

Latitude 38

# Latitude 38

VOLUME 381 March 2009

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MARCH 2009

VOLUME 381



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*Kiapa*\*

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*Charles Tobias*

Charles Tobias, Chairman

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Cover: Keeping the Faith -  
Brock de Lappe's folkboat 'Faith' on the racer's edge.

Photo: Peter Lyons/www.lyonsimaging.com

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the 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](mailto: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](http://www.latitude38.com/writers.html).

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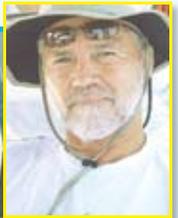
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Catalina 320	1998	\$74,000

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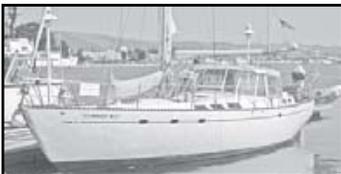
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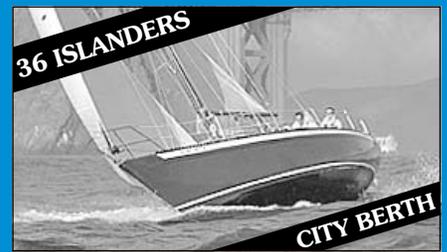
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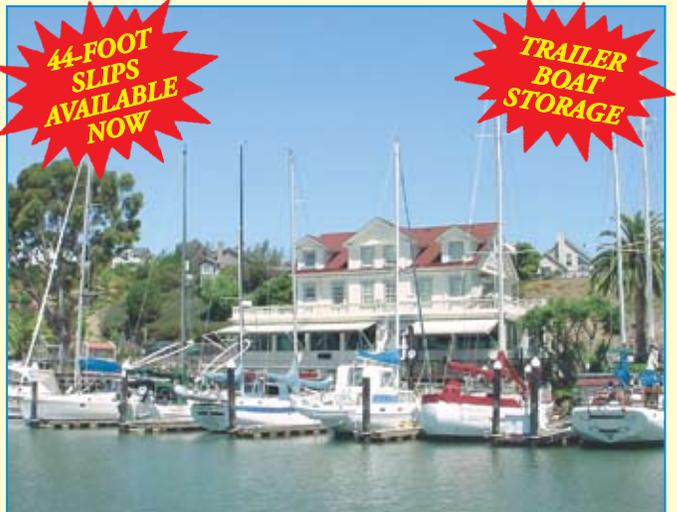
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## CALENDAR

### Non-Race

**Mar. 1-29** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Mar. 4-25** — 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](http://www.stfyc.com).

**Mar. 7** — St. Francis YC Junior Program Open House, 10 a.m.-noon. Open to kids 8-16 interested in sailing instruction. Info, Mike Kalin at (415) 820-3729 or [junior@stfyc.com](mailto:junior@stfyc.com).

**Mar. 7** — How the Tides Work for You presentation by Kame Richards at the Bay Model in Sausalito, 12 p.m. Space fills quickly for this popular seminar where you'll learn how to use the Bay's currents. \$15, cash only. Reservations, (408) 263-7877 or [jimtantillo@comcast.net](mailto:jimtantillo@comcast.net). Repeats 4/23, 7 p.m.

**Mar. 8** — Daylight Saving Time begins.

**Mar. 10** — Howl at the full moon on a Tuesday night.

**Mar. 11** — *Latitude 38* Spring Crew List Party at Golden Gate YC, 6-9 p.m. Earlier in the season so you can set up your crew sooner! Now just \$5 for anyone 25 and under (with ID)! Still only \$7 for the rest of us. Info, [www.latitude38.com](http://www.latitude38.com).

**Mar. 12** — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Oakland YC, 6:30 p.m. Info, [www.singlesailors.org](http://www.singlesailors.org) or (510) 233-1064.

**Mar. 12-15** — Sacramento Boat Show at Cal Expo. Info, [www.svmainc.com](http://www.svmainc.com).

**Mar. 14** — GPS for Mariners course by USCGA Flotilla 17 on Yerba Buena Island, 9 a.m.-5 p.m. \$55 fee includes book & lunch. Info, [dktalton@comcast.net](mailto:dktalton@comcast.net).

**Mar. 17** — Kiss an Irish sailor today!

**Mar. 18, 1848** — Revolutionary yacht designer Nathanael Herreshoff was born.

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

**Mar. 21** — Sailing Education Adventures (SEA) Open House & BBQ at Clipper Yacht Harbor in Sausalito, 11 a.m.-3 p.m. Come sail for free with their instructors then stay for the BBQ (\$7.50). Info, [www.sfsailing.org](http://www.sfsailing.org).

**Mar. 21** — 13th Annual Master Mariners Spring Potluck at Richmond YC, 6:30 p.m. Info, [www.mastermariners.org](http://www.mastermariners.org).

**Mar. 21** — Triton One-Design of San Francisco show and tour of Berkeley-based Pearson Tritons. Non-members welcome! Info, [www.albergssfbay.memberlodge.com](http://www.albergssfbay.memberlodge.com).

**Mar. 22, 1933** — President Franklin D. Roosevelt signed into a law a bill legalizing the sale of beer and wine. What would modern sailing look like without a visionary like FDR?

**Mar. 22** — *Designed for Speed: America's Cup Defenders*, an oil painting exhibit by renowned maritime artist Hans Skalagard, opens at the Santa Barbara Maritime Museum. Info, [www.sbmm.org](http://www.sbmm.org) or (805) 962-8404.

**Mar. 29** — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**Apr. 4** — Opening Day on the South Bay! Info, [www.southbayopeningday.org](http://www.southbayopeningday.org).

**Apr. 4** — Blue Water Communication seminar at Anacortes (WA) Marine Electronics will explain options and equipment, and give hands-on training, 10 a.m.-6 p.m. \$200/person or \$300/couple. Info, (360) 293-6100.

**Apr. 4-5** — Fifth Annual CharterFest at Squilicum Harbor in Bellingham, WA. Check out the boats you could be chartering this summer! Free admission, 11 a.m.-5 p.m. Info, [www.portofbellingham.com](http://www.portofbellingham.com) or (360) 676-2542.

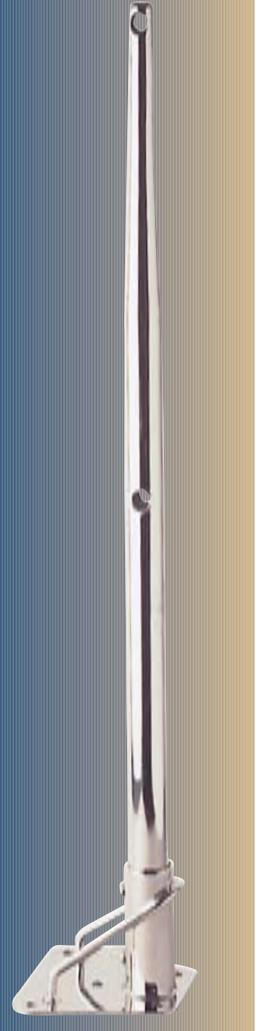
**Apr. 5** — Berkeley YC Annual Swap Meet, 6 a.m. Info, contact Dave Douglas at [ddouglas01@aol.com](mailto:ddouglas01@aol.com).

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## CALENDAR

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**Apr. 15-19** — Strictly Sail Pacific, Jack London Square. As the West Coast's really big all-sailboat show, this is a must-see for sailors. Info, [www.strictlysailpacific.com](http://www.strictlysailpacific.com).

**Apr. 18** — Emeryville Marina's 2nd Annual Boaters Swap Meet, 9 a.m.-2 p.m. Info, (510) 654-3716.

**Apr. 26** — Opening Day on the Bay! Info, [www.picya.org](http://www.picya.org).

**Apr. 28-May 26** — America's Boating Course by Santa Clara Power Squadron at Wilcox HS on Tuesdays, 7-9 p.m. \$35 materials fee. Info, [www.usps.org/localusps/santaclara](http://www.usps.org/localusps/santaclara) or Steve at (408) 723-0619.

### Racing

**Mar. 7** — Stockton SC Long Distance Race #1. Info, (209) 476-1381 or [www.stocktonsc.org](http://www.stocktonsc.org).

**Mar. 5-8** — Heineken Regatta, St. Maarten, West Indies. One of the world's great fun regattas — and some of the wildest parties. Info, [www.heinekenregatta.com](http://www.heinekenregatta.com).

**Mar. 5-8** — Acura Miami Grand Prix, Premiere Racing Events. Info, [www.premiere-racing.com](http://www.premiere-racing.com).

**Mar. 6** — Newport Beach to Cabo San Lucas Race. This 800-mile downwind dash serves as a great tune-up for the TransPac. Newport Harbor YC, [www.nhyc.org](http://www.nhyc.org).

**Mar. 7-8** — Spring Keel Regatta on the Cityfront. StFYC, (415) 563-6363 or [raceoffice@stfyc.com](mailto:raceoffice@stfyc.com).

**Mar. 8** — Coyote Point YC's Jack & Jill Race. Info, (650) 347-6730, [www.stfyc.com](http://www.stfyc.com) or [regatta@cpyc.com](http://regatta@cpyc.com).

**Mar. 14** — Island YC's Doublehanded Lightship. Proceeds benefit United Cerebral Palsy. Info, [www.iyc.org](http://www.iyc.org).

**Mar. 14-15** — Big Daddy Regatta, a don't-miss Bay Area classic. RYC, (510) 237-2821 or [www.richmondyc.org](http://www.richmondyc.org).

**Mar. 14-15** — Spring Dinghy Invitational & BAYS Laser Winter Series #3. StFYC, (415) 563-6363 or [www.stfyc.com](http://www.stfyc.com) or [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**Mar. 14-15** — Camellia Cup Regatta on Folsom Lake, for centerboards, multihulls and keelboats. Folsom Lake YC, [www.flc.org](http://www.flc.org).

**Mar. 15** — Game Changing Tactics in the 2009 Racing Rules seminar by Dave Perry at Coyote Point YC, 1 p.m. \$25. Info, <https://event-manager.compete-at.com/cpyc/RRS2009>.

**Mar. 15** — Spring Series #1. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Mar. 20-22** — San Diego NOOD Regatta. San Diego YC, (619) 758-6310 or [www.sdy.org](http://www.sdy.org).

**Mar. 21** — YRA-OYRA Lightship 1. Info, [www.yra.org](http://www.yra.org).

**Mar. 21-22** — Spring One Design Invitational. StFYC, (415) 563-6363 or [www.stfyc.com](http://www.stfyc.com).

**Mar. 22** — Stockton SC Doublehanded Long Distance Race #1. Info, [www.stocktonsc.org](http://www.stocktonsc.org).

**Mar. 28** — 28th Annual Doublehanded Farallones Race. BAMA, (510) 769-0309 or [www.sfbama.org](http://www.sfbama.org).

**Mar. 28-29** — 37th Annual Rollo Wheeler Regatta. BYC, (925) 939-9885 or [www.berkeleyyyc.org](http://www.berkeleyyyc.org).

**Mar. 28-29** — Big Dinghy Regatta. RYC, (510) 237-2821 or [www.richmondyc.org](http://www.richmondyc.org).

**Mar. 28-29** — San Francisco Cup. SFYC defends against StFYC. Info, [www.sfyyc.org](http://www.sfyyc.org).

**Mar. 29** — Spring Series #2. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Mar. 30-Apr. 5** — BVI Spring Regatta, British Virgin Islands. One of the Caribbean's best regattas, which includes a huge bareboat fleet. A great way to spend a week-long charter. Info, [www.bvispringregatta.org](http://www.bvispringregatta.org).

**Apr. 4** — Spring Tune-Up Race, the mother of all beer can races. RYC, [www.richmondyc.org](http://www.richmondyc.org).



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## CALENDAR

**Apr. 4** — Spring Fever Regatta. South Beach YC, (650) 552-9260 or [www.southbeachyc.org](http://www.southbeachyc.org).

**Apr. 4-5** — J/Fest, one design and PHRF racing for the J/boat faithful. StFYC, (415) 563-6363 or [www.jfest.org](http://www.jfest.org).

**Apr. 5** — Spring Series #3. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Apr. 11** — BAYS C420 Winter Series #4. Info, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**Apr. 11** — SSS Corinthian Race. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**Apr. 11** — YRA-WBRA Races. StFYC, [www.yra.org](http://www.yra.org).

**Apr. 11** — Singlehanded Race #2. SeqYC. Info, John Draeger at [jdraeger@sonic.net](mailto:jdraeger@sonic.net).

**May 2-3** — The 109th annual Vallejo Race, one of the biggest races on the Bay, which also serves as the YRA season opener. Info, (415) 771-9500 or [www.yra.org](http://www.yra.org).

**June 29-July 5** — 45th L.A. to Honolulu Race, better known as the TransPac, starts. Info, [www.transpacrace.com](http://www.transpacrace.com).

### Remaining Midwinter Regattas

**BALLENA BAY YC** — Post-Midwinter Series (PMS): 3/21, 4/18. Info, [www.bbypc.org](http://www.bbypc.org).

**BERKELEY YC** — Chowder Races: 3/8, 3/15, 3/22. Tom Nemeth, [tom.nemeth@there.net](mailto:tom.nemeth@there.net).

**CAL SAILING CLUB** — Year-round Sunday morning dinghy races, intraclub only, typically in Laser Bahias and JY15s — both two-person sloops. Email Gary and Alistair at [racing\\_chair@cal-sailing.org](mailto:racing_chair@cal-sailing.org).

**ENCINAL YC** — Jack Frost Series: 3/28. Tom Wondolleck, [rearcommandore@encinal.org](mailto:rearcommandore@encinal.org).

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

**ISLAND YC** — Estuary Midwinters: 3/15, [www.iyc.org](http://www.iyc.org).

**LAKE MERRITT SC** — Dinghy Midwinters: 3/8. Beth, (510) 444-5292.

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

**SEQUOIA YC** — Winter Series: 3/14. Jim Peterson, (650) 793-3437 or [jpeterson2008@comcast.net](mailto:jpeterson2008@comcast.net).

**SOUTH BAY YRA** — Midwinters: 3/7. Jocelyn Reed, [regatta@cpyc.com](mailto:regatta@cpyc.com).

**SOUTH BEACH YC** — Island Fever Midwinters: 3/21. Info, [www.southbeachyc.org](http://www.southbeachyc.org).

**TIBURON YC** — Midwinters: 3/21. Info, (415) 789-9294 or [pando@sonic.net](mailto:pando@sonic.net).

### Mexico and Beyond

**Mar. 17-21** — The 17th Annual Banderas Bay Regatta. 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](http://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.clubcruceiros.org](http://www.clubcruceiros.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 for a chili cook-off, dinghy races and other water activities,

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56' Andrews, '94, <i>Charisma</i>	\$364,599
48' J/145, Hull #9, '03**	\$700,000
48' Kristen, '01, <i>Trinity</i> **	\$629,000
44' J/44, '90, <i>Phoenix</i>	\$219,000
41' Passport, '90, <i>360</i> **	\$249,900
41' Bianca 414, '80, <i>Avion</i>	Reduced! \$49,500
41' J/124, 2007, <i>Gone Again</i>	Sale Pending 349,000
40' J/120, '01, <i>OuiB5</i>	Reduced! \$199,000
40' J/120, '95, <i>Attitude</i> **	\$189,000
40' Sabre 402, '98, <i>Blow'n Away</i>	\$239,000
40' Tripp, '92, <i>Snake Oil</i> **	\$85,900
40' Catalina 400 Mk II, '07**	\$279,900
39' Delher 39, '03, <i>Wild Redhead</i> **	\$329,500
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35' J/105, '04, Hull #634, <i>Brick House</i>	SOLD \$124,900
35' J/105, '04, Hull #617, formerly <i>Chili Pepper</i> **	\$127,500
35' J/105, '02, <i>Breezy</i>	\$117,000
35' J/105, '01, Hull #382, <i>Anna Laura</i>	Reduced! \$105,000
35' J/105, '99, <i>Life Is Good</i> **	\$83,000
35' J/105, '99, Hull #255, <i>Roadster</i> **	\$105,000
35' J/105, '96, Hull #130, <i>Invisible</i>	New Listing \$114,900

35' J/35, '93, <i>Pegasus</i>	\$54,000
34' J/34, '85, <i>The Zoo</i> **	\$29,900
34' MJM 342, '05**	Reduced! \$384,000
34' Classic Hans Pederson Power Yacht, '63**	\$79,000
33' J/100, '05, <i>J Bird</i>	\$125,000
33' J/100, Hull #5, '05, <i>Reddie Freddie</i>	\$125,000
30' J/92, <i>J Moto</i> , '93	New Listing \$45,000
30' J/30, '84**	\$34,000
30' Sabre, '86, <i>Buena Vida</i>	\$49,500
29' J/29, '85, <i>Masthead</i> **	\$28,000
29' Back Cove, '05, <i>Diamond Lil</i>	Reduced! \$179,900
29' MJM Yachts 29Z, '07**	New Listing \$298,000
29' Cobalt, '01**	\$69,000
27' Choate, '79, <i>Allegro Con Brio</i> **	\$9,900
26' J/80, '01, <i>Lay Down Sally</i>	New Listing \$32,000
26' J/80, '00, <i>Risky Business</i> **	\$32,000
22' J/22, '93**	New Listing \$12,900
22' Aquapro Raider 665, '04	Reduced! \$39,900

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## CALENDAR

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](http://www.hiddenpartyachtclub.com).

