We crossed the Atlantic to Brazil and our ice cream opportunities improved, for the Brazilians make a wonderful dessert that has a crepe wrapped around *dulce de leche* as its base. Then it is topped with ice cream. It was hard for us to leave Brazil. We are now in Argentina — at latitude 38, no less, although latitude 38 south — on our way back to the Bay Area via the Straits of Magellan. We'll let you know what kind of ice cream the penguins prefer.

— the arnold family 12/05/08



**DreamKeeper — Pac. Seacraft 40
Gar and Nicole Duke
The Solomon Islands
(Sausalito)**

It's eight in the morning in the beginning of November here in the Solomon Islands, and we're already dripping with sweat. A cup of dark roast Vanuatu Tanna coffee, freshly-baked sourdough bread, and some delicious organic home-grown Solomon Island pineapple start the day. We tune the SSB to Radio New Zealand and hear about the continuing economic problems back home and around the world. But we relish the fact that we have finally elected what we believe will be a competent President.

We try to stay in touch with the 'other' world, but let me tell you, the United States sure feels a long ways away from this country just to the northeast of Australia. We're mostly alone here in the Solomons, as the majority of yachts we know are on their way to Australia or New Zealand for the South Pacific cy-

IN LATITUDES



BOTH PHOTOS COURTESY DREAMKEEPER

Spread; Even young kids in the Solomons are comfortable on the water. Inset; Another beautiful sunset in this remote part of the world.

clone season. It's been almost two years since we 'Puddle Jumped' from Puerto Vallarta to the Marquesas, and we're excited to be still be heading west. Our ultimate goal is to sail back beneath the Golden Gate in a few years.

Isn't the Solomon Islands a dangerous country? Aren't there dangerous rascals about, to say nothing of crocs and malaria-carrying mosquitoes? Wasn't there a major ethnic conflict recently, and isn't it a place where some of the most feared headhunters in the South Pacific lived? We smile. After all, that's the point, right? There are some legitimate dangers, and you do need to be on your game, but that's what makes it a true adventure. The truth is, we at Team *DreamKeeper* are very happy to finally be off the beaten track and cruising some less-traveled locations. In fact, the Solomon Islands are beginning to rank up there with our

favorite South Pacific countries.

David Stanley, he of the *Moon Handbook of the South Pacific*, calls the Solomons "best kept secret in the South Pacific." We've only been here two months and have seen only a fraction of the country, but we were quickly seduced. What's so great about the Solomons? Let's start with the people.

Everywhere we've gone in the Solomons, including the capital of Honiara, we've met about the most friendly people you can imagine. We've been invited to many villages, been treated as family, have had the most wonderful conversations, and have been given incredible wood carvings as gifts. By the way, the master carvers of the Solomons

are considered to be the best in the South Pacific. In addition, Nicole has even been given hugs by a couple of our local male friends. If you know Melanesian culture, this is very uncommon. Guys just don't touch women, especially not in public. When our friend Robert hugged Nicole during our good-byes, Nicole and I both shed a tear, as it was a rare act of deep affection that reached across traditional cultural norms. Anyway, these are the kind of people we've been meeting.

To be honest, there are a few bad people here in the Solomons. Most people are very poor, and some are desperate to make a few bucks to either send their kids to school or, in the worst case, buy a cold Sol brew and fresh betel nut at the local island shop. It's no different here than in any developing country, so you have to remember not to flaunt material wealth and to keep your boat locked when you leave her. The boats that usually have trouble here are the ones where hatches have been left open, dinghies left unlocked, and decks cluttered with stuff that can be easily swiped by someone in a dugout canoe. Fortunately for us, we've had none of these problems, and have been warmly welcomed to every village by most kind and giving people.

The Solomon Islands are intriguingly beautiful. They are covered with green trees and bushes that grow from the base of the limestone and volcanic substrate. And many anchorages feel like we have traveled back in time, for most places have no electric lights. The people travel primarily by dugout or outrigger canoe. Parrots and hornbills fly through the forest, and frigates and sea eagles are everywhere. Orchids grow like weeds, and gardens are abundant with fruit

Nicole and Gar are more than willing to accept the risks of seeking out adventure and less visited destinations during their cruise.



COURTESY DREAMKEEPER

CHANGES

and vegetables. Every time we come to a village, we trade rice, sugar, pens, pencils and notebooks for tasty pineapples, coconuts, watermelons, eggplant,

scallions, bush limes and lemons, green beans and papaya. In one village the kids learned that Nicole loves flowers. Soon every dugout canoe full of kids was bringing out beautiful bouquets of orchids, bird of paradise, hibiscus and frangipani. She was in heaven!

There is abundant life in the ocean, too. We caught four yellow fin tuna

just sailing into our anchorage a few days ago. Last night the local lobstermen brought us four lobster in exchange for some D-batteries for their flashlights. In Marovo Lagoon, where we spent a couple of weeks, the passes to the outer reefs were full of big pelagic fish such as giant trevalle and dogtooth tuna. It was also home to the most gray reef sharks we've seen anywhere. There were hundreds of them! We thought diving the passes in the Tuamotus was cool, and it definitely is, but if you want to see healthy shark populations, the passes in Marovo Lagoon are unreal!

We also spent a few days out at the Arnavon Islands, which is a marine sanctuary. The Nature Conservancy helped set up this protected area, along

Nicole freediving with a big gray shark. What you can't see in this photo is that there were dozens more big sharks nearby.



Kids in canoes hung around the boat all day.

with the three local communities who share the ownership of the land and sea. Arnavon is one of the most important sites in the South Pacific for hawksbill turtles to lay their eggs. It's amazing, for not only are there turtles everywhere, but also fish and bird life. Within minutes of dropping our hook in the lagoon, manta rays began swooping around our boat, thriving in the nutrient rich water. Pairs of parrots squawked as they flew by, and the seabirds laid their eggs on the nearby sandy beach. When we immersed ourselves in the 85-degree water, we saw an abundance of giant clams, plenty of rare napoleon wrasse and bumphead parrotfish, and possibly the largest sweetlips and giant grouper. The local rangers were happy to show us around, and even take us to see the turtle nesting sites, where they record and help protect the hawksbill nests. There is a \$20 anchoring and visiting fee to help pay for the management of the area, and we were happy to pay it.

But we'll be the first to admit that the Solomon Islands are not for everyone. If you're a cruiser who is looking for white sand beaches and doesn't like to spend much time with locals, you'd be better off somewhere else. For in the Solomons, you'll get 'canoed' at every village — and possibly all day long, too. It's the culture for locals to come and check you out, welcome you and talk story. In addition, not that many yachts roll through these islands, so at many anchorages and villages you visit, you may be the only yacht that stopped there in years — if ever. Usually we are the center of curious attention, and sometimes have been visited by canoes from sunup until sundown. Many times people stare, enjoying watching our daily routine. The people take pride in your visiting their home, and love it when you visit, walk around, say 'hallo', and laugh and play with the *pikinini* (kids). And when you

need a break from the villages, there are still many beautiful isolated anchorages where you can chill out in privacy. The Solomon Islands cover a lot of territory, and in most places the population density is very low.

Two dangers are crocs and malaria-carrying mosquitoes. You need to be careful where you swim,



because there are safe places and unsafe places. It's sometimes a bit annoying that you can't simply swim anywhere you want, because it does get seriously hot here. But you can seek out safe anchorages and safely get in the water there. We haven't been bothered much by mosquitoes. But we do take some prophylactic medication, and we do cover our hatches and portholes with nets at night. Malaria is a very real threat out here, so you do have to be smart. Thankfully we haven't had any issues with the 'mozzies', and have seen little of them these past couple of months.

There was considerable ethnic conflict on two of the main islands, Malaita and Guadalcanal, in the eastern province between '99-'00. And Honiara, the main city on Guadalcanal, was not a good place to hang out. But these days it's a dusty, bustling South Pacific city, full of aid organizations from Australia and New Zealand trying to get the country moving forward again. The streets are stained red, but it's from all the betel-nut chewing locals who, once they get over their



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Had this young one been born 150 years ago, it's likely he would have been 'blackbirded' into the sandalwood trade.

initial shyness, greet you with big red-toothed grins. The local market is huge, much larger than the one at Port Vila in Vanuatu, and is filled with incredible veggies and fruit. You can even head to the Lime Lounge for the best thick milkshake in the South Pacific, or the yacht club for a cheap cold local Sol beer to drink while you watch the sun go down. There are some good supermarkets, an interesting museum, and many WWII sites and wrecks worth checking out.

When we arrived in Honiara, ours was the only cruising boat in the harbor. A week later, there were seven cruising boats, including ones from Japan, New Zealand, Canada, Australia, Norway and Germany. It was a real international mix of yachties who had decided that the Solomons couldn't be as bad a place as the rumors had it. As I write this, we are at our last Solomon Island landfall, a place called Mono Island on the northern border next to Papua New Guinea. There

are five yachts here — from Norway, New Zealand, Holland, England and us — and it's the most boats the village has ever seen at one time. The people are ecstatic, and the *pikinini* are laughing nonstop as they swim and paddle around us. There is a celebratory feel in the air, and everyone seems elated that we have chosen to call upon this little island.

We hope this letter inspires readers to not only light out on your own dreams, but to take risks and find adventure in your lives. During the years we spent preparing for this journey in Sausalito, countless people told us that we were too young and too inexperienced, or they felt the need to try to scare us with stories of storms and pirates. And once we entered the world of 'cruisers' traveling oceans, the scary stories got even worse. People would tell us to avoid this place or that, either because of the people, weather or navigation hazards. Some

of this information was valuable, but most often we had delightful experiences where we were warned not to go.

For example, we actually loved the Marquesas and Tahiti, wouldn't have missed the Tuamotus for the world, and relished in the coral reefs in the Ha'apai Group of Tonga. We must have had the easiest check-in to Suva, Fiji. All of these are places that people told us they disliked or advised us to avoid. We've learned to go and see for ourselves instead of relying on the reports of others.

We also suggest people not be afraid to leave the 'American-only' yachtie groups, which we think are too common. These folks rarely branch out to spend time spend time meeting yachties from other countries or getting to know the locals. Don't be afraid to go take some risks, explore and get off the beaten cruiser track. There are still thousands of islands out here in the South Pacific that are rarely if ever visited, and they are waiting for you.

Now that we have had a glimpse of the Solomon Islands for ourselves, we would come back again in a heartbeat. And we recommend it to all. Tomorrow we leave for Papua New Guinea, soon followed by Palau, Micronesia, and West Papua, Indonesia. Our dream is still alive and the adventures continue.

— gar 12/05/08

Flashgirl — Wylie 38+ Commodore and Nancy Tompkins Cruising The Happiest Place? (Mill Valley)

Greetings from Vanuatu! We finally got away from New Zealand on October 20, and had an interesting sail — meaning many headsail changes to match the conditions — to get here. I'd been wanting to visit Vanuatu — which has a popu-

At 76 years of age, the still-virile Commodore handsteers 'Flashgirl' at high speed to yet another South Pacific destination.



FLASHGIRL

CHANGES

lation of just 200,000 — for a number of years, so our arrival was particularly sweet. In '06, the New Economics Foundation and Friends of the Earth environmental group rated Vanuatu, using the Happy Planet Index, as the happiest place to live out of 178 nations of the world. We'll be looking into that.

Vanuatu was known as the New Hebrides until 1980, when it declared its independence from England and France, which had

been managing it with an unwieldy condominium government. The country consists of two main islands, Efate and Espiritu Santo, and 80 less important and/or smaller islands. Some of the areas of Vanuatu are so remote, and the terrain so rugged, that over 100 native languages evolved. In many cases, fewer than 2,000 people speak a language. In order for the islanders to understand each other, *bislama*, a type of pidgin English, developed. Although French and English are still spoken in the populated areas, *bislama* is the official language spoken in Parliament.

On our way up through Vanuatu, we'd hoped to first stop at Tanna Island to visit the famous active volcano. But it was raining hard as we approached, and the wind coming from an unfavorable direction. So rather than stop, we continued another 126 miles on to the island

Nancy hitched a ride ashore to make a coconut run. Outrigger canoes, powered by sail or paddle, are a primary form of transportation.

of Efate, home to Port Vila, the capital of Vanuatu. Upon arrival, we spent a week soaking up big city life. Even though it was the end of cruising season, there were lots of yachties when we arrived, so it was fun catching up with our old friends and making new ones. We took a tour around Efate and made up a picnic lunch to visit some lovely cascades just outside town. The next day we got our cruising permit and headed out around the west side of the island, sailing toward the northern group of islands.

The passage to the first island was 50 miles, which made for a long day. We reached Revelieu Bay, anchored inside the reef in the black sand, and went ashore to meet Chief Baron. We came to a small village of thatched huts and found the chief, who was busy trying to fix a bicycle wheel. Although he was the chief, he — like most others — wears Western clothing except during special ceremonies. The chief was happy to meet us, and Commodore, in his element, lent a hand fixing the wheel.

This village was home to about 30 families, all of whom live at a very slow pace. There is a river nearby where the ladies wash the clothes, so we joined them with some of our laundry. We took a swim in the river, and found the fresh water to be a real treat. Once we got back to *Flashgirl* and the sun went down, the village went completely dark. We later learned that most of Vanuatu lives without electricity, cars, roads or outboard motors. Port Vila on Efate, and Luganville in Santo, are the only two places in the country with regular electricity! Well, there are a couple of places that have generators, but even at these places the lights go off pretty early.

After a few days in Port Revelieu, we continued north about 15 miles to the Lamen Bay on Epit Island. The village here was quite a bit larger than the last, and boasted a boarding school with students from five nearby islands. While here, we

met up with a few other cruisers, swam with the sea turtles and resident dugong in the bay, and caught a classic sunset, complete with outrigger in the foreground. After three nights, we continued over to Malekula.

The nice thing about Vanuatu is that you can do easy daysails of 20-25 miles between islands or anchorages. We spent another five days



in the southwest corner of Malekula in an area called the Maskelynes. Once we got there, we found a protected anchorage, had dinner, and retired. The next morning we awoke to see a flotilla of outriggers, some powered by sail, some by paddle. It turns out that the residents of a small nearby island come over to do their gardening. Their coming and going was a wonderful sight that kept us fascinated for days. I even got invited aboard an outrigger for a ride to shore to get some fresh coconuts.

Our next stop was Ambrym, which has two active volcanos. They put on quite a show for our arrival, and at night the sky glowed red above the cones. The next day we went ashore and found some young lads to walk out the mountain with us to the next village, one that is known for its wood carvings. It was a lovely afternoon, with one of the fellows using my ukulele to serenade us the whole way! When we returned to the beach, we learned that we would be able to see the Rom dance, which is unique to this



Sunset at Vanuatu.



FLASHGIRL

FLASHGIRL

IN LATITUDES

ALL PHOTOS COURTESY FLASHGIRL



From above; Commodore eyeballs the two volcanos of Ambrym; Rom dancers, also on Ambrym; a National Geographic type shot.

island, the following day.

We attended the ancient ritual Rom dance the next day, but left wishing we knew more about it. The figures on the outside were completely covered in banana leaves and wild masks, while the two rows of men in the center, who hardly had anything on, were the percussion section.

From Ambrym, we continued north to Pentecost, and then Maewo, where we stayed for a week in Asanvari Bay. This place is about as perfect as an anchorage can be, complete with a waterfall. We anchored near the cascades, and could swim from the boat to the falls in five minutes or row over in the dinghy in little more than a minute. Each morning I started the day with a swim off *Flashgirl* in the silky smooth and warm seas, sometimes with a snorkel to view the fish and coral.

We are now in Luganville in Santo,

have been here three days, and will begin our loop back to Port Vila in the morning.

— nancy 11/26/08

Cruise Notes:

The first **dinghy theft** of the season in Mexico, at least to our knowledge, took place on about November 10 at Rincon de Guayabitos, which is about 25 miles northeast of Punta Mita. The dinghy was a West Marine 9-ft RIB with a 9.9hp two-stroke Mercury outboard, and belonged to singlehander Andrew Wood of the Victoria, British Columbia-based Bavaria 47 **Amizade**. The dinghy was tied to an unusually long painter, and sometime during the night the line was cleanly cut about 18 feet from behind the boat. Wood reported the theft to the local Navy officials, who didn't express much in-

terest. The dinghy was covered by Wood's policy with Lloyds.

The better news about the Guayabitos area is that a number of cruisers think it's a great place. "Everyone in our group of four cruising boats thought it was a great anchorage with calm waters and beautiful scenery," reports Gilly Foy of the Alameda-based Catalina 42 **Destiny**. "The dinghy landings were easy, and provisioning was widely available in the well-developed tourist town. For some reason it doesn't seem to be visited by that many cruisers, most of whom prefer Chacala, another great place which is eight miles to the northeast. While at Guayabitos, friends Lou and Laura Kruk of the San Francisco-based Beneteau First 42s7 **Cirque** discovered an Italian beachfront restaurant called Daniel's. In addition to food, they also brew excellent beer on the premises. Daniel, the owner, is an Italian immigrant — and a real character. He has a Mexican wife and two beautiful daughters, all of whom work in the restaurant. They'll keep an eye on your dinghy while you check out the sights. We highly recommend it!"

The reason not many cruisers stop at **Guayabitos** is that it's exposed to the northwesterly winds. On calm days, which are not that unusual, it's fine to anchor at Guayabitos, but when the northwesterlies blow, it's better to be anchored in Chacala, which offers pretty decent protection if you tuck into the corner. But there's nothing wrong with the fishing in the area. "Fifteen minutes after weighing anchor at Guayabitos, and near Isla La Pena, we landed this 48-inch wahoo," reported Lou Kruk of *Cirque*. "It fed the crews of our friends on *Destiny*, *Amizade*, **Jammin'** and us — and we still had half the wahoo left!"

"We'd hoped to have our boat ready

You don't find many Italian restaurants in Mexico, let alone Italian restaurants that brew their own beer. Daniel's is an exception.



COURTESY DESTINY

CHANGES

to join everyone for the Banderas Bay Blast," writes John 'Corby' White of the Puerto Vallarta-based Yorktown 35 **Ianiack**. "In fact, we came out on Tuesday night for the party on **Profligate**,

but we had problems with a shroud. It's not surprising, as I'd only recently bought the boat, which had been sitting unused near the entrance to the P.V. Harbor for 12 years. I got **Ianiack**, plus a license to charter, plus a permanent free mooring for \$10,000 — so I knew she needed lots of TLC. But I want to thank *Latitude* for giving me the inspiration to stop drinking and start sailing. I'd raced Prindle 19s in Southern California for six years earlier in my life. Then three years ago my *esposa* — and best friend — Elaine Berger and I came

Wahoo! Lou lands a big one.

down to P.V. from Aspen, and fell on hard times. Capt. Carlos, the friend who I bought *Ianiack* from, basically rescued Elaine from the street. As for myself, I went into rehab at a local church for a year, where I had nothing to read but a Bible — which I've gotten to know quite well — and some back issues of *Latitude* that Capt. Carlos let me have. Anyway, Elaine and I got cleaned up. Every now and then we have a *cerveza*, but never a *tonaya*. Anyway, when I came into a few pesos a few months ago, I was able to buy *Ianiack* and have a project for my life. Elaine and are are fixing her up **Corby White and Elaine Berger, having put their lives back on track, are in the process of restoring the Yorktown 35 'Ianiack'.**



and will be cruising this beautiful coast with her, then later on hope to do some charters.

If we in any way helped you folks get clean, we couldn't be more pleased. Good luck with your never-ending recovery, your cruising and your charters.