**June 19-21** — Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. 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](http://www.pacificpuddlejumps.com).

Please send your calendar items by the 10th of the month to [calendar@latitude38.com](mailto: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.

### March Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
2/28Sat	0114/5.8	0722/0.8	1351/4.6	1911/1.6
3/01Sun	0148/5.9	0813/0.5	1455/4.2	1950/2.1
3/07Sat	LOW 0150/2.7	HIGH 0752/6.1	LOW 1447/-0.6	HIGH 2154/5.1
3/08Sun	0349/2.2	0955/6.2	1632/-0.6	2330/5.4
3/14Sat	HIGH 0208/6.0	LOW 0831/0.2	HIGH 1514/4.5	LOW 2019/2.1
3/15Sun	0241/5.8	0920/0.2	1618/4.1	2101/2.6
3/21Sat	LOW 0248/2.9	HIGH 0822/5.0	LOW 1517/0.4	HIGH 2230/4.6
3/22Sun	0334/2.5	0918/5.1	1555/0.4	2253/4.8
3/28Sat	HIGH 0057/5.9	LOW 0717/-0.2	HIGH 1406/4.7	LOW 1908/1.8
3/29Sun	0130/6.1	0803/-0.5	1504/4.4	1947/2.2

### March Weekend Currents

date/day	slack	max	slack	max
2/28Sat	0256 1545	0605/4.0E 1827/2.9E	0936 2127	1234/2.9F
3/01Sun	1030 2206	0037/2.7F 1328/2.8F	0329 1649	0651/4.1E 1918/2.3E
3/07Sat	0944 2317	0056/2.1E 1304/4.8E	0405 1701	0658/2.7F 2009/4.0F
3/08Sun	1144	0149/2.7E 1458/5.0E	0600 1846	0855/3.2F 2151/4.2F
3/14Sat	1047 2241	0053/2.9F 1342/3.2F	0349 1701	0655/4.3E 1922/2.5E
3/15Sun	1141 2326	0133/2.4F 1436/2.7F	0426 1800	0739/4.0E 2010/1.9E
3/21Sat	1021 2346	0154/1.5E 1338/3.5E	0456 1737	0745/1.9F 2049/3.0F
3/22Sun	1113	0224/2.0E 1422/3.7E	0540 1815	0831/2.3F 2119/3.2F
3/28Sat	0239 1550	0554/4.7E 1821/3.0E	0929 2122	1230/3.7E
3/29Sun	1016 2159	0025/2.9F 1319/3.5F	0310 1646	0637/4.8E 1908/2.5E

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## LETTERS

### ↑↓ YOUNG SKIPPER LOOKING FOR YOUNG CREW

First, let me thank *Latitude* for running the stories and photos of my Mediterranean adventure last summer with my Islander 36 *Geja*. For those not familiar with the history of the boat, she was sailed all the way around the world to the Med by teachers Dick and Shirley Sandys of Palo Alto over the course of about 15 years. After Dick passed away, Shirley put the boat, which was in Spain at the time, up for sale for \$10,000, as is, where is. She was snapped up by Eli and Sara Bottrell, a young couple from San Francisco, who cruised her in the Med and had a great time. But with so much going on in their lives, they decided they couldn't do a second summer, so they sold her to me, sort of passing on the torch.

Originally, I thought that I, like the Bottrells, would sail *Geja* in the Med for a summer, then sell her, possibly to a lucky *Latitude* reader, passing on the torch myself. But since returning from Croatia in late October, I've thought long and hard about doing a second summer in the Med, and have decided to do it. After all, how often does one get a chance to own an affordable, capable and well-equipped sailboat in the Med?

As I write, competent and affordable mechanics in Croatia are sprucing *Geja* up for the summer season. Meanwhile, *Google Earth* is ever present on my computer screen, as I dream up destinations in yet another great sailing adventure. Do I head south to the Ionian Greek islands or north and moor in the heart of Venice? Obscure destinations always excite me, and Montenegro, Albania and Slovenia are all within reach. Wherever I choose, I will likely loop back to the area near Split, Croatia.

During the course of last summer, I was joined by 21 different friends and acquaintances from the U.S. and Europe. Among them were Robert Aronen and his wife, who did the '06 Ha-Ha aboard his *Nomad*. The couple, who now live in Luxembourg, flew to *Geja* three times to get their sailing fix. While I expect plenty of my old crew to join me again this year, I will also come to the *Latitude* Crew List Party on March 11 to talk to other interested folks.

Andrew Vik  
*Geja*, Islander 36  
Croatia / San Francisco

*Readers — At 36 years of age, Andrew is one of the younger boatowners cruising the Med. He's not rich, so he cruises on a budget, and while his boat isn't in bristol condition, she's*

*capable and functional.*

*So if you're young and looking for a sailing adventure in the Med with a skipper who's your age, you might drop by the Latitude 38 Crew List Party on March 11. It will be held at Golden Gate*



COURTESY GEJA

*Vik isn't quite ready to 'pass the torch' — he's looking for crew to join him on this summer's Med cruise.*

*YC from 6 to 9 p.m., and it's still just \$7 to get in (\$5 if you're under 25!). You'll get the chance to meet dozens of new prospects, talk to the YRA staff, chow down on some munchies and maybe even win a door prize!*



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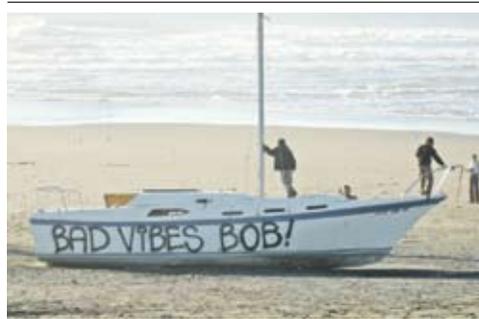
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## LETTERS

### ↑↓BAD VIBES BOB'S BAD ATTITUDE

I'm writing in regard to the sailboat that washed up on San Francisco's Ocean Beach over New Year's, the one where somebody spray-painted 'Bad Vibes Bob!' on the topsides.

My work buddy is a serious local surfer. He says that



JOHN SHUPING

'Bad Vibes Bob' tags a boat on 'his' beach.

Bad Vibes Bob is among the most notorious and iconoclastic characters of the Ocean Beach tribe, and that he tagged the boat shortly after she washed up on the beach.

Bob has a reputation for going out of his way to rip on newbies in ways that keep the locals in stitches. It seems to me that he was just practicing his calling on this poor visitor who had the sad misfortune to have his boat end up on the beach.

Chris Northcutt  
San Francisco

*Chris — One of things we've always found comical about San Francisco is that it can proclaim itself the City of Tolerance — while simultaneously fostering lots of folks from the mold of Bad Vibes Bob. It often seems to us that San Francisco should be more accurately known as the City of Tolerance for All Those Who Agree with Those Who Scream the Loudest.*

*Of course, sailors aren't always the most welcoming to newcomers either, particularly in the more crowded anchorages. Over the years we've often observed the crew of one boat giving the crew of a newly-arrived boat the stink-eye, meaning, 'Don't even think of anchoring near us'. This is not helpful to either party. We're not vying for sainthood or anything, but we regularly encourage newly-arrived boats to drop their hook five feet behind our transom, thereby both making the new arrivals feel welcome and also helping make the most efficient use of whatever room there is in the anchorage. What would Bad Vibes Bob do in our Topsiders? No doubt he'd drop his drawers, and as the new boat approached, begin to take a dump. Some anti-social cruisers do that, too.*

### ↑↓DON'T BE AFRAID TO ASK QUESTIONS

I'm going to join a friend's friend for a trip from La Paz across the Sea of Cortez to Puerto Vallarta. I haven't sailed on this boat before, and would like to be as helpful and prepared as possible. What are some of the things that I can do ahead of time to be ready, and what safety questions should I ask before taking the trip?

Barbara H.  
Portland, OR

*Barbara — Assuming that you're relatively new to sailing, two of your most important responsibilities will be to travel light and know how to use the head. It might sound like we're joking, but we're serious. The last thing any boatowner wants is someone to show up with a couple of big suitcases. Since you'll be sailing downwind in the tropics, you shouldn't be bringing any more than a standard size duffel bag and relatively small backpack. Unless specifically asked, we wouldn't bring foul weather gear. As for the head, ask to be shown how to use it, pay*

# EVENTUALLY, EVERYTHING WEARS OUT.

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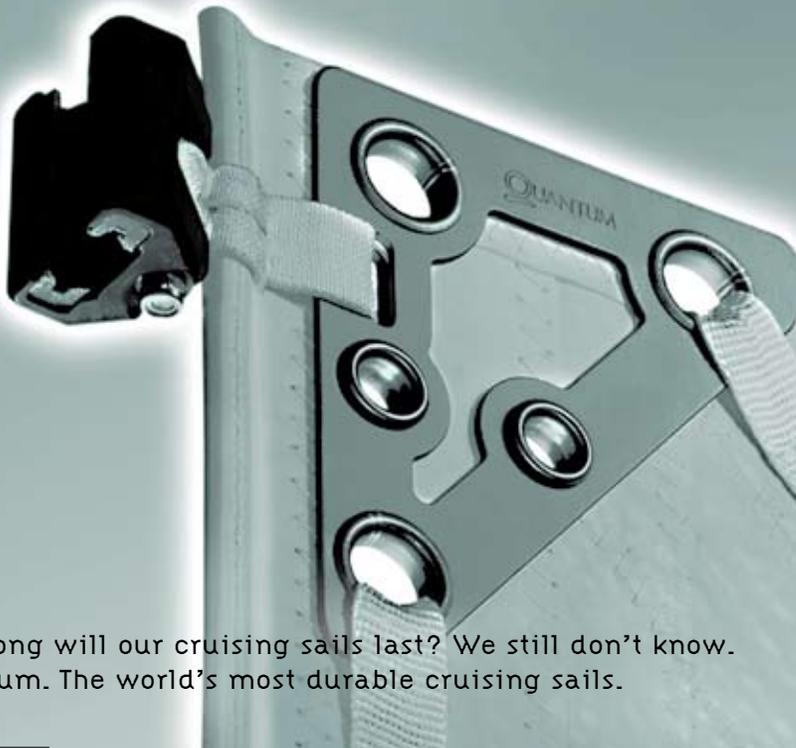
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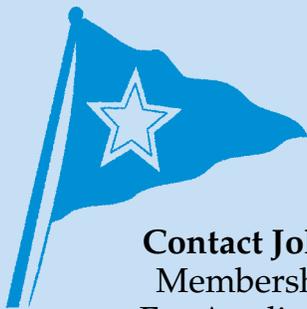
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## LETTERS

careful attention, then follow those instructions to a 'T'. Nothing makes a guest less welcome than plugging up the head. Other than that, just be good company, eager to help preparing food, cleaning up, standing watch, and doing whatever the skipper asks you to do — within your realm of experience.

Before joining the boat, you have the right to at least a rough outline of the captain's and boat's sailing history, and their history together. Since you're a woman, if you don't know the captain well, you should ask for a couple of references from women who have sailed with him or who have known him for a long time. If the skipper finds such requests insulting, you might want to reconsider. You'll also want to know who else will be on the boat, and their sailing history.

With regard to safety gear, you're going to want to know where the liferaft and EPIRB are located, and how to operate them. Depending on how many crew there are, you might ask to be shown how to use the radios, start and stop the engine, and turn the house batteries on and off.

The trip from La Paz to Puerto Vallarta is about 400 miles, although many sailors would make the 200+ mile jump across the Sea to Mazatlan, then harbor hop down to Puerto Vallarta. It should be relatively mellow downwind sailing, at least until June. Have a great time.

#### ANTIGUA NEEDS TO MAKE YACHTIES FEEL SAFE

I was saddened to read the January 26 *Lectronic* article about the murder in Antigua of Aussie Drew Gollan, the skipper of the 163-ft Perini Navi *Perseus*. It was 30 years ago that my wife and I first visited the island of Antigua, and we were amazed that we didn't feel threatened late at night, either on the back streets or in the rundown neighborhoods. We have since been to many of the other islands in the Caribbean, and plan to cruise the Caribbean when we retire.

Nonetheless, Antigua and Barbados hold a special place in our memories. I remember that our first visit was right after an election, and quite a few locals wore shirts that proclaimed, "There's no stopping us now." Sad, sad, sad.

Bill McBain  
Tucson, AZ

Bill — We've spent quite a bit of time in Antigua over the years, among other things sailing our Ocean 71 Big O in six



COURTESY THE GOLLAN FAMILY

**Aussie Drew Gollan was gunned down by a 21-year-old Antiguan after dinner with his lady and their infant daughter.**

Antigua Sailing Weeks between '86 and '97. Indeed, we enjoyed some of the greatest sailing times of our lives at that island. Nonetheless, we never felt as though Antigua was the safest place in the world, in part because young males liked to put out danger vibes when people walked the gauntlet between English and Falmouth Harbors after dark, and because there was rarely any police presence. Neither we nor any of our crew — which totalled more than 100 over the years — ever had any incidents, but we attribute that to the fact that we took precautions. For instance, we tried to always travel in groups at night, the women were always escorted, we never closed up bars or nightclubs, and we kept our radar on for situations that could go south. It didn't mean we didn't have wild times, just that we never let

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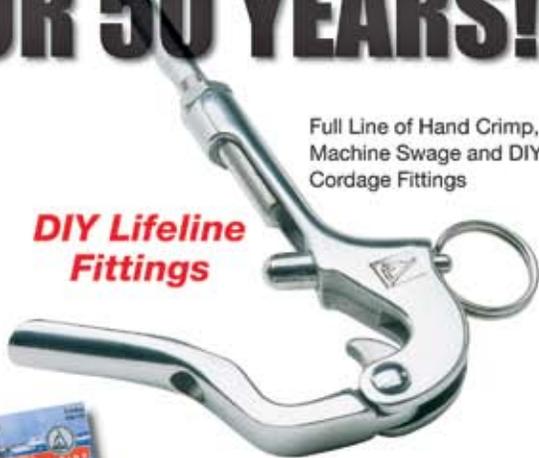
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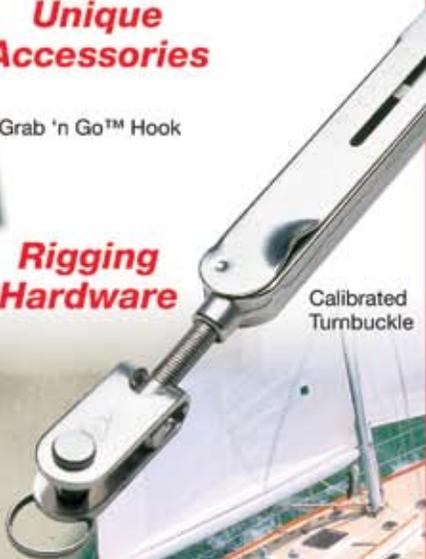
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## LETTERS

our guard down completely.

To put things into perspective, the country of Antigua and Barbuda has about 14 murders per year, which represents about one per every 7,000 residents. This is slightly higher than the one per every 7,500 residents of San Francisco, but way lower than the one per 2,814 residents of Oakland, and the even more dangerous St. Kitts and Nevis, where it's one per 2,647 residents. The overwhelming number of perpetrators and victims of murders in all four places are young men, mostly of African decent, battling for drug turf and profits. If you look at maps of where the murders occur in Oakland and San Francisco, you'll see huge areas of both cities — the more affluent areas — that are murder free. This is generally true of the Caribbean islands also.

We say "generally true" because Antigua and Barbuda has a history of yachties — and other tourists — being the victims of violent crimes on what might be considered their own turf. In fact, the January 22 murder of Drew Gollan was the sixth killing of a yachtie in a yachtie area in the last 14 years. This is a tremendous number given how small the yachting community and yachting turf are. In addition to the murders, there have also been muggings and assaults.

In regard to the murders, the most horrific of these occurred in '94, when the four crew — including two from the Bay Area — of the 70-ft Computer Challenger were killed by either being shot or skinned alive(!) while anchored off a remote beach at Barbuda. The main salon crime scene was so grisly that it ultimately cost \$300,000 to have the boat cleaned. Then several years ago, a young Antiguan, jealous that a yachtie girl he'd dumped had taken up with another man, beat her to death with a hammer, then set fire to the hotel she was staying in. This was on Christmas morning.