"We'll soon be leaving for the Revillagigedo Islands of Socorro and San Benedicto, which are about 240 miles south of Cabo San Lucas," report Scott and Cindy Stolnitz of the Marina del Rey-based Switch 51 cat **Beach House**. "The seldom visited islands are renowned for having lots of manta rays and sharks. We hope to get some great underwater photos. Another boat, Chuck Houlihan and Linda Edeiken's Allied 39 **Jacaranda**, should join us about 10 days later. From there we'll head straight to Zihua, Central America, Cocos Island, the Galapagos and French Polynesia.

Here are some fun facts about the **Revillagigedo Islands**: First, there is no really good anchorage, and it's rolly enough that crews on monohulls tend to have a hard time. Second, there are no facilities or services. Third, the islands are volcanic and have very little vegetation. Fourth, the Revillagigedo Islands are one of the three island groups in the Pacific Ocean that are not on the continental shelf. The others are Guadalupe Island, about halfway down Baja but 150 miles out, and Rocas Alijos. Fifth, the islands were named after Don Juan Vicente de Güemes Padilla Horcasitas y Aguayo, 2nd Count of Revillagigedo, the 53rd viceroy of New Spain. We bet his friends called him 'D.J. 53' for short.

Whatever happened to David and Susanne Ames of the Seattle-based Spindrift 40 **Cheshire**, who bought their cat in Europe, then sailed her across the Atlantic and Pacific? After sailing up to Vanuatu, where they bumped into Commodore and Nancy Tompkins aboard **Flashgirl**, they returned to New Zealand. And there was only one reason for that: "To earn freedom chips so we can continue exploring the glorious South Pacific."

Speaking of New Zealand, the folks at **Marsden Cove** want everyone to be aware that their new marina, just inside Whangarei Harbour, is an official port of entry and ready to receive foreign yachts. "Cruising vessels can now enjoy the convenience of an international standard marina with

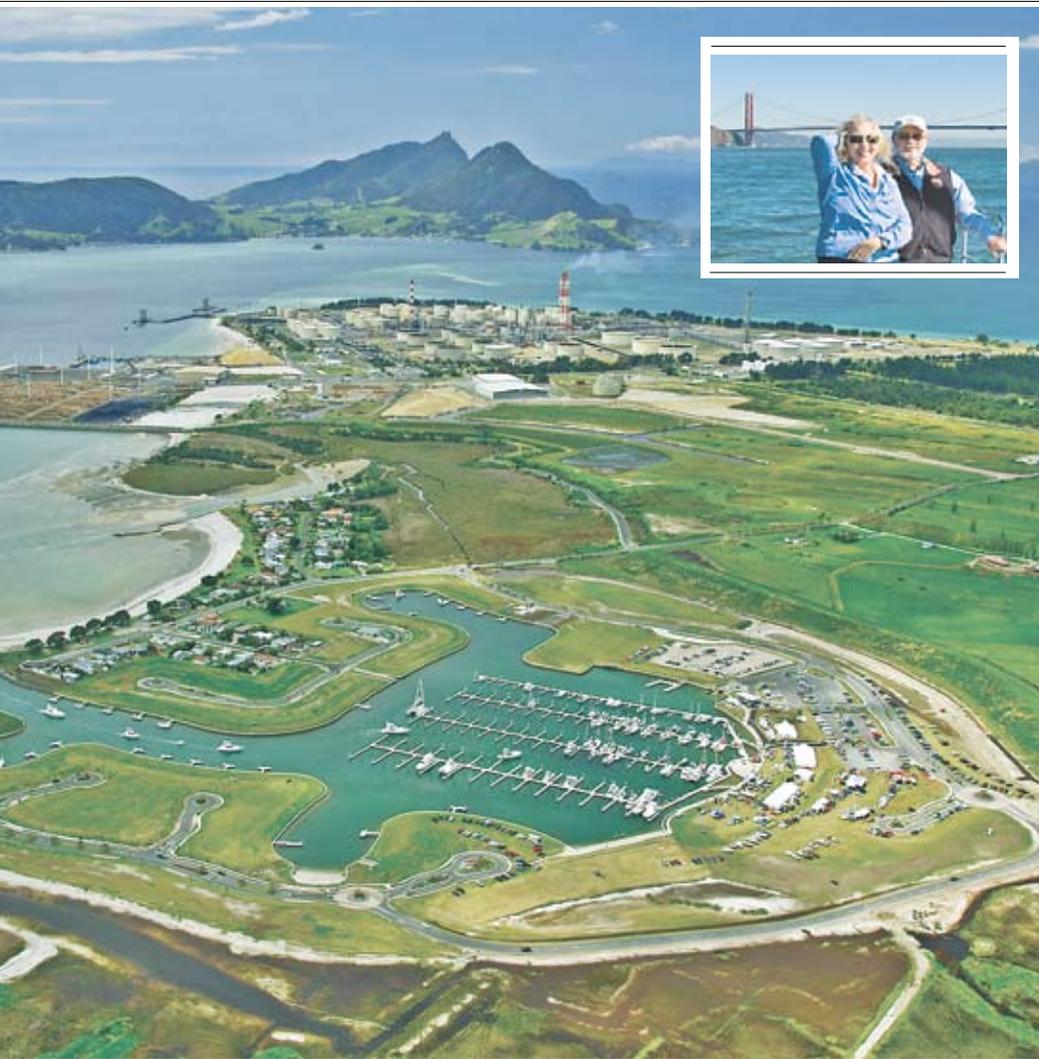


fuel, water and sewage. Amenities ashore include modern ablution and laundry facilities, plus a range of domestic retail services. If maintenance is required, there is an extensive range of ship building and repair companies located approximately 10 miles up the river close to Whangarei City." The folks at Marsden Cove also want to remind everyone that foreign yachts must contact New Zealand Customs 48 hours prior to their arrival, with an estimated time and place of arrival. This can be done one of three ways: Call Taupo Maritime Radio (ZLM) on SSB 4125, 6215, 8291 or 12290 Khz. Call Russell Radio on SSB 4445, 6516 or 13103 Khz to have them report for you. Or email: yachts@customs.govt.nz What happens if you anchor in Kiwi waters before clearing customs? Big trouble. By the way, when is the last time you heard anybody use the term 'ablution'?

"Roy and I are once again at Placencia, Belize, experiencing everything from 30-35 knot gusty fronts to calm days with no wind," reports Marlene Verdery of the



IN LATITUDES



SPREAD, MARSDEN COVE; INSET, COURTESY ADAGIO

Spread; Beautiful new Marsden Cove in New Zealand is now welcoming visitors. Inset; The Dardens finally enter the Bay aboard 'Adagio'.

Sausalito-based Manta 42 cat **Damiana**. "One day when the winds were very light, we took *Damiana* out and flew our new chute. The wind was so light that Roy's brother Bill, who was along with us, said he thought he could tow our cat faster. So he dove in, we harnessed him with the bridle, and he started swimming. It's unclear whether he got us moving any faster than the spinnaker, but we know he needed a lot of fuel — in the form of hamburgers along with Belikin beer and rum punch."

It's a shame the photo was shot in low resolution, as it's a shot we'd have liked to share with our readers.

Having spent lots of time with their Morrelli & Melvin 52 **Adagio** in Tasmania, Australia, Alaska, and the Pacific Northwest, Steve and Dorothy Darden — who lived in Tiburon for 12 years — have finally brought their cat to San Francisco Bay. Joined by Joe Siudzin-

ski of the **KatieKat**, the trio left the icy docks of Neah Bay and headed offshore to avoid crab pots, fishing boats, ships and logs. They had a boisterous 4.5-day passage. Fortunately, the winds abated just outside the Gate and the sun came out, so they passed beneath the Golden Gate in glorious conditions.

"It was *Adagio's* first visit to the Bay, so it was very special," Steve writes.

Getting a berth for a big cat isn't easy, so Dorothy spent countless hours investigating every marina from San Francisco to Newport Beach. Then we got lucky and snagged an endtie at Marina Village. If we can't be in Sausalito, Alameda is the next best thing. We're also really enjoying our two-

hour bike route around Bay Farm Island. As for the upcoming year, we're soon flying to Tasmania — where we enjoyed several wonderful summers with *Adagio* — for four months. Once we return, we hope to cross the Pacific smartly to New Caledonia so we'll have a couple of months to circumnavigate Grand Terre before we have to scamper out."

"I was planning to do the Banderas Bay Blast, but just before it started I found a bad leak in one of the engine rooms," reports Mai Dolich of the Belvedere and Puerto Vallarta-based Marquesas 56 **Dolce Vita**. "So I took the boat up to Mazatlan and had her hauled at Seni, a very professional and reputable yard, where it was obvious to me the workers take pride in what they do. Not only that, they speak good English and the price is right. It cost me \$1,000 to haul and launch my boat, plus \$1.16 U.S. /ft/day to be on the hard. One engine still isn't working, but we'll get that fixed in back at Puerto Vallarta."

As we mentioned in a *Lectronic* last month, the new **Nayarit Riviera Shipyard** opened last month at the Nayarit Riviera Marina. It's a beautiful facility, with lots of room, a fuel dock, a brand new 150-ton Travel-Lift, and — for big boat and catamaran owners — capacity to haul boats with beams to 32 feet! It's the biggest on the West Coast of Mexico. As good and as new as the facilities are, boatowner after boatowner told us they were taking their boats to other yards because of the high prices and the fact the management won't allow owners to do even the most basic boatwork. Shipyard manager John Gerber told us that a bottom job — prep, paint and labor included — would run about \$79/ft. Cruisers, an admittedly thrifty group, blanched at

Thirteen-year-old Fernanda Gerber takes the wheel of the mighty 150-ton Travel-Lift at the new Nayarit Riviera Shipyard in La Cruz.



LATITUDE/RICHARD

CHANGES

the price. They gathered in circles and traded stories about having gotten the same work done in the States — where labor costs are many times higher — at a fraction of the cost. Indeed, when the December issue of *Latitude* came out, the boatyard ad on the back cover offered to do the same work for \$33/ft — or 41% less.

After much head-scratching, we've finally developed **a theory** about why many businesses in Mexico persist in charging prices far in excess of what the market will seem to bear. Up until recently, Mexico has had only two classes of people, the super rich and the poor. The super rich never cared how much anything cost, because they had money to burn. The poor couldn't afford anything, so there was no point in businesses trying to lure them with specials. In the States, on the other hand, where there is a huge middle class that really cares about price, businesses compete feverishly to win business. The result is that American boatowners can't understand why the owners of some Mexican companies charge such high prices when



LATITUDE/RICHARD

Nayarit Riviera Marina manager John Gerber wanted pretty young girls to pump fuel 7 am to 7 pm, so he hired Paola and Gisela.

it's obvious nobody is going to pay them, and Mexican businesses can't understand why American boatowners take their work elsewhere. Any thoughts on the validity of our theory?

You think cruisers are the only ones worried about their **personal security in Venezuela**? It's the number one concern of Venezuelans, too. And with good reason. In '07, 2,710 of the two million residents of the capital of Caracas were murdered. This was by far the highest murder rate of any city in South America, and was five times that of New Orleans, the notorious murder capital of the United States. In addition, an average of 311 cars were stolen in Caracas each day. Mind you, officials think only about half of the crime is even reported. In a recent poll, over 50% of all households in Venezuela — not just those in Caracas — reported they have been the victim of crime in the last six months. Extreme violence is often found when poverty and unemployment get worse, but in Venezuela the unemployment has dropped from 16.5 percent to 7.1 percent, and an unprecedented number of social programs have cut the rate of extreme poverty by 50%. So what's the cause? According to Ana Maria Sanjuan, director of the Center for Peace at the Central University



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of Venezuela, the combination of a weak judicial system, impunity, under-trained and poorly equipped police officers, and political polarization make it difficult for government and opposition forces to work together."

Whatever. There are many great cruising grounds in Venezuela, and most cruisers haven't had problems. Nonetheless, the amount of crime against cruisers — even when on their boats — has reached the level where more than a few cruisers think it's no longer worth the risk.

They got the extension they were looking for — and we're not talking about a hair extension. "Alene and I are back in the States until January, at which time we'll head back to our Cross 46 trimaran **Migration** in Tahiti," writes Bruce Balan. "We can't wait, because we just got word that the officials have granted our request to have our visas extended."

Readers might remember that Bruce and Alene spent two months at Easter Island earlier this year. Anchoring is challenging at Easter Islands, as the winds

often shift, and require moving to another anchorage. Because of this, the couple have prepared an anchoring guide, which we'll be publishing in the next issue.

"It's December 14, and it's waaay too cold," write Richard and Sharon Drescler of the Long Beach-based Catalina 470 **Last Resort**. After cruising from Mexico to Alaska and back to Victoria last year, they are now wintering in Sidney, British Columbia. "We've had blizzard conditions with gale force winds blowing continuously for 24 hours," they write. "The wind chill is somewhere around 10 degrees, our boat is heeling 10 degrees in the slip, and the power cord ripped the jack off the utility pedestal. As for the hose bibs for water,

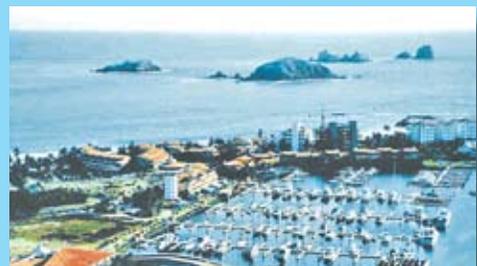


For this month's Test Your World of Cruising I.Q., name this island. And geez, you better not get this one wrong.

they've frozen. Welcome to winter in the Pacific Northwest! We'll be doing another summer up here, but come August, will be returning to warmer southern climes. No more cold weather winters for us!"

"But we are having a ball nonetheless," they continue. "A highlight was being awarded the '08 Coastal Cruis-

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CHANGES

ing Award at the General Meeting of the Bluewater Cruising Association in Vancouver. The Association consists of nearly 500 members, many of them very accomplished sailors, so our getting the award for our 4,200+ mile trip from Ensenada to Alaska and back to British Columbia was thrilling. For anyone who will be following in our wake, we've got some statistics that might be interesting. We covered 4,261 miles in 254 days, during which time we burned 1,361 gallons of diesel. The fuel cost an average of \$4.66, which means the total fuel cost came to \$5,346. Lest anyone think we motored all year, that's not true. Between Mexico and Cape Flattery, Washington, we managed to sail 40% of the time. That's a lot for what's often an on-the-nose passage. But our strategy of waiting until a low pressure system was about 24 hours offshore, then scooting to the next port on the southerly winds produced by the lows, meant we got to sail 40% of the time. Once we got to the Pacific Northwest and headed toward Alaska, sailing was almost always out of the question. In fact, it brought our total sailing time last year down to just 7%.



LAST RESORT

Cruising 4,200 miles is not all cocktails and sunsets. Sharon, looking a little tuckered here, struggles with a repair to the furling main.

Once we head south again, our sailing time will go way up."

"Patty and I are waiting for our third crewmember to return from a delivery to San Diego, so we've been doing some ex-

ploring around La Cruz," reports Sandy Smith of the Portland-based Morgan Out-Island 41 **Faith**. "While Patty was out looking for bugs — yes, bugs — the other day, she came across a restaurant called **Arriba**. Opened just over a month ago by owners John and Carol, it's got some great food at reasonable prices. Check it out!"

There are a couple of reasons that La Cruz, located on the north shore on Banderas Bay, has become much more popular with active cruisers — and we think will become even more so in the future. First, in a complete turnaround from last year, the folks at the **Nayarit Riviera Marina** have been getting rave reviews from marina tenants, many of whom are vets of the last two Ha-Ha's. The marina is also getting rave reviews from the anchored out sailors, because there are now two free dinghy docks. Then, there are the great little places to eat in La Cruz, all of which are within easy strolling distance of the marina. There's ex-cruiser **Philo's**, of course, which in addition to live music and pizza is now offering delicious ribs. For thrifty



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cruisers, there are fun taco stands and shops all over town. The two favorites are probably **Dos Amigos** and **Tacos on the Street**, where even Pavatotti couldn't have spent more than \$5 on dinner.

If anyone is looking for a romantic place, we recommend the **Octopus' Garden**, which serves breakfasts and dinners, features great music, and is also the place to get boat T-shirts made. It's owned by Wayland and Aruna, two wonderful and interesting people, who, some 20 years ago, built an unusual catamaran in the Cotswolds of England, and intended to sail her to Port Townsend, Washington. They never made it, first spending four years in Nicaragua, and more recently spending nearly 30 years in La Cruz. In addition to their other businesses, they also sell Huichol art, which is worth taking a close look at — particularly if you want to relive some hallucinogenic moments from your past. Wayland told us something that surprised us. Rather than feeling looked down upon, the Huichols actually look down on white people with scorn. They believe that the only reason

that crops grow, rain falls, and the seasons change is because of their ceremonies. They believe that if it was left up to lazy ass white people, none of those critical things would happen. Anyway, check the place out.

While we're on the subject of restaurants on the north shore of Banderas Bay, we might as well give some tips on Punta Mita. It's tricky to know where to go, because some of the restaurants cater to Four Seasons guests, most of whom pay thousands a night for their rooms. Our favorite is the **Blue Water Grill**, right at the foot of the panga marina. It's owned by Mark of San Diego and Jason of Tiburon, and run by Mark. If you're looking for a great bargain in delicious food served in a casual environment, this is it. Mark is an enthusiastic waterman who



It's just over \$8 U.S. for this perfectly cooked mahi dinner at the Blue Water Grill at Punta Mita. The ahi steaks are much bigger.

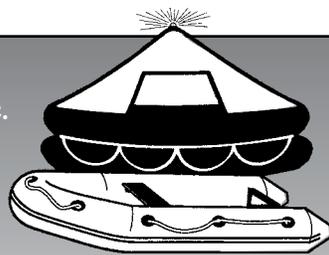
knows all the surf spots and where to get a panga to take you to the islands. His ahi tuna dinners, with all the trimmings, run 120 pesos — which at the most recent exchange rate was a little over \$8 U.S. And the ahi is often big enough for two. Cocktails are less than \$5, and for ambience, David plays the guitar and

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sings in a unique way. For burgers and other good food, try **Debo's**, where you can also get on the internet and make Skype calls. And there's always Hector's **Margarita** restaurant, which every now and then is home to the Punta Mita Yacht & Surf Club. A new Italian place, between Margarita and the Bluewater, opened in mid-December, and had Dona de Mallorca so ga-ga that she can't even remember the name.

Is there anything more annoying than getting to Mexico and having countless **birds** land on your masthead instrument wands and Windex? If you've got a solution that doesn't involve guns or tactical nuclear weapons, we'd like to hear about it.

"May the best of last year be the worst of this year!" says Kirk McGeorge of the St. Thomas-based Hylas 49 **Gallivanter**, who recently sailed with his wife Cath and son Stuart from Cartagena to Bocas del Toro, Panama. "After a Christmas party at the Bocas YC, we headed back toward the Canal Zone with a side-trip up the Chagres River on our way to Colon. The Chagres was dammed in order



LATITUDE/NICK

Everything at the masthead of the Catana 52 'Escapade' is needed — everything but the dang bird, which breaks wands and rains guano.

to create Lake Gatun, which provides the water supply for the Canal. It's supposed to be spectacular, with all kinds of wildlife. We've also got a reservation to spend a month or so soaking in the

luxury of Shelter Bay Marina, located at the site of Fort Sherman, guarding the entrance to the Canal. Nowadays it's a national park. We'll park our boat here while we visit friends in Costa Rica for the holidays. Friends and family are planning to join us for our Canal transit toward the middle of January, after which we'll cruise the coast of Panama for a few months, then set a course for the Galapagos and French Polynesia. The adventure continues!