Police have arrested 21-year-old Sylvester Lindsey of Antigua and charged him with the murder of Gollan. When taken from the courtroom in shackles, Lindsey was anything but contrite, mugging for the photographers. Only time will tell if there are any lasting negative effects for the island. A number of megayacht captains threatened to leave the island in protest, but it's our understanding that only two of them actually did. At last word, the Antiguan government's response has been to close down all the bars and clubs at midnight. We're not sure this addresses the problem. If the island doesn't want to lose its very valuable megayacht franchise — or the Classic Sailing Regatta and Antigua Sailing Week franchises — it's vital that the authorities make yachties and visitors feel safe. We think they could start by stationing police every 150 or so feet between Falmouth and English Harbors in the evenings during major events. After all, what good are the police sitting in their station? Yachties report that it took police 20 minutes to get to the Gollan murder scene even though it happened less than 200 yards from a police station.

As if yachting in Antigua needed another black eye, the U.S. Securities and Exchange Commission has just accused American Sir Allen Stanford of "massive ongoing fraud." The billionaire is — or was — the main sponsor of Stanford Antigua Sailing Week.

### ⇓NEXT TIME I'LL JUST CALL A CAB

In the February issue, you wrote about Philo Hayward's mother being treated by a doctor in the mountains of Mexico for about four hours, followed by a ride in an ambulance with a doctor and nurse to Puerto Vallarta, all of which cost a total of \$50. You wondered what something like that might cost in the United States. There's no need to wonder, for accompanying this letter I've included a breakdown of why a five minute



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## LETTERS

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over half of the cost of an ambulance.

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 San Francisco

**For \$1,300, an ambulance would take a passenger from La Paz to San Diego.**

*N.W.B.R. — As most cruisers will tell you, the only place you have to worry about the cost of health care is in the United States. Here are*

*a couple more examples of health care's being less expensive elsewhere:*

*In January, Doña de Mallorca had to go to the hospital in St. Barth — a candidate for the most expensive place in the world — for treatment of a painful ear infection. The charge was about 25 euros or \$33 U.S. When our friend Bridger fell off a ladder at work, requiring a total of 14 stitches in his head and arm, plus an X-ray, the total charge from the same hospital came to 50 euros or about \$65 U.S. There is no way either would have been treated for those prices at a U.S. facility.*

*We don't claim to know exactly who is to blame for the ridiculous cost of health care in the United States, but we do know one reason why it's so expensive in San Francisco. According to data provided by the San Francisco Chronicle, one Special Nurse employed by the City of San Francisco was paid \$332,601 last year. This was based on regular pay of \$132,740, plus \$182,890 in overtime, plus \$16,972 in "other pay." Over \$15,000 per month every month of the year in overtime — that's pretty good. When you figure the nurse will probably be paid a high fraction of that \$322,601 as a pension after 20 or so years of work, it's no wonder that health care is so expensive.*

### MEMBERS OF THE OVER 30 BOAT CLUB

It's not that unusual to buy a boat that's not too small, not too large, but juuuust right! We took delivery of *Antares*, our then-new Islander 30 MkII, on Labor Day in '71 — close to 38 years ago. We actively raced her in the Islander 30 MKII YRA one design class which, if memory serves me, lasted 13 years. After the class died, we competed in HDA for several years. We have been regulars in the MYCO/Berkeley Midwinters since she was new.

While we eventually sold the house to move aboard a trawler, we've never considered selling *Antares*. We still race her a little, but she now spends all summer at Steamboat Slough. We have more room now that our kids are grown and gone, but now we have fun spoiling grandchildren.

Larry Telford  
*Antares*, Islander 30 MkII  
*Carpe Diem*, Royal Star 42 Trawler  
 Emery Cove, Emeryville

### ANOTHER PROUD MEMBER OF THE OVER 30 CLUB

I'm a proud member of the 'Over 30 Club', having purchased my Gulfstar 37 *Summer Breeze* new at the boat show in Alameda in '78. She still looks like new.

While at the show, in fact the same day I purchased my boat, I picked up a thin sailing sheet. It was your first issue of *Latitude*. I used it for all my notes at the Boat Show, and

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The Clipper Round the World Yacht Race is one of the world's toughest challenges and Californians from all walks of life can be part of it. To date more people have climbed Mount Everest than raced around the world under sail and only one Californian has ever circumnavigated with Clipper.



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## LETTERS

still have it in the drawer of my nav station. Thanks for the 31+ years.

Dave Biron  
Summer Breeze, Gulfstar 37  
Big Break Marina, The Delta

*Dave — If you've owned your boat as long as we've been doing Latitude, that's a loong time. But we're a little confused, as the first issue of Latitude was in March of '77, not March of '78. In fact, this issue marks our 32nd year. Funny, we don't feel a day older than 32 ourselves.*

### ↑↓ HE'D NEVER LUST FOR ANOTHER MAN'S . . . BOAT

In your reply to Leonard Brant, you wondered if there were any others who have owned the same boat for over 30 years. I'm sure you will have a lot of replies, as I think there are several in my marina alone.

For the record, I have owned my Cheoy Lee Offshore 50 for 36 years. Furthermore, I can look you in the eye and truthfully say that in all that time I have never lusted for another man's boat.

Ernie Copp  
Orient Star, Cheoy Lee Offshore 50  
Alamitos Bay Marina, Long Beach

### ↑↓ 39 YEARS AND STILL GOING STRONG

While I bet that you'll get many reports from members of the 'Over 30 Club' — meaning folks who have owned the same boat for more than 30 years — I nevertheless want to introduce your readers to *Ad Lib*. She's an International 110 (#430), and was built in '47, which was 62 years ago. I've owned her since 1970, when my father and I started sailing her out of the San Diego YC. After my father passed away in '90, I brought her to Sacramento and had her restored by wooden boat guru Bob Sheffield, who, sad to say, is now retired. Once restored, I began sailing her on Tomales Bay with International 110 fleet #55.

As you can imagine, that 110 holds a lot of memories: my first race with my dad; going up against the 'big boys' from San Francisco when they visited San Diego for the 1970 Districts; and



COURTESY AD LIB

*Chris has owned the same 110 for 39 years, meaning he's almost a member of the 'Over 40 Club'.*

the Nationals on the Bay in '71, when our 110 executed a profoundly accurate impersonation of a submarine and suffered the ignominious fate of being towed home, backwards and decks awash, by Jay Vincent. There was also sailing her one last time in San Diego after my dad's death, before hauling her home in disrepair to begin a new life and make more memories.

As you can see from the accompanying photograph, the old girl looks pretty sprightly at the tender age of 62, and like her owner, still loves the conditions on Tomales Bay. I've twice taken her across the country, to sail in the Nationals in Hull, Massachusetts — in '94, and in Chicago in '03. But Inverness is where she is at home, and in a breeze she hauls ass. The



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## LETTERS

latter is in large part due to John Burton, the gentleman on the wire in the photo. John had his own 110 in San Diego in 1970, and sailed with his dad against my dad and me. We've been friends ever since, and eventually stopped sailing against each other in favor of taking turns crewing for each another. First, I crewed on his J/24 in the early '80s, and since '93 he has handled the crewing duties for me. By both quantitative and qualitative measures, I've gotten the better end of this bargain.

I'm incredibly lucky to get to race this great old boat with one of my best friends as a part of a wonderful group of folks that get to sail in a little slice of paradise in western Marin. How great is that?!

Chris Waddell  
Ad Lib, International 110 #430  
Tomales Bay

*Chris — Your bringing up the 110 class reminds us of Les Harlander, one of the grand old members of the Richmond YC. If memory serves us, Les told us that the most foolish thing he and his brother did in their youth was to sail a 110 from San Francisco to Santa Cruz in a big breeze. Any interest in doing something like that?*

### ↑↓ MORE WAYS TO KNOW YOU'RE A CRUISER

We just got our new issue of *Latitude* here in south Maui, and were soon sitting on the beach reading it. When we came across the "You Know You're a Cruiser When . . ." letter by Joe Boyle. It cracked us up. Since *Latitude* asked if any readers wanted to add to the list, we came up with the following without having to try particularly hard:

You know you're a cruiser when:

- Your idea of a party is more than one boat in an anchorage;
- Wearing socks constitutes being dressed up;
- Ketchup qualifies as a vegetable serving in your meal;
- Safeway seems like a fairyland, and Costco seems like the freaking Taj Mahal;
- You start thinking of money in terms of numbers of drinks, fish tacos and 'boat bucks';
- When pulled back aboard and opened, beer that had been dragged behind the boat tastes reasonably cold.

Mark & Sandi Joiner  
*Dolphin*  
Wailea, Maui

### ↑↓ BRINGING BACK THE CUP

This Louis Vuitton Pacific Series — February's match racing sailed in Auckland Harbor by America's Cup teams rotating through two pairs of Version 5 IACC boats provided Team New Zealand and BMW Oracle Racing — is all very well in that it's good for the sport of sailing, good in keeping the professionals up to speed, and good for New Zealand. However, it can never replace the America's Cup in being a development-driven series, while, of course, being a sailing race in the end. I say bring back the America's Cup, and require boats, equipment and designs to come from the country they represent. And mostly make it a duel among nations, not companies.

Mike Stevens  
Annapolis, Maryland

*Mike — We have to agree that there's no substitute for the pursuit of the America's Cup as the pinnacle of inshore sailboat racing. And we also agree that it would be good to get it going again — soon! The Cup has long been the primary driver of*



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## LETTERS

technological development for many sides of the sport, and we think it's safe to say that development is fundamental to contesting the trophy. But in the end, it's about who beats whom on the water, not where a team's gear was manufactured or its designer born. Keep in mind that boats and appendages have been required to be built in the country the team is representing even through AC 32.

The four teams that made the challenger semifinals in Valencia were the four best-funded challengers. Each of those carried corporate signage — in fact, just about every team did.



LOUIS VUITTON PACIFIC SERIES

'Emirates Team New Zealand' handily beat the Swiss 'Alinghi' in the first Louis Vuitton Pacific Series.

At the same time, they all bore some indicator of national identity from the countries they were representing even if it was just the country code in their sail numbers. And as much of a catalyst

as national pride can be for interest in the Cup and its impact on sailing in general, even more important is having multiple challengers from multiple countries — especially traditionally non-sailing countries. If you were to require every team to produce its own gear and its own designers, you'd only be making it harder for smaller teams to even think about challenging. Would any non-American team be interested in spending the millions of dollars and 20 years involved in developing and building eight winches on a par with those used by all but one team in Valencia? Probably not, but if their pockets were deep enough, they could probably pull it off, although probably not without violating a very viable American business's intellectual property rights. Would the team from China — which despite having something like five Olympic medals in boardsailing going back to 1992, still has only 1,000 active sailors out of a population of over 1.3 billion people — have any incentive to field a challenge if it couldn't rely on outside expertise? Would South Africa's Shosholozza syndicate — headed by an Italian with a boat designed by an Irishman — have ever had the chance to produce the national pride and international awareness it did as the top one-boat campaign in 2007?

Even the Cup's big-money players are relying on sponsors to some extent, or furthering their business goals by competing. We count only two people on the Forbes 400 list directly involved in funding America's Cup teams. If only a half-percent of the world's richest men and women — who are most capable of funding a team — are interested, then who else will be? The Forbes 401-800, or 801-1200? Bear in mind also that BMW Oracle Racing's America's Cup team doesn't go by the moniker, "Larry Ellison Racing," or "Sayonara Racing." Apparently even Ellison — who never seems to miss a chance to make his disposable income very conspicuous: i.e. building a megayacht too large to access his favorite harbors — doesn't feel like he can afford to not use the team as a vehicle to promote brand equity in his company.

Yet the world just doesn't have money flowing around like it did during the last few Cup cycles, and sponsorship dollars are retrenching in a lot of bigger-money technology-driven sports like Formula 1, which has a far greater reach than the Cup or even sailboat racing as a whole. The political intrigue,

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## LETTERS

design work, and organizational issues that shape the path to that end are significant only inasmuch as they contribute to winning one match between two boats — all of which has to be paid for, one way or another.

### ↑↓ OUR TOTAL COSTS ENDED UP BEING ZERO

We're down in Mexico to relaunch our Hans Christian 38 *Sugata* for our second season in Mexico. We'd budgeted about \$2,000 a month during our first season, from October of '07 to

June of '08, for two adults and one child. In reality, we spent closer to \$1,500/month.

However, since I was able to pick up a little computer work from my previous employer — which I was able to do in towns with internet cafes — the net cost, to my great relief, was zero. We returned to California with as much money as we left with.



TODD HUSS

*Koiya and her rather stiff friend in Mazatlan.*

There were months when we spent well over \$2,000/month, and those were when we were in towns and staying in marinas. On the other hand, there were months when we spent well under \$1,000. When you're anchored at wonderful places such as San Juanico, Agua Verde, Tenacatita, Caleta Partida and Altata, there are fewer — and sometimes no — places to spend money. But overall, we spent about \$1,500 a month.

My partner Susan did a lot of writing about our trip, so if anybody wants to check out her writing and our photos, they should visit [www.sailsugata.com](http://www.sailsugata.com). Feel free to use any of the photos. I think the photo of me standing out on our bowsprit, while wearing an extra large pair of women's underwear with 'Toro' printed on the back, is a dead ringer for the *Latitude* cover that featured Lisa Zittel on the bow of *Profligate*. But please don't put it on your cover.

Todd Huss  
*Sugata*, Hans Christian 38  
San Francisco

*Todd — We searched your website for the photo of you wearing women's underwear on the bowsprit, but couldn't find it. We have to be honest, we didn't look that hard. But we did like the one of Koiya and her friend in Mazatlan.*

### ↑↓ CRUISING BUDGET FOR A BERTRAM 35

We've been back home for about four months after a 13-month cruise aboard our Bertram 35 Sportfisher *Wahoo* that started with the '07 Ha-Ha. We covered 4,200 miles, including going through the Canal to the San Blas Islands, then coming back through the Canal and loading our boat on a Dockwise ship in Costa Rica. After a few weeks at the 'boat spa' in Ensenada, meaning Baja Naval, she'll return to her homeport of Dana Point.

Although we thought we were being thrifty, the cruise cost \$68,000 for my wife and me and our two golden retrievers. Here's a list of the major hits:

Fuel — \$10,000. It was \$5-\$6/gallon south of Mexico.

Capital Expenses and Maintenance — \$11,500. Here's a breakdown of this category: 1) \$2,000 haulout and bottom job, as our Southern California bottom paint was defenseless



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## LETTERS

against the growth in tropic waters; 2) \$3,500 for a new laptop, new camera and air conditioning; 3) \$2,000 for a new 8-hp



COURTESY WAHOO

**"It was a bit of an expensive cruise, but we brought these two boats home from the San Blas Islands."**

outboard, as our 4.5-hp wasn't safe going through the surf with two dogs; 4) \$4,000 maintenance, including re-frigeration repairs, a new rudder and watermaker parts, auto-pilot parts,

charts for the Caribbean, oil changes and so forth.

Two Canal Transits — \$2,300.

Marinas — \$6,800.

Road Trips — \$5,000.

Souvenirs — \$1,000. Among these were 31 molas and two dugout canoes from the San Blas Islands.

Health and Boat Insurance — \$6,600.

Food, beer, wine, DVDs, fireworks, paperwork and everything else — \$24,100.

The above total does not include another \$11,000 to have the boat shipped home by Dockwise.

Marc & Lynn Acosta, plus Lina and Annie  
Wahoo, Bertram 35  
Dana Point

*Marc and Lynn — Very interesting. The thing that jumps out at us is the \$24,000 — or almost \$2,000/month for "food, beer, wine, DVDs, fireworks and paperwork." Can we assume that you dined out a lot?*

### ↕ LATTITUDE NOT FIRING ON ALL CYLINDERS

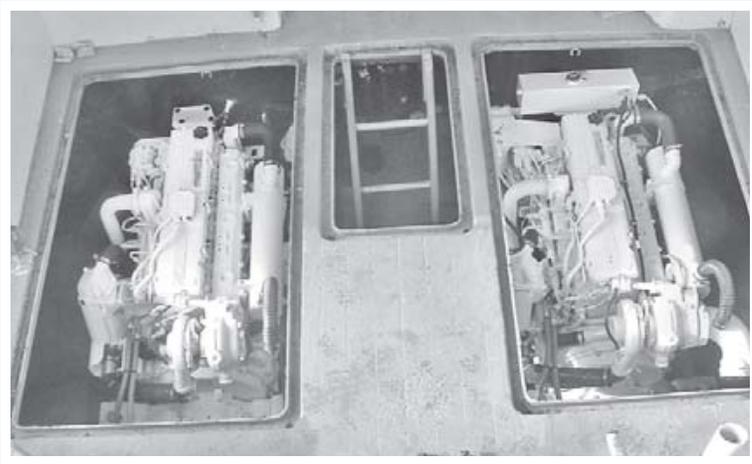
I'm writing in response to *Latitude's* comments made to Don Shafer regarding the ideal outboard for his little Santana 525. I would like to make a few corrections to those comments, which I hope will constructively assist others in identifying the best motor for their similar boats, given the nature of their particular use.