It's not been the best of years, so Glenn Twitchell of the Newport Beach-based Lagoon 38 **Beach Access** decided to look on the bright side by making a list of his "miscellaneous highs" from his time on his cat in Mexico: Seeing tons of sea life, catching and eating fish, perfecting my recipe for ceviche, finding the best massage therapist in the world in Mazatlan, enjoying the sunsets, sunrises and stars, meeting all the wonderful people out cruising, meeting many of the wonderful people in Mexico, and not feeling the current economic crisis too much as I was already cleaned out by divorce.

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"After the Ha-Ha and sailing to Puerto Vallarta, we continued on to my favorite place on earth, Careyes, on Mexico's Gold Coast," reports Robert Strang of the Mud Island, Tennessee-based Hylas 49 **Sky**. "After enjoying ourselves there, we continued down to Grand Bay Marina at Barra Navidad. Thanks to the Ha-Ha list of marinas, we'd made an advance reservation. There is limited space for larger boats, so a deposit was required. However once we got there, we found the marina was attached to the five-star Grand Bay Hotel, which has all the amenities. After being at sea for some time, it was great. The small town of Barra is just across the narrow channel, and has lots of funky restaurants that are popular with cruisers. Since the marina is mostly filled with gold-plated powerboats, there's really only one dock for cruisers, and that's G Dock. All was great there. For those not wanting to pay for a marina, the adjacent lagoon is popular with cruisers. But we left our boat in the marina for the month while we went home for the holidays. By the

way, well done on the Ha-Ha!"

The Vallarta YC held their **Chili Cook-off**, their big fundraiser for the year, in the parking lot in front of the club on December 6. It drew all kinds of interesting people. Our favorite moment was when Dudley Do-Right of the Canadian Mounted Police roared in on a chopper with a pretty señorita sporting a flashy sombrero sitting on the sissy seat. We never found out what it was about, but they were looking fabulous!

"I sailed from San Lorenzo, Honduras, on September 20, which was at the end of my three-month visa, and had a nice trip down to Costa Rica," reports Glenn



If you're going to gas up at a Chili Cookoff for charity, you might as well do it in style. Dudley Do-Right and the lovely señorita show how.

Tieman of the Southern California-based 38-ft homebuilt catamaran **Manu Rere**. "There were various weather conditions to deal with, but that doesn't bother me much anymore. Along the way I stopped for two nights at a wilderness area inside a beautiful but uninhabited bay. From

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CHANGES

there I cleared into Costa Rica at Playa del Coco. I stayed there and at a more sheltered nearby bay for five weeks until the end of the rainy season. And it rained a lot — including one week where the rain almost never stopped. Costa Rica is great, and I want to spend more time there. As for Panama, a friend told me he had to pay \$125 just to enter. Nicaragua isn't cheap either, as it costs \$65 to get in. Meanwhile, I can't start my crossing to French Polynesia until February, because officials won't issue visas for boats until tropical cyclone season is over. Since my three-month visa for Costa Rica would only last me until January, I sailed back to San Lorenzo, Honduras, where I am now. It was a great sail, and I'm fine being here again in the land of cheap shrimp. But I'll be turning around again within a week to return to Costa Rica. This time I'll cruise that country all the way down Golfito until February, at which time I can sail across to French Polynesia. As for those people who suggest Americans don't have to follow any immigration or customs laws, they're out to sea!"



LATITUDE/NICK

Glenn Tieman stands on the deck of his elegantly simple 38-ft catamaran *Manu Rere*. But it can be tough going without an engine.

What's it like to make a passage on the engineless 38-ft catamaran that the thrifty Tieman built himself for \$14,000? He sent us a day-by-day report of his 200-mile passage between San Lorenzo

and Bahia Santa Maria, Costa Rica. First night: anchored off a Nicaraguan beachtown. Second night: anchored off a remote Nicaraguan village. Third night: anchored off Corinto, Nicaragua, but was blown back up the coast by a storm. Fourth night: beat back southeast along the coast trying to make up the ground I'd lost the previous night. Fifth night: boat self-steered on beam reach in improved conditions. Sixth night: no report. Seventh night: anchored at heavenly Bahia Santa Maria. Ninth night: hove to just short of rounding the islands after beating all day. Tenth and last night: hove to until dawn, then entered Playa del Coco, Costa Rica. And no, we don't know what happened on the eighth night.

So yes, what Tieman describes as a "day by day sample of real sailing" on his cat meant he averaged just 20 miles a day. It underscores the fact that in less than ideal conditions, patience is not just a virtue, but is mandatory, on an engineless cat.

There's been a changing of the guard



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at the **Nayarit Riviera Marina** in La Cruz, and not all cruisers are happy about it. Former manager Christian Mancebo, who had become extremely popular with tenants, has been replaced by Rafael 'Raffa' Alcantara, former manager of the Vallarta YC. The problem is that the marina just wasn't attracting as many boats as the owners had hoped or expected. And frankly, we're as shocked as anyone that it hasn't. After all, the Nayarit Riviera Marina is the newest, biggest and most scenic marina in Mexico, and its located in the lovely town of La Cruz, away from all the hustle and bustle of P.V. And unlike last year, when there were some public relations blunders on the part of the marina, this year the place has gotten rave reviews about the facility, how clean it is and how friendly the staff has been. As for the upstairs *palapa* restaurant run by the Marival organization, the food is delicious and reasonably priced, and the view is to die for. Anyway, everyone wishes Raffa and the marina much success, but also their friend Christian, who will appar-

ently remain around the marina pursuing other nautical interests.

"A huge 'thank you' for the superb Ha-Ha," write Alan and Christine Jackson of the Berkeley-based Passport 40 **Mystical Crumpet**.

"The rally was well organized, with a suitable emphasis on fun and safety. We really did have a great time, and met so many people at the excellent shore activities. Turtle Bay was our first experience with small town Mexico, and not only was everyone friendly and helpful, but we got all the fuel we paid for! The party with the rock band and fantastic food on the bluff at Bahia 'in the middle of nowhere' Santa Maria was amazing. Everyone we spoke



Raffa, bookended by Marina and Judy, has left the Vallarta YC and become manager of the Nayarit Riviera Marina. We wish him well.

with had a great time on the Ha-Ha. The event was our incentive for 'getting out of Dodge' on a specific date. Our cruising dream started when we left Berkeley at the end of September. We're now in La Paz, which means the folks at the yacht club who bet we'd never make it past Half Moon Bay have lost! Even though

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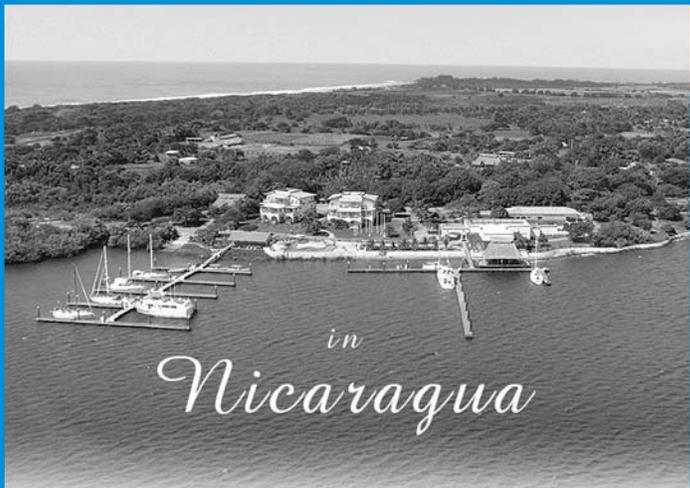
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CHANGES IN LATITUDES

we don't know any Spanish, we've really been enjoying La Paz. We'll soon set sail for the nearby islands, then head across to Mazatlan for the holidays.

We're glad you had a great time. We've received many letters expressing the same sentiment, so we think just about everyone enjoyed themselves. The big change we're looking forward to next year in moving the beach party in Cabo away from Mangos, where we've never been able to get them curtail their normal "let's try to get everybody drunk and sleazy" program. Next year we'll be holding the beach party about 150 yards away at the Baja Cantina Beach Club, a much classier place with better facilities and reasonable prices. Unfortunately, it hadn't been completed in time for the last two Ha-Ha's. By the way, we've already heard from three boats that will be returning to California for the summer, in part to be able to participate in the 'Sweet Sixteen' Ha-Ha this fall.

"We're planning to be in the Sea of Cortez in April and May of this year," writes Sally Cable, "and are wondering if



LATITUDE / NICK

Patsy Verhoeven, a major force in reviving the Sea of Cortez Sailing Week, will be back again with her well-sailed Gulfstar 50 'Talion'.

you're planning to host a **Sea of Cortez Sailing Week** again. It sounds like the kind of racing for our Island Packet. If so, what are the dates?"

The revived **Sea of Cortez Sailing Week** will start from La Paz on — most appropriately — April Fool's Day. We'll 'rally' out to the islands, have a layday, rally up to Isla San Francisco, rally back to Isla Partida, have another layday, then rally back to La Paz. The number of entries will be limited to 30, based on the fact we don't think we can accommodate the crews of more 30 boats for the potlucks and sunset cruises aboard *Profligate*. If anyone is interested in this free 'every participant is a winner' event, email your name, boat name, boat type and hailing port to richard@he slots are filling up rapidly. In the interest of full disclosure, this event is not for you unless you actively enjoy sailing, hiking, snorkeling, being hit with water balloons, wearing fake mustaches and costumes, and laughing long and hard with new and old friends.

If you're one of the folks lucky enough to be out cruising in these difficult times, be sure to **appreciate your good fortune**. And don't forget to send an email and a couple of high res photos.

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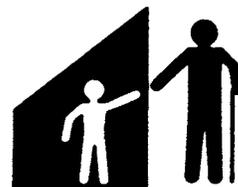
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C&C 24, 1977. Super clean, refurbished Evinrude 6 hp. Bottom paint 10/07, tiller autopilot, 4 Bariat winches, 70%, 90%, 120%, mainsails, all good. Needs battery and charger, rigging is 12 years old, sacrifice for my new boat \$2,400. (415) 828-6245.



J/24. READY TO SAIL daysailer/club racer. Two full sets of sails. Mercury 2-stroke, 4-hp, 1999. Standing rigging updated. Bottom redone 2006, racing finish. Distinctive yellow hull. Well maintained, sailed often. Slip near BYC. \$7,000/obo. Email: darrenwc@gmail.com

25 TO 28 FEET

ISLANDER 28, 1984. Fun cruiser or racer in great shape, overnight or daysailing, easy to singlehand. New North main and Mylar/Kevlar genoa, jib halyard and sheets, salon windows, lifelines, and batteries, all 2008. Bottom painted and standing rigging replaced 2005. Wheel, 20-hp Yanmar diesel, low hours. Roller furler, stereo, VHF, depth, knotmeter. Accepting best offer. Photos: <<http://picasaweb.google.com/CarterW0tt/BoatPhotos?authkey=nHd3Eh1jug#>> Please email: cwinfordott@yahoo.com

1987 BRISTOL CHANNEL CUTTER. Sam L. Morse factory-finished standard layout. Radar, AIS, ICOM SSB, Pactor modem, liferaft, Espar heater, EPIRB, solar, windvane, generator, dinghy with Yamaha outboard. \$169,000. See website: <<http://www.johnpurins.net/Adventure.html>> or email: johnpurins@comcast.net or call (650) 430-0731.

J/27, 1986. Sleek, stylish performance boat for club racing, daysailing. Excellent condition. Balanced, nimble, points high, PHRF 120. Lots of sails. \$17,500/obo. In San Rafael. (415) 456-2397 or portobello40@earthlink.net for spec sheet/photos.



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NEWPORT 28, 1979. New equipment includes: Simrad TP32 autotiller, Furuno depthsounder, knotmeter, temperature sensor, Bruce-style anchor and rode, Standard Horizon radio, Trickle solar charger and bilge pump, Sail sheets. Atomic Universal diesel just serviced and rigging tuned. Microwave, fridge, alcohol stove, head, furling jib, tabernacling mast, 3 berths. Comes with temporary slip in Santa Cruz Lower Harbor, \$7,500. Call Mark (408) 353-1285.

29 TO 31 FEET

ISLANDER BAHAMA 30, 1979. New equipment throughout including Hillerange two-burner LPG range/tank, electrical system with batteries, head/holding tank, Raymarine Tridata, Spinlock XAS triple clutches and deck organizers, custom woodwork. In Oakland by Quinn's Pub. \$22,500. (425) 220-9362 or email: darrend63137@yahoo.com

RANGER 29, 1972. Atomic 4 and transmission in good condition. 3 jibs, 2 mains (one new), 2 spinnakers. Battery charger, VHS radio, anchor. All tack interior. Located Alameda Marina, Pier 1, Slip 84. Moving, must sell. \$2,500/obo. (530) 873-9521.

CLIPPER MARINE 30 SLOOP, 1975. Solid Bay cruiser or liveaboard. Located Coyote Point Marina. Inboard Yanmar, new main, electronics, sleeps 6, head, galley, much more. Move forces sale. \$5000/negotiable. Jeff (408) 639-6955.

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HUNTER 31 SLOOP, 1984. Sleeps 6, Yanmar 13-hp diesel, low hours. Navico autopilot, bottom paint 11/07, attractive updated interior, new head, new refrigerator, microwave, BBQ, cockpit cushions, depth/knot, electronics, two Danforth anchors, EPIRB, lots of safety gear. San Diego. \$11,500. (760) 757-4233 or (760) 539-2120 (cell).



ISLANDER 30 Mk II, 1974. Self-tailing jib winches, some newer lines, wheel steering, Atomic 4. Nice interior, sleeps 4, safefags stove, LectraSan head. Exterior needs some sprucing up, but priced accordingly. Asking \$7,500. Currently berthed in Alameda. (510) 523-0746.

'STEAL' A WINNER. No kidding. *Mirage*, the Black Soo, has got to get out of our yard. Fast and fun to sail, this hard-chined classic, rigged for singlehanded, won the 2007 SSS series. This April *Latitude* cover girl offers huge bang for the buck. \$9,500. Call Ben (510) 520-0779.

J/30, 1980. Yanmar diesel, full batten main, Harken furling, autopilot, dodger, propane stove, radar, not raced, very good condition. \$35,000. Located San Pedro, Holiday Harbor, E43. Geoff (626) 390-0733 or gturk@earthlink.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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J/105, 2000, SAIL #280. Wife Not Happy ex-Jimmy J. Dark blue hull, B&G instruments, autopilot. Split mainsheet system, Spectra outhaul, genoa tracks, never used genoa and cars. Weight certificate from 2008. Clipper, Sausalito. \$98,000/obo. Call Andrew (415) 613-5879.

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PEARSON 32 RACER/CRUISER, 1979. Fast, easily singlehanded starter boat for couple. Featured in August 2007 *Practical Sailor*. 1,250 hours on original M-15 Universal diesel. Gear (vintage 1995): Autopilot, digital depthfinder and gauge, gennaker, Harken furler, Navtek backstay adjuster, Hall Spars Quik Vang, Furuno radar, 25-watt marine radio. New: 19-gal. aluminum fuel tank and electric fuel pump, 2002. Documentation: all original manuals, surveys, maintenance, diving, haul records since my 1995 purchase. Location: Alameda. \$23,000 or reasonable offer. (510) 525-2754.

RANGER 32, 1978. Wheel steering, Universal 16-hp diesel, dodger, Monitor windvane, Pineapple sails with extras including storm jib. New bottom, alcohol stove, Raritan head. All lines lead aft for singlehanded. Ready to cruise, race, live aboard. Located La Paz, Baja. \$24,600. (415) 902-1061.



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36 TO 39 FEET

ISLANDER 36, 1977. Perkins 4-108, new rigging 2002, 2 self-tailing Harken 44s, 2 self-tailing Barlow 25s. Dodger, covers, holding tank, macerator, propane stove/oven, radar, chartplotter, VHF, bowroller, 2 anchors/chain and rode, carpets/curtains, Avon/ob. Alameda Marina #204. \$55,000/obo 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.

CATALINA 390, 2001. Great condition, low hour boat. Yanmar diesel, super low hours. Bimini, spinnaker, radar, Raymarine instruments, ultra-suede interior, new bottom paint, 2 anchors, fin keel, outstanding Bay sailer. Nice galley layout, separate shower. \$109,000. (530) 906-3250.

JEANNEAU 36, 1997. Very well maintained. Electric anchor windlass, dodger, refrigerator/freezer, GPS, chartplotter, autopilot, CD player, VHF, B&G instruments, depth/knot/wind, dinghy with 2-hp Johnson. \$95,000. To view call Roy (510) 523-4081 or Brian (209) 722-2068 or coolswick@aol.com.

KETTENBURG 38. Three boats for sale. If you are looking for a classic, we have three in various states of renovation. Two in the water, one on the renovation site. Call for more details. (916) 847-9064 or (415) 518-3914.

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HUNTER LEGEND 375, 1993. Bristol condition inside and out, fast. New rig, new sails, new roller furling, new instrumentation, and lots more. 700 hours on Yanmar. Send for complete list of gear. Wonderful boat. \$90,000. (805) 450-1641 or email: LNicolait@cox.net.



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40 TO 50 FEET

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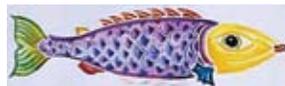
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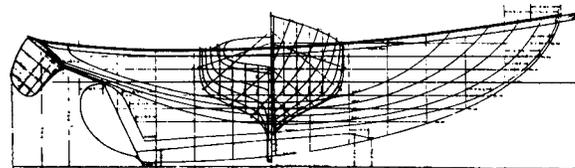
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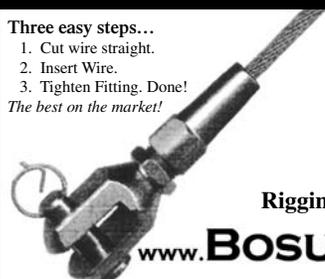
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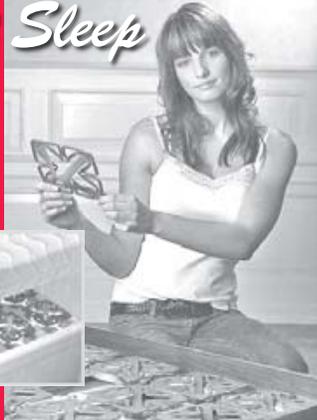
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ADVERTISERS' INDEX

AB Marine..... 12	Bair Island Marina..... 48	Beta Marine Engines 76	Butler Rigging 174	CPT Autopilots 176
ABC Yachts..... 186	Ballena Bay Yacht Brokers . 180	Blue Sky Energy 65	BVI Yacht Charters..... 147	Cruising World Pacific..... 184
Agape Villages..... 169	Barillas Marina..... 162	Blue Water Yacht Insurance . 36	Cal Marine Electronics..... 53	Cruising Yachts 7
Albatross Yacht Charters.... 148	Bay Area Marine Services.. 179	Bluestorm 67	City Yachts 15	CYOA Yacht Charters 147
Almar Marinas 51	Bay Island Yachts..... 182	Blewater Network 182	Clipper Ventures 88,89	Desolation Sound Charters 144
Anacortes Yacht Charters .. 144	Bay Marine Boatworks..... 45	Bo'sun Supplies..... 176	Coast Marine 149	DeWitt Studio..... 169
Anderson's Boat Yard 33	Bay Marine Diesel 179	Boat Electric 67	Conch Charters..... 146	Diesel Fuel Filtering..... 176
Annapolis Performance	BDI Marine Service/	Boatsmith Marine Carpentry	Corinthian Yacht Club 141	Doyle Sails..... 39
Sailing 140	Delivery Captain 117	and Boatbuilding..... 71	Corsair Marine..... 42	E Paint 59
Aqua Marine 69	Berkeley Marina..... 67	Bottom Siders..... 179	Cover Craft 65	Easom Rigging 57
Aquatic Protection Agency. 184	Berkeley Marine Center..... 31	Brisbane Marina..... 116	Coyote Point Marina..... 29	Elliott/Pattison Sailmakers ... 68