First, it should be recognized that the 525 and most other small, light, beamy, 'pumpkin seed'-shaped sailboats have trouble maintaining forward momentum under auxiliary power in choppy seas and high winds. To overcome this, a fair amount of push — or 'bollard pull', as a tug engineer might say — is required to maintain way. This is not just about horsepower, but more importantly about torque and the blade area of the propeller that can convert the motor's energy into pushing power.

I have owned a few of these types of small sailboats over the years, and while it is true that adding weight to either end of the vessel contributes to pitching motion in a seaway, the extra weight of a 10-hp over a 5-hp motor is a minor issue when considering the increased push the 10-hp motor will provide. My point is that if Shafer intends to take his 525 into open water, he should use the bigger motor. In windy, choppy seas, the choice may just keep his fine little boat off the beach someday. On the other hand, if he is only day racing in more sheltered waters, then *Latitude's* suggestion of 4- to 5-hp is generally fine. But just don't power into a slip too hot, because the smaller motor, with its tiny propeller, will only drill a hole

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## LETTERS

in the water when backing down too hard.

I would also add the following suggestions: Get the prop as deep as practical when deployed. This is fairly important to Shafer's application, as it will minimize prop cavitation under high loads, and his coolant water intake won't be bobbing in and out of the water when he's at the bow shipping his anchor. Having a heavy, longshaft 8-hp, four-stroke Honda on a San Juan 23 I once owned, I installed the motor on a kick-down motor bracket and reinforced the transom in the area of installation. This allowed the motor to be planted a bit deeper than specified for a runabout, and also got the motor pretty high above the water when tilted with the bracket raised. The only time I had a following sea wash over the kicked-up outboard's lower unit with this setup was on a return voyage to Newport from Santa Barbara Island. It was a grey, blustery February day at the end of a winter storm. Seas were about 18 feet, and while I don't recall the exact wind speed, froth was being sheared off the wave tops horizontally, and spray was blasting the back of my neck hard enough to sting.

The other like comment I would like respond to is what *Latitude* apparently believes constitutes the difference between a 10- and 15-hp outboard. I would hate for someone to go out and buy a 9.9/10-hp outboard based on your comments, thinking they could end up with a 15-hp after drilling jets. Carburetor jetting is never how the increase in horsepower is achieved. With any normally aspirated internal combustion gas engine that has a carburetor, the purpose of jetting is to tailor a somewhat universal fuel delivery system to that specific motor's airflow characteristics. This is to maintain an Air-To-Fuel ratio — or AFR — within the narrow stoichiometric range needed to support efficient combustion.

The 'stoich' of common motor fuels as used broadly across the spectrum of end uses lies well between 12 and 14 parts air to 1 part fuel at sea level. While it is technically possible to use jetting to lower horsepower by tweaking stoich, the results would be disastrous when trying to reduce power by over 30% — such as in reducing a 15-hp to a 9-hp. For if jetted too lean, or above 14:1 AFR, the motor will fry itself, usually ending life with a melted piston. If jetted too rich, or below 12:1 AFR, then the motor will smoke profusely, foul plugs, and end up bathing its piston rings in gasoline. The result will be shot rings, worn ring lands and so forth — assuming that you could even get it to start or run. Both conditions will also negatively impact fuel economy in a big way.

Historically, two-stroke motors sharing elemental castings and parts groups that have different horsepowers — for example, 9.9-hp and 15-hp — will have different ignition timing advance curves, sometimes used in conjunction with different intake port timings. Port timing is determined by the vertical position of the intake port cut into the cylinder wall — something that is not economical or practical to modify after manufacture. Four-stroke engines, on the other hand, are a bit simpler. Usually a different carburetor and intake manifold, having lower volumetric flow — i.e. a smaller opening — are used, in addition to reduced RPM.

One additional change made when a manufacturer builds a specialized 4-stroke motor, such as a 'high thrust' model designed to push-heavy vessels like work skiffs and keelboats, is to change the camshaft profile to tailor the torque curve of the motor. The result is a more powerful and efficient motor in a lower RPM range at the expense of higher RPM performance. When used with a ratio change in the gearbox to further multiply torque, and a propeller having tons of blade area and very little pitch, it is possible to nearly double the 'push' of a standard outboard having the same horsepower rating. This

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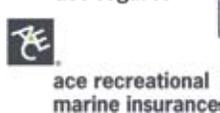


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## LETTERS

is a perfect solution for a displacement vessel with a low hull speed. In other words, if wave trap limits a sailboat to less than 5-6 knots before it becomes a submarine anyway, then who cares if the ultimate speed potential of the motor when planing is cut in half? Pushing power has nearly doubled! Unfortunately, I am not aware of any such outboards offered below the 15-hp range. It seems that outboard manufacturers are not that interested in producing the 'ultimate' outboard for small club racers, meaning one that is both light and has good push.

Lastly, 9.9-hp outboards are not produced for economic reasons in the way you have alluded, but rather they were created specifically to fill a market demand for engines that would meet power restrictions when used on inland lakes — meaning they had to be less than 10-hp. By 'detuning' a 15-hp motor's output as described above, the manufacturers have avoided designing and tooling an entirely new engine, and enjoy economies of scale when producing and warehousing parts. More importantly for the end user, though, the larger cylinder displacement of the original design still returns better torque figures 'detuned' than a smaller displacement motor that must work harder to do the same job. This also has positive ramifications for longevity.

Boy, I gotta tell you, *Latitude* missing something is an unusually rare occurrence. I was beginning to think you were all genetically engineered to Wiki all that floats. Thanks for letting your guard down so I could contribute!

Phil Gaspard  
Invictus, Polycon 40  
Newport Beach

Phil — We're glad to have screwed up if only because we finally got a satisfactory explanation for the difference between many 9.9s and 15-hp outboards. We're obviously not 'motor heads', and only wish we had a dollar for everyone who seemed to know what they were talking about assuring us that the only difference between most 9.9-hp outboards and 15-hp outboards "is the way they are jetted."

### ↑↓ **VIVA! #1 WAS LOST IN A HURRICANE, NOW THIS!**

This is the 'real' Viva! Bob, happily sitting in Roatan, Honduras, waiting for parts — as usual. And no, I'm not in Nigeria. Evidently, somebody got into my computer, and sent everyone an email saying that I was starving and needed money. While the latter may be true, it wasn't me that sent the email. In fact, I'm not even sure where Nigeria is, but as I recall, you can't even get there by boat.

When friends started notifying me — over the SSB radio — about the email they'd gotten from 'me', I tried to get into my email account to fix things, but couldn't access it. I ultimately had to change passwords and do some other things to get back to normal, but what a hassle!

I'm obviously sorry that it happened. On the other hand, I got to hear from lots of great friends, including heartfelt sympathy about my dire 'situation'. There was also some bad language, which I'm sure was directed at the perpetrator(s).

But honest, this missive is from me, and I'm fine. *Viva!* is floating on the crystal clear waters of Roatan, where the rum is strong, the beer is cold, the local women are young and pretty, and the cruiser community is wonderful. Thank you, one and all, for your concern, and I hope this sort of thing doesn't happen again — to me or to you!

Bob Willmann  
Viva!, F/P Casamance 44  
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## LETTERS

Readers — Internet scams continue hot and heavy. You may remember that in the December 5 'Lectronic, we ran Rene Pittsey's warning about a scam he nearly fell for, in which the 'Prince of Dubai' sent him a cashier's check for \$92,000 more than the asking price of his boat. What a card, that Prince! Lest you think only fools fall for the 'Nigerian Scam', a sailor friend of ours from Michigan fell for a version of this when trying to sell his airplane. And he's a banker!

As for getting websites hijacked, Connie McWilliams reports that the Hidden Port YC in Puerto Escondido, Baja, had their website hijacked for nearly two weeks. It caused no end of misery before they got control of it again.

As for Willmann's belief that you "can't get to Nigeria by boat," he needs to take a look at Google Earth for a few minutes. Indeed, many of the slaves who came to America did so by boat directly from Nigeria, which is located on the Gulf of Guinea in West Africa. With 140 million people, Nigeria is the most populous country in Africa and the most populated 'black country' — a phrase found in Wikipedia — in the world. Nigeria is the eighth most populated country in the world, and unfortunately, at any given time, it seems half the population — or those claiming to be Nigerian — is engaged in some kind of internet fraud.

### ↑↓ CORMORANTS MUGGING FOR THE CAMERA

Ever since the photo of the birds perched atop the mast of our Catana 52 *Escapade* appeared in the January issue of *Latitude*, we haven't been able to get rid of them! Either they read the issue and saw that it was a great vantage point over the harbor at La Cruz, or they all want to get their photo in the mag. Help!

Greg Dorland & Debbie McCrorie  
*Escapade*, Catana 52  
Lake Tahoe

### ↑↓ HALF OF THE 'STICK & CARROT' SEEMED TO WORK

Your request for solutions to birds perching on mastheads — it's rather simple — prompts my letter. For a long time a Shelter Island liveaboard, sometimes known as 'The Ace of



Two of the weapons in the war against birds on boats — one slightly less effective than the other.

Space', used a modern wrist rocket sling-shot. The key was the ammo — small pieces of carrots. Though hit by hard shots, the birds — usually cormorants and seagulls — appeared to be unhurt, but left. In addition, if anyone got hit by a bit of a falling carrot, they would not be hurt.

While not a perfect solution, the slingshot method does seem to be humane. But for it to work, you need to be a good shot, you must be vigilant, and you must have the launcher and ammo ready when not underway. Birds are observant and will respect — on any given day — your domain.

*Latitude* is informative and entertaining, and I appreciate your efforts. But please use your usual positive and level-

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by GUY STEVENS

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Guy has surveyed boats around the world. He and his wife Melissa live aboard and have over 50,000 miles of cruising experience.

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# LETTERS

headed judgment in printing this. I trust that 99 44/100% of cruisers would not misuse a powerful slingshot by practicing on innocent creatures. And like flare guns, these things are totally unsuitable for horseplay.

Capt. Lorenzo Cruz  
Chula Vista

Readers — Slingshots, particularly ones with wrist braces, are illegal in many areas. Indeed, even water balloon launchers can be illegal. So we're hoping there might be an even better solution. How about a manually activated buzzer at the top of the mast?

### ↑↓ A SOLUTION TO BIRDS ON MASTHEADS

In a recent *Latitude*, you asked anyone with a solution to carnivorous birds resting on mastheads to speak up.



LATITUDE / NICK

**Bird-B-Gone has a line of products that might help prevent sights such as this.**

I now live in southwest Florida where we have a terrible problem with osprey. For three years they used my masthead as a dining room, raining fish guts and assorted fish parts down on my canvas. Recently I discovered a product called Bird-B-Gone. It looks like a flower made of steel wire. I installed it six months ago, and no large birds have visited since. A few friends

here installed the product also, with similar success. I hope this helps.

By the way, here at Punta Gorda there are three of us who have done the Ha-Ha: Bob and Mary Krambeck of the San Francisco-based Beneteau 411 *Best of Times*, Gary and Peggy Jensen of the Fremont-based Hans Christian 38 *Spiritress*, and us, Bob and Toni Dorman of the Escondido-based Catalina 42 *Sundancer*. However, we left *Sundancer* in San Diego and now have *TC, Too*, a Packetcat. Wait, Jim and Ginger Crumbaugh also did the Ha-Ha, but they are currently on the motoryacht *Partner Ship*. We all belong to Seafarers Boating Club in Punta Gorda Isles.

P.S. We still enjoy *Latitude* every month.

Bob & Toni Dorman  
TC, Too, Packetcat  
Punta Gorda

Bob and Toni — We checked out the Bird-B-Gone website, and they have a variety of devices for keeping birds away. It's worth checking out at [www.birdbgone.com](http://www.birdbgone.com).

### ↑↓ SHOULDN'T FOAM-CORED BOATS FLOAT FOREVER?

I feel terrible for Fred Tassigny, who lost his uninsured Venezia 42 catamaran *Courtship* after she was hit by a whale several hundred miles from Bermuda. I don't want to be an armchair quarterback with regard to his abandoning his cat, since none of us knows what we would really do in the same situation, but as a foam-cored, unballasted boat, shouldn't the Venezia have floated indefinitely? Even a cored monohull with a lead keel can float after holing, as *Mureadritta's* designer claimed she would after hitting a whale a few years ago. Maybe it's a good topic for Max Ebb to take on — how

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## LETTERS

to know whether your boat will sink if she's full of water.

Bill Quigley  
San Francisco

Bill — With respect to Courtship, as long as the bulkheads between the engine rooms and the rest of the hulls weren't breached, we think she's going to happily bob along in the Gulf Stream all the way over to Ireland. Nonetheless, we think you pose a very interesting subject, because we've seen what seems to us to be conflicting evidence.

On the one hand, foam-cored cats in particular would seem to be unsinkable. There was an incident a few years ago when an opened or broken thru-hull caused a bareboat charter group to freak out and abandon their cat. The charter outfit recovered the cat the next day, pumped out a little water, and she was ready for action once again. Similarly, one time we found the entire main compartment of Profligate's port hull — which is about 35 feet long — flooded to within an inch or so of the floorboards. It had so little effect — designer Kurt Hughes calculates that it takes 2,000 lbs to lower the hulls one inch — that we didn't even notice it while underway. Such things would seem to suggest that foam-cored cats are indeed unsinkable.

On the other hand, we've seen post-hurricane photos of foam-cored cats that were 'sunk' to the level of the bridgedeck. They might not have sunk to the bottom, but they wouldn't have been habitable on the open ocean. We think that sealing access ports to a cat's bilge or filling the bilges with blocks of foam or air-bags would make cats absolutely unsinkable, but that's begging the question.

As for ballasted monohulls, they may 'float' for a period of time when filled with water, but they're not habitable in the normal sense of the word.

### ↑↓ A REAL MOTHER'S DAY ABOARD ON THE BAY

This may be a rare photo these days, as it's of two mothers nursing — while they're sailing on San Francisco Bay! On the



ROBERT GLESER

*Coral and Onyx fuel up for their crewing duties.*

were nursing babies on a sailing vessel was when Polynesia was being settled by people aboard 90-ft sailing canoes.

Robert & Virginia Gleser  
Honey, Islander 38, Richmond  
Harmony, Islander Freeport 40, San Carlos, Mexico

### ↑↓ COMMUNICATION OPTIONS IN MEXICO

As we'll be sailing to Mexico this fall in the Sweet Sixteen Ha-Ha and cruising there afterwards, and we'll need to have good communication links for business purposes, my wife Sharon has done some research on the various options. As a result, we've settled on a comprehensive — although not inexpensive — combination of solutions that should see us through.



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## LETTERS

To provide some context, for our cruise to the Pacific Northwest, we've been relying on the following: 1) Wi-fi through BBX, which has met all our needs in every Pacific Northwest port we've been to so far for \$300/year; 2) A Verizon Aircard which is \$129/month on the unlimited global plan; 3) Our Verizon cell phones which cost \$70/month for two phones with 2,100 international minutes each; 4) Our Iridium satphone — costing anywhere between \$800 to \$1,200 — which runs 85 cents/minute for voice and data at 9600 baud, the data being very slow; and 5) our SailMail/Winlink over our SSB/Ham radio, which costs several hundred dollars a year after buying the radio and modem, which itself cost several thousand dollars.

As far as we know, there is no common wi-fi provider like BBX in Mexico, and Verizon doesn't have a reasonable arrangement with TelCel, so we're going to be doing things differently in Mexico. Here are the six methods of communication that we'll have:

1) A TelCel cell phone with a U.S. package that includes 15-minute airtime blocks at a reasonable rate. But we'll have to work something out for billing, as TelCel doesn't accept U.S. credit cards and they require a business address in Mexico for billing.

2) A TelCel PC data card. For \$32/month you basically get unlimited usage. Again, we'll have to work something out with a friend or accountant in Mexico for the billing.

3) A satellite voice and data package. By the time this gets to print, Inmarsat will have repositioned their satellites so that their BGAN (Broadband Global Access Network) is available worldwide. The receiver — which will work really well with my FollowMeTV unit when we're anchored — is only \$1,495, and they are waiving the \$59.95 monthly fee for the first year. But the data charges are a whopping \$6.45/MB! But since this will only be an emergency system for those rare times when Sharon absolutely has to get something out while we're anchored in a remote place outside of wi-fi and PC data card range, it shouldn't be too bad.

4) A two-watt wi-fi card with a USB adaptor for trying to pick up better wi-fi signals.

5) Our SailMail/Winlink data communication via SSB/ham radio.

6) Our Iridium satphone.

Dick & Sharon Drechsler  
Last Resort, Catalina 470  
Long Beach

*Dick and Sharon — That's an excellent overview of the communications options. It would be great if there was one fast, reliable and economical way to get voice and data by satellite to handle all communication needs, but we're not there — or anywhere close to it — at this time.*

### ↑↓ MARINA SECA TRANSPORTING BOATS AGAIN

We've got some useful information for anyone thinking of trucking a sailboat from the U.S. to Marina Seca in San Carlos, Mexico, via Tucson. Marina Seca had informed me that they could load my boat for the trip to Mexico with their self-loading truck without the use of a crane. But I found out the hard way that in order for Marco Crane to be able to do this, the keel of a boat must be at least 12 inches off the ground. If not, the self-loading truck can't self-load, and you've got to pay \$500 — Marco's flat rate — for the use of their crane.

Unfortunately, the keel on our Ericson 38 was only five inches off the ground. Marco Crane refused to take any responsibility for transferring our boat, saying they were only

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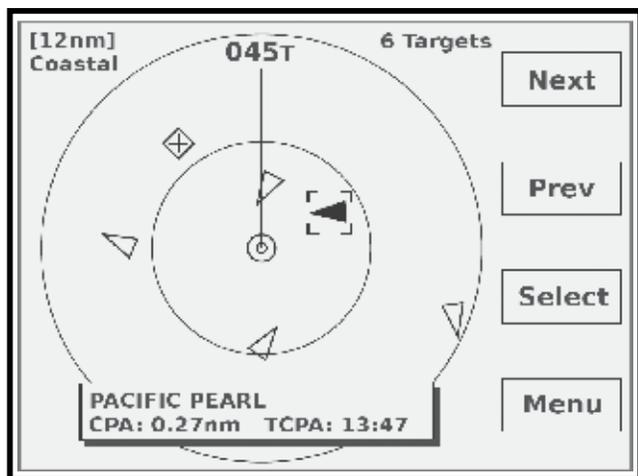
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## LETTERS

following instructions. After we complained to both parties, Marina Seca negotiated a reduced rate with Marco Crane, and also agreed to give us a storage credit for the amount I paid for the use of the crane. I'm glad to report that both parties were very helpful in resolving the issue.

Leonard & Belinda Smith  
Nomad, Ericson 38  
Tucson

*Readers — A few months ago, Kiki Grossman informed us that Marina Seca had sold their truck, and would no longer be trucking 80 or so boats a year back to the States from San Carlos. Given that they had just trucked a boat from the States to Mexico, we called for a clarification and were informed that they had been "making changes" to their trucking service, which was put on hold for a month-and-a-half waiting for customs documents. They can now transport boats up to 50 feet, 30 tons and 16 feet wide.*

### SHARKS HAVE THE MEMORY OF ELEPHANTS

I saw the February 6 'Lectronic photo that *Latitude* took of the 10-ft tiger shark at Corossil Beach in St. Barth, and I'm wondering if you'd give me permission to use it.

By the way, for many years cattle were slaughtered at St. Barth at the abattoir inside the harbor at Gustavia. The practice ended in the early '70s, but sharks have a long memory. In fact, they were known to congregate in Gustavia Harbor on what had traditionally been slaughter days. In Australia,



LATITUDE / NICK

**Tiger sharks never made a habit of visiting St. Barth, not even when the abattoir was in action.**

great white sharks still hang out at the old whaling stations, even though it's been more than 40 years since the whales have been butchered there.

So have fun in the Caribbean, but be careful! And if you see D. Randy West, tell him Linda (wink) says hello.

Linda Anne Chanler  
In Transit Aboard a Land Yacht

*Linda — Yes, you have permission to use the photo we took of the shark for non-commercial uses, and we appreciate your asking. Photos that appear in 'Lectronic and Latitude are copyrighted and can't be used without permission.*

*For those who might have missed the February 6 'Lectronic item on the tiger shark, here's what we wrote:*

*"They're cutting up a 10-ft tiger shark at Corossil," was the report that came to the Bar de 'Oubli — Bar of the Forgotten — in*



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## LETTERS

*Gustavia, St. Barth, French West Indies. Since we'd anchored our Leopard 45 cat 'ti Profligate off the tiny village of Corossol, and since we often swim in the little bay there, we decided that we should check it out. Tiger sharks are the second largest predatory sharks after the great whites. They are known for enjoying a varied diet, including fish, seals, birds, smaller sharks, squid, turtles, dolphins — and even man-made waste such as license plates and bits of tires. No wonder they are sometimes referred to as "the wastebasket of the sea." Tiger sharks are also notorious for attacks on swimmers, divers and surfers in Hawaii. Some studies suggest that the same tiger shark will return to the same beach at the same time of year to attack humans.*

*"When we got to Corossol, all that was left was the shark's head, minus its many rows of razor sharp teeth. According to the translation of the French-speaking fishermen, the shark had been about 10 feet long, weighed about 400 lbs, and had put up a heck of a fight. Yeah, but did they catch it in the little bay or farther out to sea? The best answer we could get was that they'd caught it after motoring west of the island at high speed for about 40 minutes. The fishermen said that it's not uncommon for them to come across tiger sharks, but they're only found close to shore when the mothers are giving birth. Somewhat reassured, we nonetheless checked the water carefully for dark shadows before we jumped off our cat to go swimming later that day."*

*As for the abattoir, Port Captain Bruno Greaux reports that it was just a few feet from the current location of the port captain's office, and that it was used until the late '70s or early '80s. "Some people talk as though there were swarms of sharks — like the current swarms of tarpon down by the fish market — back on slaughter days, but that's not true," says Greaux. "Back then the commercial ships used to come all the way into the harbor, and sharks didn't like being around them. So sometimes a shark or two would show up on the night of slaughter days, but they were never tiger sharks, and it was never a problem."*

*As for D. Randy West, who you probably know was something of a 'land shark', he's running a big catamaran in Florida, hoping to get back to the island after sailing in the Heineken Regatta in St. Martin in March.*

### THE NEW SOLO TRANSPAC TROPHY

The Singlehanded Sailing Society tribe is well known for their event organizing efforts that result in some of the best and most memorable races held on the Pacific Coast. And once again, the SSS volunteers have stepped to the plate by building a new trophy for the Overall Corrected Time Winner in the Singlehanded TransPac.

What happened to the original 'bowling-style' trophy? It was damaged when Skip Allan was abandoning his Wylie 28 *Wildflower* on his return from the '08 Singlehanded TransPac. The new trophy, which features a Hawaiian pu shell horn on a beautifully grained koa base, is the collaboration of Synthia Petroka and Sylvia Seaberg. These two SSS stalwarts created the design, custom travel case, shell resting pads, and new plaque. The old plaque, listing winners of the SHTP since 1978, was also integrated into the new trophy.

With help from Mike Warren and some serious machines in his professional wood shop, the koa base was transformed from raw wood to a thing of beauty. The finish work and assembly was done by Tom Condy, who obsessed over the tie down mechanism — bronze cleat — for the beautiful shell, which is removable to be blown by future SHTP winners.

Hawaiian pu horns, made from the triton's trumpet shell,

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## LETTERS

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RICH HUDNUT

**This beautiful Hawaiian pu shell horn replaced the damaged Solo Transpac Overall Winner trophy.**

In total serendipity, an ancient royal pu shell horn was recovered in '98 by the Smithsonian Museum from the remains of King Kamehameha's sunken royal yacht *Haaheo O Hawaii* at Hanalei Bay,

just a stone's throw from the anchored SHTP fleet.

The new SHTP trophy was unveiled during a celebratory evening hosted by Stan and Sally Honey. Stan won the SHTP in '94 with his Cal 40 *Illusion*. Skip Allan was also presented with a beautiful oil painting of his late *Wildflower* carrying a spinnaker into Hanalei Bay, created by Ruth Petroka.

### ↑↓ YOU SHOULD WRITE A BOOK

Thanks for mentioning me and my Freedom 44 *Ivory Goose* in the February 9 'Lectronic item about Fred Evans and his Freedom 44 *Coyote*. I have many fond memories of that first Ha-Ha!

I've just arrived in Key West after singlehanding down the ICW. After voting for Obama, I left Annapolis on November 5. But I'm now sailing a Mark Ellis-designed Cabo Rico NE 400, which has a big pilothouse and two helms. She sails well, but she does have a jib.

The Freedom 44 is a great bluewater boat. My *Ivory Goose* is presently being sailed in the North Sea by a Dutchman who decided to keep the name *Ivory Goose*. As for my new boat, *Compañera*, she's better for coastal trips. My dinghy, a 10-ft Pilot, is named *Muy Solo*.

I still read *Latitude* and 'Lectronic, and marvel at your continued output. I suggested your name to Jon Eaton at IM, saying that he should sign you up for a book.

Lansing Hays  
*Compañera*, Cabo Rico NE 400  
 Annapolis, Maryland

*Lansing — It's so wonderful to hear from you. After more than 15 years, we can still remember taking forever to overtake you on the second leg of the Ha-Ha with Big O. We were most impressed with the Freedom's downwind speed.*

### ↑↓ EAST, WEST OR SOUTH?

A number of months ago we wrote the following letter:

"We live in almost exactly the center of the United States (central Kansas), and sail on a very nice inland lake. But it is now time for us to start planning our cruising escape, and we don't know in which boat or which cruising ground to begin our journey. The basic plan is to sell our current sailboat, a Hunter Vision 32, in Kansas, and buy a nice, pre-cruised 40- to 45-ft sailboat in a coastal port, get a slip there for 6-12 months to retrofit and acclimate, and then sail off to the nearest cruising ground. Currently it seems we have three basic choices:

"1) Buy in Florida or the Carolinas, and initially sail the

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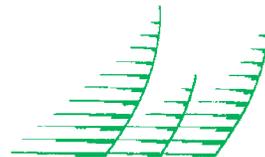
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# LETTERS

Bahamas and then on to the eastern Caribbean;

"2) Buy on Galveston Bay, Texas, and go to Mexico's Yucatan, and Belize and Guatemala's Rio Dulce; or

"3) Buy in Southern California and do Baja and the west coast of Mexico.

"Some other basic information: Although we have some good sailing and chartering experience, we have never cruised, so we have a lot to learn, and would prefer doing it in a relatively forgiving environment. Our primary objective would be to cruise the tropics rather than the northern latitudes. We prefer quiet and safe anchorages to marinas. We like snorkeling in clear water, fishing, and all the other activities cruisers enjoy. We will also want to store the boat for the first one or two hurricane seasons while we return to Kansas. So which of the three cruising grounds would most likely have storage facilities available that are relatively secure? Also, what about slip availability for the 6-12 month retrofit? Do you have another suggestion for a cruising scenario that we might enjoy? We would really appreciate your thoughts on our plan and which initial destination might work for us."

In a return email you said that you would respond to our inquiry, but we don't think we ever got one.

Although, we would have liked to have your response, it no longer matters as much because in August we purchased a new Jeanneau 45DS in Annapolis. We will sail her part-time on the Chesapeake, for probably two years, then the Bahamas for a year or so, and then go full time in the Caribbean. When we're not using the boat, we'll have her in a limited charter program with Annapolis Bay Charters.

Jan & Jean Windscheffel

Selene, Jeanneau 45DS

Annapolis, Maryland / Lake Wilson, Kansas

*Jan and Jean — Please accept our apologies; it makes us so mad when we forget to do something. That said, we don't think we could have done a better job of outlining the three best options for you. And from there, it would have been up to you to chose the one that suited you best. So congratulations on your new boat and laying out your path to the future!*

## ↑↓WHAT'S WRONG WITH SPENDING HIS OWN MONEY?

In the January 16 *Lectronic*, you made the editorial comment that the size of one of Roman Abramovich's yachts appears "a little unseemly" to you. In fact, here's the item in its entirety:

"If you follow the news, you know that Russian oligarchs are among the richest people in the world, but that they have suffered almost unfathomable financial losses in the last year.



COURTESY AIR PHOTO

*This 377-footer is just one of the vessels in Abramovich's pleasure yacht fleet.*

Among them is Roman Abramovich, known in yachting circles for having the world's largest private navy of pleasure yachts. According to *Forbes Magazine*,

in March of '08, Abramovich was the 16th richest person in the world, with a fortune of \$23.5 billion. But according to *Wikipedia*, Abramovich 'has lost most of his fortune due to the worldwide financial crisis of '09.' Abramovich often spends

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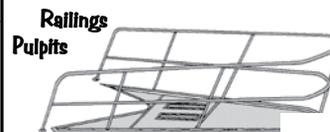
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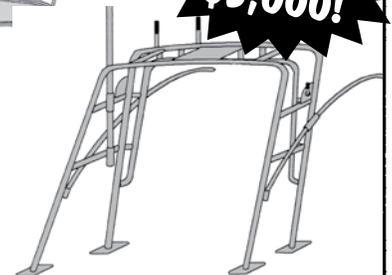
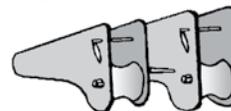
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## LETTERS

New Year's and parts of the winter on his yachts in St. Barth, so when we saw his 377-ft *Pelorus* on the hook near our tiny cat a few weeks ago, we were wondering if the poor guy was having trouble paying his bills.

"Apparently not. While on the town last night, friends in the know said that when Roman wanted to send a lady friend back to Moscow from St. Martin last week, he didn't use either of his two smaller but perfectly capable jets stationed at the airport, but rather his private Boeing 767. The woman was the only passenger. Roman had bought the 767 from Hawaiian Airlines before they took delivery and had it refitted to his personal standards. In other news that would suggest Abramovich won't be selling apples on the street corners soon, he's said to have just plunked down \$40 million for a hilltop villa in St. Barth to overlook his fleet.

"We're not sure the following is accurate, but according to *Wikipedia*, in addition to *Pelorus*, Abramovich's navy includes the brand new 525-ft *Eclipse*, which at \$300 million is said



COURTESY RUSSPHOTO

*Hijacking a trailer full of oil took Abramovich to the next level of wealth.*

to be both the largest and most expensive private yacht in the world; the 282-ft *Ecstasea*, the largest Feadship ever built; the 370-ft *Le Grand Bleu*, one of the megayachts formerly owned by the McCaw family, but which Abramovich has since 'given' to an associate; and the 163-ft *Sussurro*, which is used as a tagalong yacht. Despite having a '40-man private army' to protect him, the young — mid-30s — and undistinguished looking Abramovich had been seen from time to time walking around St. Barth alone or sipping wine in

bars. If he's got money problems, he's faking it really well.

"In any event, the Russian economy is in shambles, the average Russian is hurting and afraid, and there have been incidents of civil unrest across the country. While it's true that Abramovich may be a one-man stimulus package for the megayacht industry, it's a little unseemly, don't you think?"

That's what *Latitude* wrote. But isn't 'spending' the catchword for 'economic recovery'? The construction and operation of a boat — of any size — creates jobs. Capitalism thrives on the creation of jobs. Had Mr. Abramovich left his money in the bank, no one would have benefited. Isn't it odd the Russians so quickly mastered the fundamentals of capitalism?

Bruce Conn  
Trabuco Canyon

*Bruce — Most economists will tell you that some kinds of spending are mildly stimulative, but certainly not all. For if it were, why didn't the U.S. government come up with a \$100 trillion stimulus package instead of a mere \$890 billion one?*

*That said, the kind of spending Roman Abramovich has been doing — a private person acting as the ultimate profligate, and thereby creating private sector jobs and paying taxes — is truly stimulating. Nonetheless, it seems vulgar to us given the times.*

*What's more, when you assert that the Russians have "so quickly mastered the fundamentals of capitalism," we have no idea if you're being sarcastic. Sure, Abramovich started his business career by selling plastic ducks out of his apartment in Moscow, but there is more than a little evidence that he became fabulously wealthy by dubious means and by using his*

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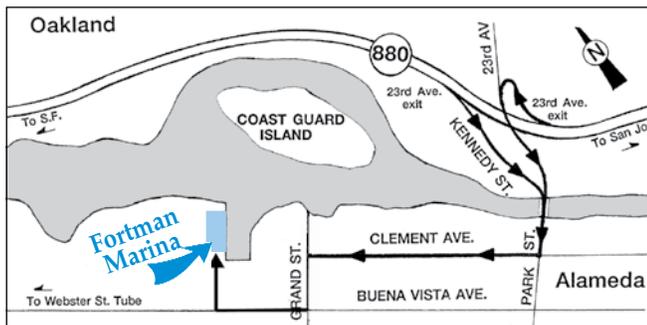
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## LETTERS

superior knowledge of free markets to play average Russians for fools during the privatization period. In '92, for example, the young Abramovich used fake documents to divert a train with millions of dollars worth of oil and, despite being arrested, basically got away with it. He later became great friends with an associate of then-Russian President Boris Yeltsin, and together they paid \$100 million each for the controlling interest in Sibneft Oil Company — a company most analysts believe was worth billions. Such a deal. Mind you, this is the same method used by Carlos Slim of Mexico, sometimes called the world's richest man, to gain that 'honor'. His big deal was putting together a consortium of companies to privatize the Mexican phone system in the early '90s, paying what many consider to be a small fraction of the real value of the system. Having established all but a monopoly, Slim, also a serial megayacht owner, then mercilessly jacked up the phone rates on the mostly impoverished population. Having made so much money, Slim has now bought a large interest in The New York Times, which only recently suggested he was a robber baron.