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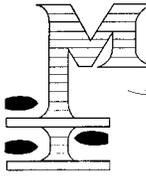
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ADVERTISER'S INDEX - cont'd

Emery Cove Yacht Harbor..... 71	Glen Cove Marina..... 148	Hood Sails 41	Landfall Navigation..... 72	Marina El Cid..... 163
Emeryville Marina 63	Golden State Diesel Marine..... 180	Hotel Coral & Marina 160	Landing School, The 125	Marina Ixtapa 161
Errol Flynn Marina..... 30	Grand Marina 2	Hydrovane 63	Lee Sails 174	Marina Mazatlan..... 162
Essex Credit Corp..... 73	Great Bear Chrters..... 145	International Marine 61	Lifeline Batteries..... 61	Marina Nuevo Vallarta..... 56
Farallone Yacht Sales 9	H&S Yacht Sales..... 54	Isotherm / Indel 22	List Marine Enterprises 149	Marina Palmira 177
Flying Cloud Yachts..... 17	Hansen Rigging..... 68	JK3 Nautical Enterprises.... 182	Loch Lomond Marina 69	Marina Puesta Del Sol..... 167
Fortman Marina..... 32	Helms Yacht & Ship Brokers/ West Coast Multihulls 43	Kissinger Canvas..... 75	Lunasea Lighting..... 65	Marina Real 167
Garhauer Marine..... 37	Helmut's Marine Service ... 174	KKMI - Brokerage..... 183	Makela Boatworks..... 176	Marina Riviera Nayarit 49
Gentry's Kona Marina..... 176	Heutter, John Author..... 180	KKMI - Maritime Services.... 77	Maretron 131	Marina Village 27
Gerry Sea of Cortez Charts 176	Hogin Sails 141	KKMI - Rigging & Racing..... 25	Marina Bay Yacht Harbor .. 105	Marine Engine Company... 179
Gianola & Sons..... 149		KTI Systems/Filter Boss 69	Marina de la Paz..... 179	Marine Lube 177



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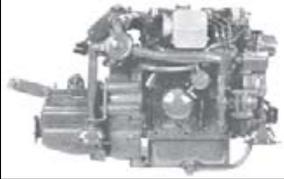
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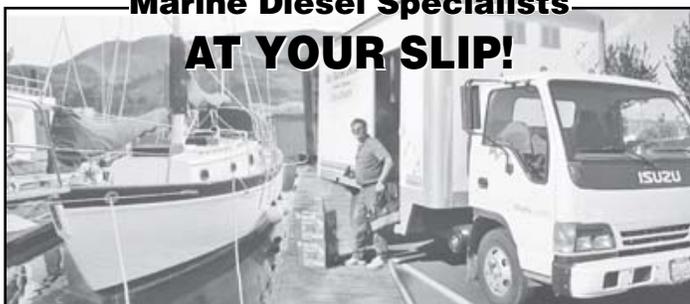


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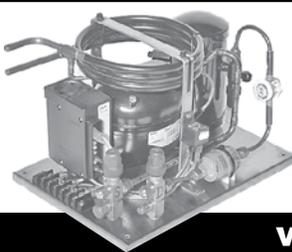
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ADVERTISER'S INDEX - cont'd

Marine Outboard Company..... 172	Napa Valley Marina Yachts 181	Outboard Motor Shop..... 73	Port Townsend Shipwrights	Rodgers & Assoc..... 176
Mariner's General Insurance. 24	Nelson's Marine..... 188	Owl Harbor 130	Coop 125	Rooster Sails 72
Maritime Institute..... 28,131	New Era Yachts 184	Oyster Cove Marina 125	Prime Fabrication 177	Sail California 21
Marotta Yachts 185	Nickle Atlantic/Froli Sleep	Oyster Point Marina 164	Punta Mita Beachfront	Sail Warehouse, The 180
Mathiesen Marine 180	Systems..... 177	Pacific Coast Canvas 61	Condos 168	Sailrite Kits..... 26
Mazatlan Marine Center/	Norpac Yachts..... 187	Pacific Yacht Imports..... 11	Pusser's Rum..... 6	Sal's Inflatable Services 163
La Paz Yachts..... 35	North Beach Marine Canvas 53	Paradise Village 111	Quantum Pacific..... 23	San Francisco Boat Works.... 75
McDermot Costa Insurance. 73	North Direct Sails..... 131	Passage Yachts 4	Quickline 57	San Juan Sailing 145
McGinnis Insurance..... 166	North Sails..... 177	Passage Yachts - Racing..... 5	R-Parts 179	San Leandro Marina..... 55
Milltech Marine Inc..... 34	North Sails - San Francisco.. 58	Peter Crane Yacht Sales..... 181	Raiatea Carenage Services 165	Scanmar International..... 59
Minney's Yacht Surplus..... 172	Opequimar Marine Center 117	Pier 39 Marina 18	Real World Cruising 70	Schmidt, Charlotte Yachts.. 181
Modern Sailing Academy 59	Orange Coast College 47	Pineapple Sails..... 3	Richardson Bay Marina..... 141	Schoonmaker Point Marina 129

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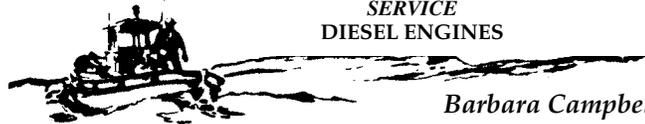
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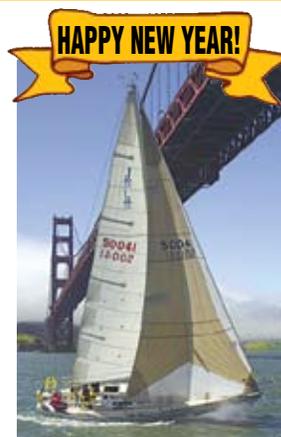
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ADVERTISER'S INDEX - cont'd

Sea of Cortez Yachts Sales.. 182	Starbuck Canvas 74	Twin Rivers Marine Insurance40	West Marine..... 60,62,64,66
Sea Scouts 180	Support Crystal in Clipper ... 74	U.S. Power Squadron	West Marine - Rigging..... 46
Seacoast Marine Finance 70	Svendsen's Marine 19,38	District 25 128	Western Yacht Commissioning 166
Seashine..... 71	Swedish Marine 76	UK-Halsey Sails..... 44	Westwind Precision Details .. 53
Seatech..... 177	Switlik..... 75	Ullman Sails..... 104	Weta Marine 57
Seawear Nautical Jewelry ... 20	The Boatyard at Grand	Vallejo Marina 14	Whale Point Marine Supply 50
Selden Mast, Inc. USA 16	Marina..... 13	Ventura Harbor Boatyard .. 160	White, Chris Designs 172
Society of Accredited Marine	Tim's Zodiac Marine 117	Voyager Marine 128	Wizard Yachts, Ltd. 182
Surveyors/SAMS 149	TMM/Tortola Marine Mgmt 146	Waterwitch, Inc 174	Wright Way Designs 164
South Beach Harbor..... 52	Tradewinds Sailing 110	Weatherguy.com 176	Wyliecat..... 63
South Beach Riggers..... 53	Trawler Fest/Passagemaker . 10	Wedlock, Ramsay & Whiting	Yacht Racing Assoc. 123,124
Spud Point Marina..... 131	Trident Funding 8	Marine Surveyors 172	Yachtfinders/Windseakers ... 35



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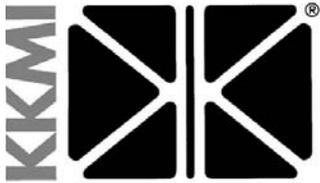
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37' Hunter Legend, 1989	\$59,500	38' Californian Sedan Trawler, 1982	\$75,000		
36' Catalina, 1984.....	\$49,500	33' Chris Craft Catalina, 1980	\$34,900		
35' C&C Landfall, 1981.....	\$37,500	32' Grand Banks Trawler, 1967	\$22,000		
31' Hunter 310, 1999.....	\$54,900				

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49' GRAND BANKS TRAWLER, 1980

Grand Banks are well built, proven passagemakers, and this particular example is in really REALLY nice shape inside and out. Some highlights include a flawless solid teak updated interior, new teak decks, perfect gelcoat and brightwork. Prime transferable Sausalito YH slip, competitively priced. \$299,000

NEW LISTING



38' HUNTER 386 LE, 2004 This one-owner, never chartered, professionally maintained Hunter shows bristol topside and below. Gelcoat is perfect and interior looks brand new. She's the deep draft version, is well equipped from the factory (she's the LE version) and has an extensive suite of electronics and only barely 400 hours on the spotless Yanmar diesel. Must see. \$149,500



See at:
www.marottayachts.com

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



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:
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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



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34' SUNSET SLOOP, 1967

This full keeled little jewel was designed as the ultimate Bay daysailer and built like a piano by Al Silva shortly after he left the legendary Stone Boat Yard. Fully restored, she's one of the finest boats of this era we've ever seen; everything's done to showboat standards. \$69,500



See at:
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39' COLUMBIA CENTER COCKPIT, 1979

This yacht had more than \$30,000 spent since 2002. Rebuilt engine, new mainsails, renewed rigging, replumbed, rewired, replaced original plastic portholes with ABI stainless steel, new custom hard dodger, etc. \$69,000/Offers Encouraged



See at:
www.marottayachts.com

30' NONSUCH ULTRA, 1987 Professionally maintained late-model example in super nice shape (the interior is flawless and the exterior comes close), and lying in a transferable Sausalito Yacht Harbor slip that has a great Richardson Bay, Angel Island and San Francisco views. All in all, a nice turn key package that must be seen to be appreciated. \$69,000



REDUCED

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. \$64,990



See at:
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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



27' CATALINA, 1981

With \$12,000 spent on recent upgrades, this is one of the nicest on the market: new sails, new ProFurl roller furler, new running rigging, new self-tailing main halyard winch, perfect exterior brightwork, new cushions below, bottom just painted August 2008. Plus transferable Sausalito YH slip. \$16,000



25' PACIFIC SEACRAFT, 1978

Charming double-ended pocket cruiser in fine shape inside and out and shows much newer than her actual age. Diesel engine. Lying in a transferable Sausalito YH slip right on the boardwalk. \$15,000

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PILOTHOUSES



PASSPORT 42 PH, 1984
Nicely equipped & clean.
\$149,500



41' SCEPTRE PH, 1984
Fiberglass. Diesel. Located in Long Beach.
\$197,000



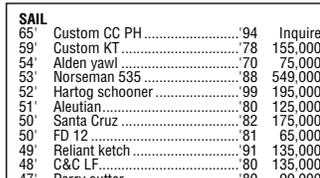
59' CUSTOM CB KETCH PH, 1978
Built in Australia. 3 stnm + capt. **\$155,000**
Also: 48' C&C L.F.