You be the judge. Were Abramovich and Slim just smart businessmen or did they 'steal' the resources belonging to the rest of the population? No matter what you decide, we don't think either should be compared to most of the folks in Silicon Valley, for example, who mostly made money by saving other people lots of money.

By the way, we'd like to make a correction to that 'Lectronic. Abramovich's 525-ft Eclipse won't be launched until later this year.

### ↑↓ HE NAMED HIS BOAT AFTER HIS MISTRESS

I'm rereading Vito Dumas' splendid *Alone Through the Roaring Forties*, and have had an uneasy feeling about the



WEBB LOGG

name of his 31-ft ketch, *Lehg II*. I'd been thinking that the pronunciation, were it said aloud, would be similar to 'leg', the things upon which I stand. But as the name is actually made up of the initials of his mistress, L.E.H.G, I realized that I have absolutely no idea if the letters are pronounced separately, or some other way of which I haven't a single clue. Could someone please enlighten me as to how I should use this name?

**How would you pronounce the name of Vito Dumas' boat?**

By the way, if anyone hasn't read *Alone Through the Roaring Forties*, you are in for a treat when you do! What a splendid feat Mr. Dumas accomplished, and what a thumping good read!

Bill Nyden  
Mountain View

Bill — We hope one of our readers might be able to help with the pronunciation, because we haven't a clue.

To summarize Dumas' remarkable achievement, he started his singlehanded circumnavigation of the Southern Ocean from Buenos Aires in '42, which was the height of World War II. He carried only the most basic gear, and specifically didn't carry a radio out of fear it would be discovered and he'd be shot for being a suspected spy. Since hi-tech cold weather gear wouldn't be available for another half century, he stuffed



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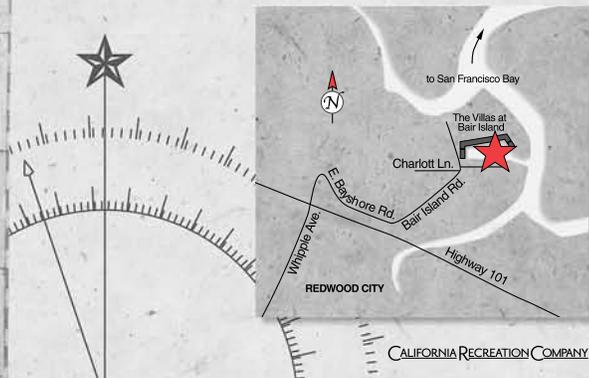
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## LETTERS

his clothes with newspapers to try to keep warm. During his circumnavigation of the Southern Ocean, Dumas made only three stops. In the course of his trip, he became not only the first man to singlehand around Cape Horn, but also the first man to singlehand all of the three great capes. Had he been an American or European instead of Argentinian, he would have become much more famous.

### ↑↓A CARBON NEUTRAL PARTY BARGE

I take umbrage at the accusation made in the "Westpoint Marina Update" in the February *Sightings* that I'm a professor of law at Santa Clara University. For the record, I hold a joint appointment in the English and Environmental Studies departments, which places me on the faculty of the Santa Clara University College of Arts and Sciences, not the law school.

As to the allegation that I "absconded" with a dour work dock and transformed it into a proper party barge, complete with bimini, Adirondack chairs and tiki torches, I have no comment. But I will say that the tiki torches are solar-powered, making it a carbon-neutral party barge.

John Farnsworth  
Bashful, Hunter 46LE  
Sausalito

### ↑↓CONSIDER IT A BOAT WARMING GIFT



What a wonderful thing to purchase a boat, enjoy a wonderful first weekend sail on the Bay in awesome January sunshine two weeks later — and then see a photo of your boat in the next month's *Latitude*!

Jean-Marc saw his boat in the February issue's 'Eye on the Bay' just a couple weeks after buying her.

Jean-Marc Cabrol  
La Soñadora, Islander 30  
Sausalito

### ↑↓MORE DETAILS ON THE CARPE DIEM RESCUE

If you want more info on what happened to *Carpe Diem*, here's a report I received from Joe and Pam Cunningham, who are cruising their Catalina 42 MkII *Sea Escape* in Mexico.

"At about 10 p.m. on January 19 while about 60 miles southeast of Cabo, we heard a *mayday* from a vessel named *Carpe Diem*. We waited to see if anyone would answer. The *mayday* was repeated, during which time the man making the call sounded more stressed. So we answered, and learned the call was from a singlehander aboard a 44-ft sailboat about 21 miles to the south of us. He reported that his boat's bilge was five feet deep, but that he already had water six inches aboard the floorboards. He said there was so much stuff floating around that he couldn't find the source of the leak, and that his only bilge pump, a dinky one, couldn't keep up. We felt so frustrated for him, as the source of the leak was probably something simple, and a larger pump might have given him the chance to find and fix it.

"We're not sure if we were the only ones picking up his distress call, but we were the only ones responding. He was speaking in English, so perhaps Spanish speakers couldn't understand him. We stood by while he continued to see if he could find the leak. He checked in about every five minutes. After a few rounds of this, we put out an all stations call for him. It took a couple of tries, but we finally got a response from the cruise ship *Northern Star*, which was 30 miles from

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## LETTERS

him, but could not hear his radio transmissions. We gave the cruise ship his position, and without hesitation they changed course to go to his aid. After about 20 minutes the cruise ship could hear his radio transmissions, so we handed *Carpe Diem* off to them.

"The cruise ship was going to be able to reach him in 1.75 hours, while it would have taken us twice as long. The cruise ship contacted the U.S. Coast Guard, which contacted the Mexican Coast Guard. They reported that they were on their way to the scene, but it would take them 2.5 hours to reach the stricken vessel.

"The skipper of *Carpe Diem* asked the cruise ship if they had a big bilge pump. They said they did not. The captain of the cruise ship instructed the skipper of sailboat to get his papers together and prepare to abandon his boat. He wasn't happy to hear this. "Do I have to?" he asked. "My boat is my home."

"Those on the ship, being all business, replied that their first responsibility was to rescue him, and he needed to get his stuff together and prepare to abandon his boat. We felt really sorry for him, as there was probably just a small problem that had gotten serious, and now it was going to cost him dearly. The cruise ship told the skipper that the Mexican Coast Guard could save his boat, but we didn't know how hard they would try if she was sinking.

"When we later contacted the cruise ship, they confirmed that they'd rescued the skipper, that he was safe, and that they were taking him to Mazatlan. About 15 minutes later, the ship came on with a *sécurité* announcement about the boat being abandoned at such and such a location. Don't you know every fisherman — or anyone else who was close enough — was going to converge and get the prize?

"Anyway, we were wondering if his abandoning his boat might have been a little premature, as it didn't sound as if his boat was close to sinking, although it eventually would if the source of the leak wasn't found and repaired. Of course, it's not good to second guess somebody who is alone and in trouble on the ocean.

"We were also wondering about one's responsibility after issuing a *mayday*. Under maritime law, would a skipper be obligated to accept help from the first vessel that arrived? It would seem like a last resort response to an emergency to send a *mayday*. So those trying to help might have to come into harm's way, and it clearly wouldn't be good if you then didn't accept their help."

Greg Davids  
Pura Vida, Hylas 47  
Berkeley

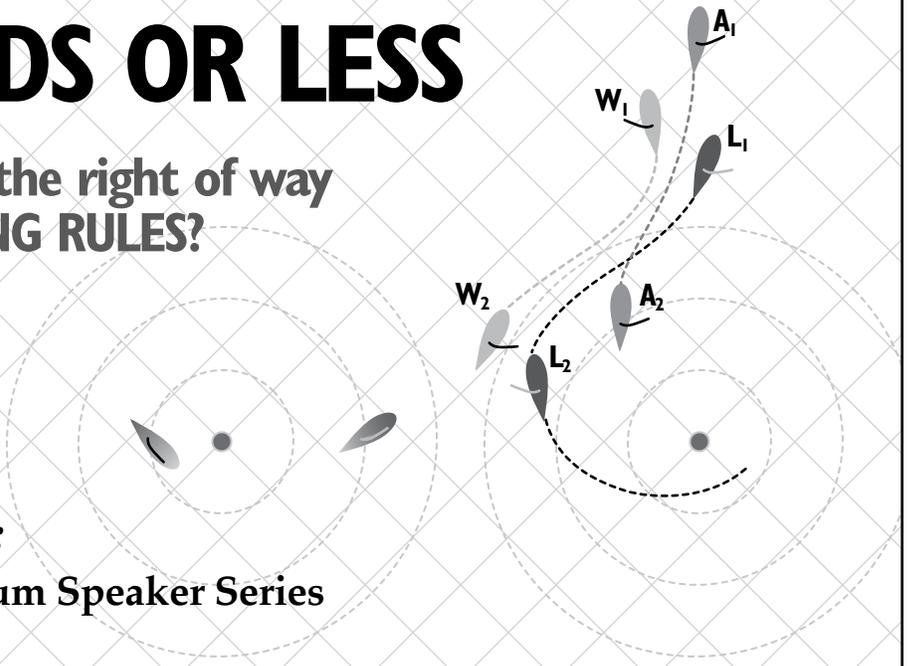
*Readers — To our knowledge, mariners don't necessarily have to accept a rescue from the first vessel that arrives on the scene, or even from any rescuer at all. A few years ago we wrote about how a couple ran their Columbia 34 aground at the Benitos Islands off the coast of Baja, and called the Coast Guard. When a Coast Guard chopper, at the maximum extent of its range, appeared overhead, the couple declined to be taken off, saying the locals, who lived in boxes, were treating them so well they wanted to stay.*

*In the case of Carpe Diem, you can't help wondering if the guy couldn't have stalled the cruise ship until the Mexican Coast Guard arrived, which apparently wasn't going to be much later. Of course, without any detailed information on the weather conditions, the state of the boat, and other things, it's hard to make any kind of intelligent second guesses.*

*Almost everyone is under the impression that if they come*

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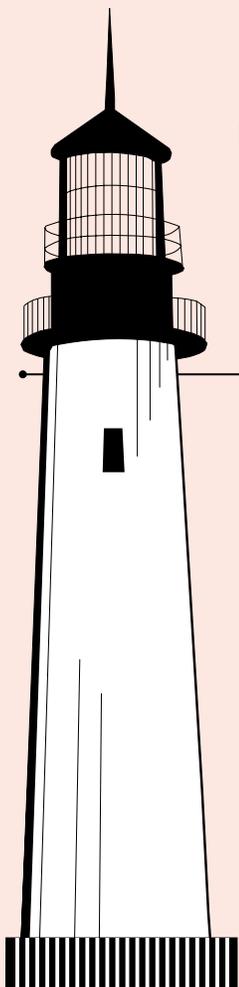
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## LETTERS

across an abandoned vessel at sea, it's theirs for the keeping. Nothing could be farther from the truth, so we'd like to set the record straight. There are actually two kinds of salvage that recreational



LATITUDE / LADONNA

**Despite what some thought, just because this boat washed ashore, it wasn't up for grabs.**

boatowners might be involved in. The first is 'Contract Salvage', in which the boatowner or his insurance company agree on a contract prior to the start of salvage operations. It can be a fixed sum,

a 'time and materials' sum, or whatever the parties agree to. It's not uncommon for there to be a 'no cure, no pay' clause, in which the salvors get nothing unless they are successful. The second type of salvage is known as 'Pure Salvage', where a reward for the salvage is implied rather than in a contract. In such cases, the salvor must bring his claim to court, which will award a sum based on the merit of the service and value of the property saved. Pure salvage cases are divided into High Order and Low Order. In the former, the salvor exposed himself, his crew and his equipment to danger in order to save a vessel, such as if there was very heavy weather, the boat was already in the surf or the boat was on fire. Low Order salvages are along the lines of providing fuel to a vessel that has run out, towing a vessel off a sandbar, and other rescues where there is little or no risk to the salvor.

Even in cases of High Order Pure Salvages, it's very rare that a salvor would be entitled to more than 50% of the value of the vessel. More commonly they would be awarded 10 to 25%. If you own a boat and run out of gas or need to be pulled off a sandbar, you might want to make it clear to the captain of the rescuing vessel that you're accepting assistance and don't consider it to be a salvage.

### ↑↓ THE MOST IMPORTANT, AND OBVIOUS, RACING RULE

I liked *Latitude's* summary of the "salient" racing rules that appeared in the 2009 Northern California Sailing Calendar and YRA Master Schedule. But I think you missed the most important one. I'm referring to the first rule, which I think is also the shortest:

"1.1 Helping Those in Danger: A boat or competitor shall give all possible help to any person or vessel in danger."

Nick Roosevelt  
Cookie Girl, Ultimate 24  
Berkeley

Nicholas — We'd thought it was such common sense that it need not be mentioned, but thanks for bringing it up.

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

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

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



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# LOOSE LIPS

## Deadly boat fire.

One person was killed, two boats destroyed and three others damaged after an "old wooden motorboat" caught fire in Pittsburg Marina in the early hours of February 13. The fire was reported shortly after 1 a.m. and by the time firefighters arrived, the motorboat was totally engulfed and the fire had spread to docks and nearby boats. The body of Warren Heinbach, a 69-year-old retired diesel mechanic, was found on the powerboat, which burned to the waterline. One other boat was reportedly destroyed and at least three others damaged. The cause of the fire, which resulted in an estimated \$160,000 to \$180,000 worth of damage to boats and facilities, is still under investigation.

## Rogue wave sinks fishing boat.

Two men were rescued and one remains missing after the 36-ft fishing boat *Della C* sank about 4 miles west of Point Ano Nuevo on February 21. The two survivors, neither of whom was wearing a lifejacket, were found in a liferaft. They were treated for hypothermia and released. The search for the third crewmember continued through the day and night but was called off the next morning. The survivors said the *Della C*, homeported in Moss Landing, was capsized by a rogue wave at around 1 p.m.

## Hung like a barnacle.

We haven't found many boaters who like barnacles. But it's hard not to be impressed by their unique engineering.

\* When first hatched, barnacles are free-swimming little critters that look like shrimp. They go through several molts over a short period before becoming adults, at which time they start looking for something to attach to.

\* Barnacles attach to rocks, boat bottoms, whales and just about any other semi-solid surface by gluing their heads to it. The familiar bony shell grows up around their body and they feed on passing plankton with their long, feathery feet.

\* Barnacle glue is the strongest natural adhesive known to science. And perhaps the most elusive — despite years of trying, scientists have yet to figure out how it works or how to synthesize it. How strong is it? Barnacles can attach themselves to Teflon.

\* Barnacles have the longest 'male organ' relative to body size of anything in the animal kingdom. (Bet you didn't see that one coming.) Being hermaphrodites, they have both male and female organs and can 'switch hit' back and forth throughout their lives. Some can even fertilize themselves! But most don't. So when one is feeling frisky, it extends a long, snake-like penis — up to 8 times its body length — and gropes around for another barnacle. If it finds a willing recipient barnacle — which apparently means that barnacle 'chooses' to become female — sperm is deposited and a whole new generation of barnacles begins anew. . . and, let's face it, heads for the nearest boat.

\* Depending on species, the lifespan of barnacles varies from 3 to 10 years. It's kinda hard to tell live ones from dead ones because as we all know, even after the barnacle dies the shell stays attached.

\* Barnacle young, some 4,000 to 6,000 of them — again depending on species — develop in eggs inside the barnacle's body. That's an average of 5,000 young *per barnacle*. And there are more than 1,000 species of barnacles. So don't for one second ever think your boat is ever going to escape them.

\* Much of the information you have just read emerged from the first real studies done on barnacles way back in the mid-1800s — and was contained in four books written by the man who did that research: Charles Darwin. His findings on barnacles and other creatures comprised a body of work that eventually led to his publication of *Origin of Species* in 1859.

All that said, we still hate the friggin' things.



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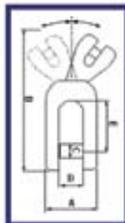
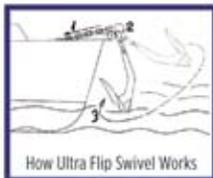


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# SIGHTINGS

## the good word from *tawodi*

It goes without saying that we're always on the lookout for interesting stories about sailing. We also appreciate good writing, whether the subject is sailing or anything else. And it's a real treat when we run across a writer who has a real gift — and uses it to describe sailing. Such a writer is Kathleen Torres, who as you read this is aboard a small sloop halfway around the world.

You may recall Kathleen as the partner of an old friend of *Latitude*, Captain Stephen Mann. Though still in his mid-30s, Stephen has put about a bazillion miles under the keel of his customized 39-footer *Tawodi* in the last quarter century. For the last 20 of those years, he has worked in San Diego as a rigger, delivery skipper and — with his 500-ton Ocean Master's ticket — tugboat captain.

A few years ago, Stephen got together with Kathleen, a fine sailor in her own right. When Stephen told her of a plan that had been rattling around in his head for a while, to Kathleen's credit, she didn't run the other way. It may have been because she thought he was

continued on outside column of next sightings page

## *copperhead*

If you take an afternoon to poke around the nooks and crannies of the Sausalito waterfront, sooner or later you'll come across something sweet. Just the other day we happened on an odd sight — a lean yellow hull wearing a custom shrink-wrap canopy, looking like a Conestoga wagon. We wondered what she was . . .

It turns out, she's *Copperhead*, a 1931 Philip Rhodes-designed 48-ft yawl built in the Great Lakes. She's getting a new cabin house courtesy of North Bay Boatworks and Jim Linderman's Custom Yacht Repair. Her spars are getting some love from the project's coordinator — Marine Brightworks' Robert Chrisman — in the Spaulding Wooden Boat Center loft.

***A bone in her teeth — Whether sitting at the dock or creaming along the Bay, 'Copperhead' is always 'looking good'. After her refit, she'll be looking even better.***



## gets polished

The house replacement required a pair of full-length mahogany planks for the sides — not easy to come by nowadays. Fortunately, a dig in the Spaulding lumber stores produced a pair of wide, clear, 4" x 8" 22-footers. All the metalwork will be re-plated while the new cabin goes in; a pair of stainless deck knees will replace the souffléd mild steel originals. When finished, it will mark another passage in an ongoing 13-year restoration.

So what kind of owner has the resources to keep up with project like this? *Copperhead* is reputed to be owned by Silicon Valley venture capitalists who prefer to remain anonymous.

— rob

## tawodi — cont'd

kidding, but anyway . . .

The plan was to sail *Tawodi* ('hawk' in Cherokee) around the world at 'race pace' — 22,000 miles in eight or nine months, and with only four or five stops. Why? "It sounded like fun," said Mann.

And that's what they're doing now. They departed San Diego in October and as this was written, were getting ready to head out of Cape Town for the continued voyage east on the 'traditional route' south of the five great capes.

It hasn't gone exactly as planned. There's been more breakage and a few more stops. But rather than our droning on about that, we'll treat you to a few excerpts from Kathleen's online log — and encourage you to check out the rest at [www.svtawodi.com](http://www.svtawodi.com). They are a delight.

*12/16 — The water's 42 degrees. The air's 50 degrees and the wind's blowing anywhere between 19 and 40 knots. Wait 5 minutes and it will change. Such is the end of spring in the Southern Ocean. We have*

continued on outside column of next sightings page



# SIGHTINGS

## tawodi — cont'd

*slipped out of the roaring forties and into the furious fifties after three days of lumbering along through a gale.*

*Appalling magnificence. Those are the two words for this bowl of water we're in. There are other words but they describe our human conceit, courage and cowardice as we tumble forward. As for the environment and our gale, they are large, wet, reckless and powerful. By their whim we can be pinned down or hurled forward or stalled completely. By their whim we struggle with wet gloves, cold feet and uncertain nights. Steel gray punctuated by moments of blue and yellow, the water and sky come at us with enormous apathy and we are diminished just as we are exalted. Set aside apprehension and for a moment we can watch the size, the shine and force rolling around us. It is appalling and it is magnificent.*

*1/20 — We're climbing north with the icebergs, marching along with city block-sized ice cubes. It's disconcerting company to be keeping. Eerie wedges of white bobbing along the ocean leaving behind a deadly trail of snappily sharp ice-droppings. Fog tends to obscure our eyes and then rain obscures the radar and we're left staring at the screen, staring and hoping we can pick out the solid contact of ice through the shifting contact of rain. All of it a first for us. All of it an experience we'll be happy to leave behind.*

*1/25 — Superstition is not a large part of our life. At least it wasn't until recently. The Captain's always towed the line on a certain ritual: never begin a voyage on a Friday — it's just plain bad luck. But he's stretched the line between the beginning of a voyage as opposed to what amounts to a little stop along the way. South Georgia Island was one of those stops, a mere comment between Ushuaia and Cape Town. So when we left the Island on a Friday afternoon we didn't concern ourselves with the superstition.*

*I don't think the Captain will leave port on a Friday ever again.*

*(. . . Here Torres describes a litany of woes that befall the good ship Tawodi, including a broken starter, water in the fuel, lack of power, worries over hitting ice, lack of sleep, winds to 45 knots with 20-ft seas, and a broken link plate between the autopilot and tiller. The latter was the last straw, and Stephen and Kathleen finally decided to divert 600 miles out of their way for repairs.)*

*So we're going to Tristan Da Cunha to find a welder. But we're also going just so we can stop. Stop and start again on any other day but Friday. Until then we're keeping our fingers crossed. Until then we're still on a voyage that began on a Friday.*

— jr

## how i 'get out the boat'

I read last month's 'Get Out the Boat' story with interest, and thought I'd share my simple method with your readers. Two or three times a year, I go through my calendar and pick my sailing dates in advance. I then log onto my account at [www.evite.com](http://www.evite.com) and send an 'evite' for each individual date to my entire list of potential sailing companions. The task is simplified if you keep all the email addresses in the site's address book. The invitation gives all the details and specifies that "that first four people (or however many can fit in your

continued on outside column of next sightings page

## third conviction

The nearly four-week trial of John Fitzgerald Kennedy, 43, the third person to face a jury for the 2004 murders of Mexico cruisers Tom and Jackie Hawks, ended on February 19 when the six-man, six-woman jury brought back a guilty verdict after just three hours of deliberation. Actually, they found him guilty on two counts of first-degree murder with the special circumstances of committing multiple murder for financial gain — a distinction that qualifies him for the death penalty, which prosecutor Matt Murphy is seeking. The penalty phase of the trial was



**in hawks case**

underway as this issue went to press.

On November 15, 2004, Tom and Jackie Hawks left Newport Beach on a sea trial aboard their 55-ft trawler *Well Deserved*. They were never seen again. It didn't take long for investigators to follow the sloppy trail left by Skylar and Jennifer Deleon, but it wasn't until Alonso Machain confessed the details of that day that authorities understood the extent of the crime. "I don't think anybody realized how horrible it was until we talked to Alonso," Murphy noted in an interview with ABC's

continued in middle column of next sightings page

**gotb — cont'd**

cockpit) to sign up are the crew." The whole process takes about 30 minutes.

The week before the trip, I email an introduction to *Shearwater*, my Cape Dory 30, to each crewmember. I send it as a PDF but it could just as easily be a Word document or go in the body of the email. It describes the boat and safety equipment, features a photo essay on how to properly operate the head (no kidding!), and suggests an appropriate dress code (including shoes, hats, jackets and sunscreen), as well as man overboard procedures and how to prevent seasickness.

Last year I offered a series of six 'sunset sails' in an effort to learn the ins and outs of my new radar. Instead of just sailing around in the dark, each trip had a mission — anchoring in Clipper Cove for dinner, tying up at Jack London Square, stopping at South Beach

continued on outside column of next sightings page



**Whoa, doggies!** — Spread, 'Tawodi' saw biiiiig waves off South Africa, but Kathleen and Stephen kept smiling. Inset, 'Tawodi' in calmer waters.

# SIGHTINGS

## gotb — cont'd

Harbor, and so on — and we were usually back in my slip by 10:30 p.m. Many of my crew had never been on the water at night, and I got a lot of practice with the radar.

In the interest of full disclosure, I have to admit that there have been times when, deep down, I would prefer to just plunk down in front of the TV with a beer. But I won't stand my guests up, and have never once regretted the time on the water. For their part, my guests seem to have a great time, and are happy to chip in. Some buy dinner or cater lunch, while others bring the wine.

I can't recommend this method enough to anyone who's found they're not getting on the water as often as they'd like. For the last two years, I've been able to get my boat out as often as I want and the cockpit is full of people enjoying the day with friends.

— *michael britt*

## hawks

20/20 that aired in February.

In his confession, Machain laid out the details of Skylar Deleon's plan: Arrange a sea trial of the boat with the Hawksees, overpower them, force them to sign over their finances, and then throw them overboard. Machain also fingered John Fitzgerald Kennedy as the "muscle" Deleon brought along to subdue fitness buff Tom Hawks. Machain testified for the third time — the first two times during Jennifer and Skylar Deleon's separate trials — that Kennedy restrained Tom Hawks and later,



PATRICK BURNS / STILL N' MOTION

## — cont'd

after Deleon had tied the couple to an anchor, knocked Hawks unconscious with a hard punch to the side of the head, then shoved them overboard. On the way back to Newport Harbor, Machain says Kennedy popped open a beer and fished.

But defense attorneys portrayed Kennedy as a reformed member of the Insane Crips gang, working with the youth of his community and active in his church. As for his whereabouts on the day the Hawkses went missing, he simply couldn't

continued in middle column of next sightings page

**By using Michael Britt's organizational method, your cockpit could be full of happy, smiling faces, too.**

**karen thorndike in smithsonian**

"In 1998, Karen Thorndike became the first American woman to sail solo around the five great capes, joining an elite group who have tested their sailing and navigational skills. She depended on modern navigation equipment such as GPS and satellite communications

and backed up these systems with traditional sextants which could be used when equipment failed." So reads the display board in the exhibit dedicated to the Guinness record-holder at the Smithsonian National Museum of Natural History in Washington, DC.

"One Woman's Challenge", part of 'Ocean Hall', tells of Karen's three-year voyage aboard her Rival 36 *Amelia*, and features her sextant, GPS and logbook. At last September's opening, wide-eyed youngsters tugged at their parents and whispered, "That's the lady who sailed all alone around the world!" Kids and adults alike hung on every word as Karen told her tale and answered their questions. "The Smithsonian exhibit was a thrill of a lifetime," Karen said. 'Ocean Hall' will be open through this September.

After returning from being honored at the Smithsonian, Karen joined Jennifer Towne's 45-ft cutter *Ekotopia* for a trip down the coast. They — along with Towne's father, Jin Jensen, and eight-year-old son, Erik — sailed *Ekotopia* from Seattle to make the start of the Baja Ha-Ha.

Nowadays, when she's not busy sailing, Karen works at Fisheries Supply in Seattle, and continues to be inspired by Mark Twain's admonition to "sail away from the safe harbor."

— jo bailey

*Editor's note: Jo Bailey — co-author with husband Carl Nyberg of Gunkholing in South Puget Sound — considers herself fortunate to have joined Karen at the Smithsonian opening, and agrees that it was a "truly wonderful experience with a truly wonderful sailor and friend."*

**teenage 'soloists' race for the record**

In the world of sailing, it's not uncommon to run across an old boat buddy or perhaps even a sailing legend in some far-flung port of call. The reason, of course, is that world sailing routes and prime yachting events tend to lead sailors to the same places. Nevertheless, it is pretty remarkable that both American Zac Sunderland and Brit Mike Pelham found themselves in Cape Town, South Africa, early last month, as they are both racing the clock, if not each other, to become the youngest person to solo circumnavigate. They seemed genuinely happy to meet each other and compare notes during lunch at a local yacht club.

Apart from their timing and their closeness in age, however, there are few similarities between the two campaigns. Sunderland's boat, *Intrepid*, is a nicely refurbished Islander 36, and his record attempt is largely family-financed. His route is taking him westabout via Cape Town and Panama and, at this point the most challenging stretches are behind him. Now 17, Sunderland is currently heading up the South Atlantic with a planned stop at St. Helena. Then he'll likely sail nonstop to the Eastern Caribbean. The Southern California sailor will

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JO BAILEY

**Karen Thorndike was honored at the Smithsonian for her achievements.**

# SIGHTINGS

## soloists — cont'd

need to reach his Marina del Rey starting point before next January to clinch the 'youngest around' record (with stops), currently held by Aussie David Dicks. (Aussie Jesse Martin holds the nonstop record which is not being challenged by either of the current campaigns.)

Pelham, 16, is sailing a much larger, faster and more complex boat,

an Open 50 ex-ocean racer now named *TotallyMoney.com* — which gives you some idea of his campaign's sponsor support. But the big carbon/epoxy racer has proven to be a bear for Pelham to handle thus far, and he's only just begun his journey which will take him eastabout via the Southern Ocean and Cape Horn.



JEN EDNEY

**Zac and Mike got along famously when they met in Cape Town last month.**

While *TotallyMoney.com* is capable of completing a much faster rounding, this may turn out to be 'tortoise-and-hare' contest with the slower, steadier boat ultimately taking the honors. Time will tell. You can follow the progress of both campaigns at [www.zacsunderland.com](http://www.zacsunderland.com) and [www.totallymoney.com/sailmike.com](http://www.totallymoney.com/sailmike)

— andy

## perfect pitch

Just as a sailor trims his sails to work most efficiently with the breeze, so too should his auxiliary engine, reduction gear, and propeller work in harmony with one another. If they don't, the result can be a boat with poor performance, and/or an engine that can suffer serious damage.

The commonly overlooked variable in this mechanical combo is the propeller — or more specifically, the size and pitch of the propeller. The size means the diameter. 'Pitch' means the angle of the blade, and refers to the theoretical distance a prop would move through the water in one full rotation if there were no slippage. A propeller with a pitch of 10, for example, would move 10 inches in one full revolution.

Improper pitch is something Sausalito's Tom List has seen many times in his career as a marine engineer.

"It's very common in older boats, where the original prop has deteriorated and the owner has replaced it with something he found cheap or free," says List. "But even new vessels can get mismatched."

How do you tell if you're overpitched or underpitched? If the engine revs readily in gear, but the boat seems sluggish or unresponsive, that may indicate underpitching — the prop may be cavitating at high RPM. If the engine will not rev up past a certain RPM, and has a sooty exhaust, that could indicate a propeller with too much pitch.

That was the reason we showed up in List's shop last month. While under power on our 36-ft sloop, we could never get our Yanmar 3-cylinder above 1,800 RPM, despite the fact that the engine was rated for twice that. It revved fine in neutral. Just not in gear.

That was a key clue to List. "Every engine has a maximum horsepower rating," List says. "For example, a Yanmar 3GM30F is rated at 27 horsepower at 3600 RPM. This doesn't mean you have to operate the engine at that RPM. But it has to be able to reach this speed in gear. If it doesn't, something's wrong. It could be the prop. It could be something wrong with the engine. Or you could just have barnacles

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## hawks

recall. "No disrespect to no one, but it was no significant date to me," he said when he took the stand in his own defense. He also professed to have no idea why Machain, as well as his lifelong friend Myron Gardner — who allegedly connected Deleon with Kennedy — would tell such terrible lies about him.

Kennedy is the third person to be convicted of similar charges in the case. The accused mastermind of the plot, Skylar



**Don't try this at home — Repitching a prop is one boat job better left to the professionals.**

**— cont'd**

Deleon, 29, was convicted in November and will likely be sentenced to death, as recommended by his jury, in March. His then-wife, Jennifer, 27, was sentenced in 2007 to life in prison without the possibility of parole for her role in the plot. Myron Gardner, 45, and Alonso Machain, 25, have cooperated with authorities in hopes of avoiding the death penalty, and will most likely enter into plea deals.

— *ladonna*

**pitch — cont'd**

on the propeller, which can rob you of 1,000 RPM. Next to improper pitch, barnacles are the most common propeller ailment I see.”

If you suspect a propeller pitch problem, it's best to enlist the help of your local marine engineer. List came down to our boat and did a series of simple tests. He checked the cold cranking behavior of the engine, verified that the tachometer was reading correctly, checked no-load RPM (making sure the engine revved properly in neutral), and checked for a bad cylinder or obvious miss. Our engine passed all those tests. Then he put the boat in gear and revved the engine, resulting in creaking docklines and a cloud of black soot spewing out

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# SIGHTINGS

## pitch — cont'd

the exhaust — a telltale sign of an 'overpropped' engine.

Even though the engine was only 10 years old, the previous owner mentioned that he'd had to have the exhaust elbow replaced a couple of times because it had 'loaded up', causing the exhaust to become blocked and the engine to run hot.

It was all beginning to fall into place in our heads.

"Think of a heavy truck going up a hill in high gear," said List. "The engine can't rev high enough so it starts lugging, which is very inefficient and can damage an engine. That's what your boat's doing. But now the truck driver downshifts and the engine can rev up and be efficient again. That's what repitching your propeller does."

He determined the best prop for our application was a three-blade 15x9 — that's 15 inches in diameter with a pitch of 9 inches. How does one determine proper pitch? You need the engine type and model, the reduction gear (transmission) ratio, and the size, type and displacement of the boat. A marine engineer will then use printed tables, his own experience and "a bit of voodoo" to determine the right prop.