65' CUSTOM CC PH CUTTER, 1994
Fiberglass. Diesel. Located in San Diego.
\$139,500



44' BREWER CC KETCH, 1985
Great for passages or liveaboard. Sausalito slip.
\$99,000



HANSE 350, 2008
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43' HANS CHRISTIAN, 1989
Cutter, Telstar, low hours. **\$210,000**
Also: 33', '86...\$112k



46' GRAND BANKS, 1991
Classic. Bristol. **\$475,000**
Also: Two 48' OCEAN ALEXANDERS
2006, \$599,000
OFFSHORE, 1991, \$359,000



40' BRISTOL CLASSIC, '74
New Awlgrip. New electronics. New ultra suede.
Sausalito slip. **\$83,000**



SANTA CRUZ 50, '82
Super clean! Cruise or race mode. Still one
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WESTSAIL 32, 1979 & 1977
One dinette; one center table. One w/o teak
decks; one with. Both nice. From **\$48,500**



40' CHEOY LEE RHODES OFFSHORE, 1973
New teak deck.
New blue Awlgrip.
New elec. panel. New fuel tanks.
\$99,000

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65' Custom CC PH	94	Inquire	
59' Custom KT	78	155,000	
54' Alden yawl	70	75,000	
53' Norseman 535	88	549,000	
52' Hartog schooner	99	195,000	
51' Aleutian	80	125,000	
50' Santa Cruz	82	175,000	
50' FD 12	81	65,000	
49' Reliant ketch	91	135,000	
48' C&C L.F.	80	135,000	
47' Perry cutter	80	99,000	
46' Lippincott	99	69,500	
45' Downeast	77	89,000	
45' Noble CC steel	05	150,000	
44' Islander schooner	80	85,000	
44' Pearson Countess	65	89,000	
44' Brewer CC KT	88	99,000	
43' Corten steel SS	84/08	88,000	
43' Hans Christian	89	210,000	
42' Passport PH	84	149,500	
42' Baltic DP	84	189,000	
42' Howard Chapelle schooner	79	59,000	
41' Sceptre	84	197,000	
41' CT	76	79,000	
40' Bristol	74	83,000	
40' Passport Pullman	86	183,900	
40' Cheoy Lee MS	75	73,900	
40' Cheoy Lee Offshore	73	99,000	
40' Challenger	73	59,000	
38' Morgan (2)	78 & '84	44,000	
38' Ingrid (2)	'76 & '84	61,000	
37' Rafiki, new engine '07	77	49,000	
37' Esprit (Panama)	78	78,950	
36' Islander Freeport	81	65,000	
36' Catalina, nice	93	85,000	
36' Palmer Johnson	74	46,000	
36' Swain, steel	97	98,000	
36' Islander (2)	'77 & '79	46,000	
36' Lyle Hess cutter, steel	88	41,500	
35' Hans	08	Inquire	
35' Baba	79	69,500	
35' Jason	75	50,000	
34' Sabre	83	46,000	
34' Catalina	87	54,000	
33' Hans Christian	86	112,000	
32' Targa, center cockpit	78	34,500	
32' Westsail (2)	'77 & '79	48,500	
32' Odyssey, nice	67	75,000	
32' Coronado	73	26,000	
31' Pacific Seacraft Mariah	79	59,900	
31' Cape George Cutter	00	142,500	
31' Cal w/trailer	79	23,999	
30' Catalina (2)	'75 & '81	16,500	
30' Islander (2)	'74 & '75	15,000	
30' Islander Bahama	24,000		
30' Lancer	80	32,500	
27' Nor Sea w/trailer	77	39,900	
26' Alden	33	11,000	
140' Canadian Vickers	38	1,200,000	
85' Broward, alum	81	900,000	
72' Landing Craft	150,000		
67' Stephens, alum.	80	795,000	
65' Nordland	71	225,000	
65' Pacemaker, cert.	71	299,000	
65' Eico Classic MY	26	450,000	
65' Madden Brothers	39	Inquire	
60' Riva	82	599,000	
58' Hatteras	73	235,000	
57' Junk, surveyed	72	70,000	
57' Chris Craft	65	135,000	
53' Hatteras MY, new engines	76	259,000	
50' Defever, steel	71	229,000	
50' Stephens (2)	'63 & '65	135,000	
50' Whitcraft (bluewater)	79	118,000	
48' Ocean Alexander	06	599,000	
48' Offshore	91	359,000	
48' Dutch canal barge	50	219,000	
47' Taylor MY	82	125,000	
46' Grand Banks Classic	91	475,000	
45' Chris Craft	73	120,000	
44' Marine Trader CP	84	149,000	
44' Defever	82	175,000	
44' Gulfstar MV	79	119,000	
43' Bestways	84	105,000	
42' Uniflite, nice	84	159,900	
41' Hatteras	61	Inquire	
41' Hatteras, nice	65	149,000	
40' Marine Trader	84	94,000	
40' Kha Shing	81	89,500	
39' CHB aft cabin	79	99,950	
39' Mainship	89	79,000	
39' Donzi ZSC	02	219,000	
38' Holiday Mansion	89	38,500	
38' Breuil, new engines	66	49,900	
35' Cooper Prowler	86	55,000	
34' Atlantic SF	89	79,000	
34' Sea Ray Sundancer, diesel	01	155,000	
34' Kevalcat	97	125,000	
32' Silverton FB, 370 hrs	98	55,500	
31' Fishing boat, steel	89	28,000	
30' Stephens	49	30,000	
30' Sea Ray	88	29,500	
29' Boston Whaler	99	99,000	
29' Monterey	95	29,000	
28' Silverton FB	78	17,500	
28' Bayliner 2855 w/trailer	99	32,900	
28' Boston Whaler, twin Merc	99	59,000	
28' Mako CC	96	32,500	
28' Cruiser, nice	86	28,000	
27' Seaport w/trailer	96	90,000	
26' Osprey long cabin	03	85,000	
26' Osprey	02	98,000	
25' Albin	75	30,000	
25' Skipjack	85	50,000	
24' Chaparral, trailer	94	19,000	
24' Orca, inboard	99	39,995	
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17' Marlin, '91 w/OB, '02 w/trailer	29,500		

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40' CHALLENGER Ketch. Gorgeous, Sparkling Performance Cruiser in excellent condition. Dsl, furling, spinn., full galley, enclosed head & shower, hardwood interior, wheel, pedestal, full lifelines & pulpits, inverter, Avon & o/b. MUCH MORE! Shows pride of ownership. **Asking 64,000**



58' ALDEN BOOTHBAY MOTORSAILER center cockpit ketch. Dsl, genset, air/heat, new upholstery, much recent refitting & refinishing. Loaded w/ cruising gear, AP, radar ++. Great comfortable bluewater cruising w/ excellent layout & more!! **\$268,950 Ask**



48' DUTCH CANAL BARGE by DeVries. STEEL. Unique cruising liveaboard for Bay and Delta. Comfort and character. Diesel, tub, galley, fireplace, salon, convertible aft enclosure, beautiful decor, plus MORE! **Asking \$219,000**

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40 SAMPSON C-Ghost Cutter, F/C, Mexico. Vef and ready to go again. Excellent cruiser. Diesel, wheel, dodger, enclosed marine head, shower, galley, A/P, GPS, + MORE! Very nice condition and a GREAT VALUE! **Asking \$39,000**



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100' MEGA SLOOP Custom Offshore Performance Cruiser. Comfort & luxury, spacious, sleeps 17, loaded & near new. Great charter potential..... Asking 975,000
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43' SPARKMAN & STEPHENS steel custom cutter by Olin Stephens. Major upgrades. Center cockpit, aft cabin, new elect. syst., diesel and more. FULL REFIT NEARLY COMPLETED: BEAUTIFUL!..... Asking 98,950
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40' TRIMARAN by Piver. Ketch, dsl, fast, nice, clean. Insures as F/G..... Ask 33,900
40' CHEYD LEE Offshore 40/Rhodes, F/G, teak cabins, loaded cruiser..... Asking 49,500
39' FREYA Double-ender, steel, dsl, dink+o/b, new point, solar, furling, radar, AP, cruise equipped & more!..... Asking 48,950
37' VILLENAVE Cruising Cir Blue Water Euro Performance. Loaded..... Asking 43,950
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36' NIELSEN classic 1918 Danish aux. sloop. Diesel. Nice..... REDUCED..... Try 8,500
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34' ALUMINUM Bis de Mer Slp by Leguen Hemidy. Dsl, perf. cruiser..... Asking 35,000
30' PT 30 Mk II / 2-ton Britton Chance design. 5 berths, full headroom, solid F/G hull, furling, dsl, 3 headsails (135% & #4 gennies, 3/4 & 1.5 oz kites), spinn., main+..... 14,000/offers
30' SAGITTA Slp. F/G, dsl, fine Danish double-ender..... Reduced..... Ask 14,950
30' CATALINA Slp. Dsl, wheel, nice..... 22,000
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