Since the boat was staying in the water, the next step was to have

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## shared blame

In a final analysis of the *Cosco Busan* oil spill on November 7, 2007, the National Transportation Safety Board determined last month that several factors caused the collision that spilled more than 53,000 gallons of fuel oil into San Francisco Bay and resulted in close to \$75 million in damages. The NTSB passed the blame around, citing pilot John Cota's "degraded cognitive performance due to his use of impairing prescription medication," an "ineffective master" who was "reluctant to assert authority over the pilot," the operating company's failure to properly train its crew, and the Coast Guard's "inadequate medical oversight" of the pilot's condition as factors in the accident.

Five of the board's eight safety recommendations were directed at the Coast



LATITUDE / LADONNA

## for *busan* spill

Guard, suggesting that they 1) address language and cultural differences between crew and pilot; 2) require Vessel Traffic Services to identify the vessel, not just the pilot; 3) clarify when VTS has the authority to direct a vessel, 4) require mariners to report health or medication changes; and 5) ensure that pilot oversight organizations share performance and safety data. The two recommendations aimed at the owners of *Cosco Busan* were to ensure that new crewmembers are familiar with the vessel's operations and safety procedures, and provide safety manuals in the crew's "working language." The final recommendation was that the American Pilots' Association encourage pilots to include the master of the ship when piloting the vessel.

— *ladonna*



K. FENTON

## pitch — cont'd

the prop removed by a diver, and re-pitched by a propeller specialist. Propellers that are close to correct can be 'fine tuned' by specialists who can change the pitch an inch or two in either direction. This process involves hammering the blades on special mandrels, balancing and cleaning. Prop shops can even repair small chips or other minor damage. When done, the propeller looks brand new.

Inspection of our prop revealed that repitching wasn't an option. Everyone concerned was flabbergasted to discover that our poor little 3-cylinder engine had been trying to push around a 16x16 propeller. This prop would be right at home under a powerboat — with a big V8 in it! And at nearly double our recommended pitch, it could not be modified to fit our engine combo. Our only option was to replace it.

How such a grossly incorrect prop got on the boat in the first place is a bit of a mystery. We'd lost contact with the previous owner and couldn't ask. And it's hard to imagine that during the boat's repower from gas to diesel in the '90s the guys doing the install would have put it on. More likely, as List noted, it was just sitting on a shelf somewhere and the owner or yard got a deal on it.

We ended up getting a deal on another used prop — making sure this one was the proper 15x9 size. The difference has been night and day. The engine seems much happier, the sooty exhaust is slowly clearing up, the boat is more responsive, and the cruising speed at a more comfortable 2800 RPM is around 6 knots — a knot or more than we ever got out of the boat under power before.

We had finally achieved 'perfect pitch'.

— *jr*

## new digs for vyc

It's been a long time since every entrant in the Great Vallejo Race could fit into the sponsoring yacht club's harbor. Vallejo YC's deteriorated wooden seawall, built in the '50s, has allowed the entire harbor to silt in over the last decade or so. By the time the YRA's season opener — and one of the largest races on the Bay, attracting more than 250 boats — rolled around last May, the depth throughout most of the yacht club at mean low water was somewhere in the 4-ft range, forcing a large number of racers to look for berthing at Vallejo's city run marina.

"If something wasn't done, we were looking at closing — it was that dire," noted VYC Vice Commodore Chris Mendonca. Everyone knew the "something" Mendonca mentioned was dredging, as well installing a new seawall. City officials agreed that VYC needed to dredge. BCDC acknowledged that it was a must. Not a single person or group voiced opposition to the plan. Yet it took two solid years of hard pushing for the project to be born.

"There's a list of agencies — 12 or so — that have to approve such a project," Mendonca explained. "And there are no shortcuts. The first agency has to approve the plan before the next agency will even look at it." What was a frustrating challenge for the club was made easier when they joined the Bay Planning Coalition. "Ellen Johnck (the Executive Director) knows everyone, and knows how to get projects pushed through quickly," Mendonca said. During our conversation, in fact, he looked down at his cell phone, smiled and said "She just got another approval for the seawall. Only a couple more to go!"

Because they're two separate projects, the dredging and seawall construction required separate approvals. The final approval by the BCDC for dredging came through last November, and the work began almost immediately. Crews worked day and night, scooping more than 22,000 cubic yards of mud from the fairways, and putting on a show for the club's members in the process. "Folks would sit on the deck all day watching," Mendonca laughed.

Indeed, the progress in the harbor has breathed new life into the club. Friday night dinners generally brought in a crowd of 20 or so,

continued on outside column of next sightings page



**Spread, for the first time in years, VYC can host every single racer in the Great Vallejo Race. Above, the dredging crew unknowingly entertained VYC members every day.**

# SIGHTINGS

## vyc — cont'd

but once the dredging began, attendance picked up. "We're up to 50 to 80 people every Friday night," said Mendonca. And that's good news because the money earned from those dinners, as well as the myriad fundraisers the club threw (and will throw), is going to foot the final



K. FENTON

**To prove VYC's freshly dredged harbor could accommodate even the biggest boat, 'Sorcery', drawing nearly 14 feet, glided in mid-tide.**

\$500,000 bill for the dredging, not to mention the \$3 million tab for the new steel seawall.

The dredging of the fairways was finished two days before Christmas, but VYC still plans to dredge individual slips. They just have to wait for the "approved dredging window," which has something to do with fish runs and will likely happen in June or July. The new depth of the harbor at mean low water is 10 feet, meaning even the largest race boats should fit nicely. In fact, John Walker's Mull 82 *Sorcery* — which draws close to 14 feet — motored right up to the club recently to prove it. Mendonca has visions of walking from one end of the harbor to the other across rafted boats.

He also noted that the seawall installation "should be done just before the Vallejo Race, so come on down for the party!" Mendonca's especially excited about this year's shindig, as it's his first year as Party Chair. He wouldn't reveal much but he did let slip that Johnny Nitro & the Doorslammers will be the entertainment for the night, and that pre-sales for shirts and dinner tickets will be available on their website — [www.vyc.org](http://www.vyc.org) — soon.

The 110th edition of the Great Vallejo Race will be held May 2-3 and will once again be presented by West Marine. Go to [www.yra.com](http://www.yra.com) for details.

— ladonna

## sailing for the smile of a child

Beauty may be a hot commodity in our glamour-conscious world, but it won't help you a bit when you're getting your ass kicked on a 23-day passage across the Indian Ocean with a broken autopilot and a raging infection in your foot. And it most certainly won't help you sail singlehanded halfway around the world, which is exactly what Polish stunner Natasza Caban has done.

Caban, 32, left Honolulu in June, 2007, on her westabout circuit of the globe, arriving in Cape Town last month. Her trip from Cocos Keeling aboard her S&S 34 *Tanasza Polska Ustka* was a real ball-buster with, as she said, "the Indian Ocean showing off with huge breaking waves from different directions."

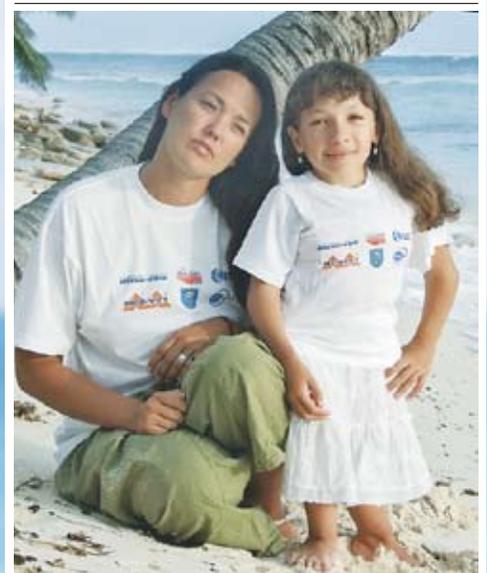
On top of that, she battled a severely infected gash on her foot that went to the bone. "Some days I couldn't move," she noted. Even with antibiotics, the infection worsened to the point that the telltale red line of blood poisoning appeared — luckily, on the same day she arrived at Reunion Island where she became the guest of a local hospital.

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## 1st annual

For years we've been extolling the virtues of the California Delta, so we're always surprised when we find a longtime local sailor who's never been there. When asked for a reason, they stutter a bit and admit to having no decent excuse — and that (funny you should ask) they are planning to go this year . . . really! The air on which these words are said, though, is usually as hot as a Delta breeze.

In an effort to give folks an incentive to finally make it 'up Delta', *Latitude 38*



**"It's a dream come true to do something good with my sailing," Natasza says. She raised the funds to make Karolinka's dream of travel come true.**

## delta doo dah

has created the Delta Doo Dah, a sailing rally that promises to be as laid back as the Delta itself. Initially, the Doo Dah was envisioned as a local rally replete with planned stops every night, cramming as many of the Delta's 1,000 or so miles of navigable waterways as possible into a week. 'Grandiose' would be one word to describe the original concept.

Totally bonkers would be another.

Folks don't go to the Delta to get from

continued in middle column of next sightings page

## smile — cont'd

But a little thing like blood poisoning couldn't keep the energetic Caban down for long. "There was no time to sit on my butt and do nothing," she joked. "I took medicines and kept working on the boat."

Caban hopes to not only become the first female Polish solo circumnavigator, but also to fulfill the dreams of disabled children along the way. In addition to speaking at local schools along her route — and even taking the kids for daysails — Caban is active in the Against the Odds Foundation, which, among other things, gives disabled kids throughout Poland the chance to live their dreams.

For 14-year-old Karolinka Sawka, that dream was to travel to distant lands. Caban not only volunteered her boat but also raised the

continued on outside column of next sightings page



PHOTOS WOLFGANG SLANEC & DORIS RENOLDNER / WWW.SEENOMADEN.AT

# SIGHTINGS

## smile — cont'd

funds for Karolinka's trip. Last September, Karolinka joined *Tanasza* for several days of sailing and exploration. "I felt the scent of the ocean and such amazing freedom," the young Pole wrote of her dream come true. Caban was so inspired that she's once again raising funds for another child to sail with her, this time in St. Lucia, her next stop.

Caban hopes to leave Cape Town by March 5, and plans to make the 5,300-mile crossing to the Caribbean in about 50 days. You can keep up with her journey on her expertly translated website at <http://blog.nataszacaban.com/en>. For more on the Against the Odds Foundation, log onto [www.mimowszystko.org](http://www.mimowszystko.org) and click the British flag.

— *ladonna*

## doo dah

one anchorage to another at breakneck speed. The whole point of heading up there is to slow down, take it easy and move as little as possible. In fact, we hear tell of a team of roving inspectors that goes boat-to-boat looking for workaholics who just can't let go of the rat race. We're not exactly sure how offenders are punished but rumor has it that copious quantities of rum and something called 'spinnaker flying' are involved.



PHOTOS LATITUDE / ROB

## — cont'd

While most of the details are still being hammered out, we can tell you that the dates will be June 27-July 3. A kick-off party is planned for Friday, June 26, at Richmond YC, and the official 'start' (i.e., photo op) will be at 11 a.m. the next morning to take advantage of the day-long flood. At some point along the way, there will be a BBQ hosted by Antioch Marina, potlucks galore, some dinghy racing, and

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spotlight on *shadow*

About three years ago Tiburon's Peter Stoneberg went for a ride on Roger Barnett's Bay Area-based Prosail 40 *Tuki*; the supercharged cat left a big impression on him. So big, in fact, that Stoneberg — a lifelong monohull sailor who actively campaigned a Farr 40 named *Shadow* back in the class's West Coast heyday during the late 90's — attempted to buy the boat.

Barnett declined to sell, so Stoneberg — who's stayed occupied with a Mumm 30 and TP 52 charters since his Farr 40 days — set off on a three-year search to find one to bring to the Bay. His quest ultimately took him to a ranch outside Reno last August, where what would become his latest *Shadow* — a Formula 40 that served as the original prototype for the Prosail 40 — sat unused. After seven months of work including extensive fairing, painting and refitting coordinated by project manager Jay Crum, the boat was christened and launched at KKMI January 24.

"This is the realization of a dream for me," Stoneberg said to the 25-strong crowd gathered for the occasion. "Our goals for the program are: set records; be safe; have fun; optimize the boat, rig and sails; and set more records!"

What records? Stoneberg has an ambitious schedule lined up for his new thoroughbred, including the Doublehanded Lightship, fully crewed Lightship, Big Daddy, Doublehanded Farallones, Silver Eagle, Windjammers, Vallejo Race, Jazz Cup and lots more.

If they get the optimization part right, Stoneberg's team — which he identified as, "Prosail 40 guru Crum, and his son Joe, 'instigator of this whole mess' Mike Dias, sail consultant David Hodges, 'consultant, confidante and adrenaline-pusher' Keith Notary, 'multihull archeologist' and the boat's previous owner Stephen Marcoe, designer Gino Morelli, Elkhorn Composites, and many more unnamed, but

truly appreciated helpers" — will probably lay strong claims to their fair share of those records.

This particular Formula 40 displaces a scant 4,000 pounds distributed over a 22-ft beam and is driven by massive sail plan hung on 68-ft tall rig with a 22-ft bowsprit. It also has an interesting history.

If you were around back then, you probably remember the Prosail 40s and their brilliant but ever-so-short-lived pro circuit back in the late 80's which drew names like Tom Blackaller, John Kostecky, Ed Baird, Randy Smyth and Cam Lewis. While *Shadow* is not technically a Prosail 40, the molds for those boats were splashed off her hulls.

The Morelli design also served a stint as one of Dennis Conner's 2/3 scale trial horses for the 1988 America's Cup defense. Legend has it that in developing the 60-ft cat that would go on to defend the Cup, the boat was narrowed four feet with an additional 32-ft added to the top of the rig. Apparently, Conner once started a San Diego YC Opening Day race in the incredibly twitchy Frankenboat, and promptly capsized — in six knots of wind.

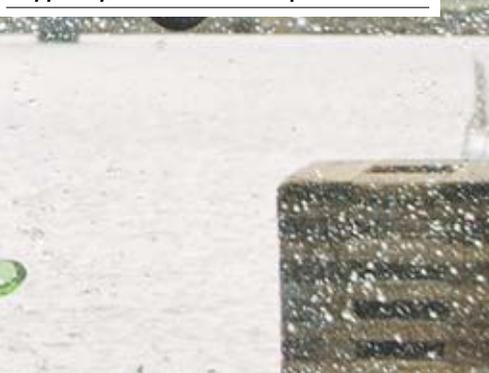
Stoneberg is cautiously confident that, back in its original configuration, the relatively robust boat — her daggerboards for instance are solid fiberglass and weigh about 200 pounds each — will be up to the coastal forays in her schedule.

"She's very similar to *Tuki* and the Extreme 40 class in Europe, although she has slightly more volume in the bows," he said. "Hopefully that will help keep the shiny side up and the barnacles down."

— rob



*J/105 sailor Sue Hoeschsler was originally tapped to do the bottle-breaking honors at 'Shadow's' christening party. The only problem was that the steel prophylactic fashioned by the yard to protect the boat's carbon fiber bow had too much radius to break the bottle! After three thunderous thwacks which probably left the bottle so weak it would have broken had it been set down on egg-crate foam, she handed it off to Stoneberg. With a metallic silver LP job that shiny, we doubt anyone else would have stepped up to scratch that dolphin striker . . .*



# SIGHTINGS

## new 'teeth' in banderas bay regatta

As every West Coast cruiser knows, the long-established Banderas Bay Regatta is one of the biggest and most well-loved events on the annual cruising calendar. And while the entry list for the March 17-21 event has already grown to 25 boats, there's a unique incentive for entering this year's contest: The filming of a major sci-fi flick — with the working title *Dinoshark* — will be taking place during the Regatta, both in the Bay and around the Paradise Village Resort race headquarters, as the filmmakers want to capture some local color. So there is a very real possibility that some of the competing boats will get 'cameos' in the film.

Even without getting air-time in a blockbuster, though, there's really no good reason *not* to enter the 17th running of the BBR. There's no entry fee, nightly parties at the Vallarta Yacht Club, predictable winds of 12 to 18 knots, and no-nonsense courses. Plus, a broad range of mono- and multihulls enter, so you always have exciting boat-for-boat competition with *someone* regardless of how far you are from the winners' circle.

Several airlines are currently offering discount pricing to Puerto Vallarta, so if you've got cruising friends in the area, we suggest you grab a ticket and convince them to join in the fun. See [www.banderasbayregatta.com](http://www.banderasbayregatta.com) for all event details.

— andy

## short sightings

**SACRAMENTO** — Boaters dodged a bullet last month when California passed the state budget . . . *without* Governor Schwarzenegger's proposal to merge the Department of Boating and Waterways with the Department of Parks and Recreation. The real reason for the proposed merge appears to have been to raid DBW's well-run wallet to make up for Parks' ever-present deficit. Thanks to a 'Call to Arms' by Recreational Boaters of California, the proposal was slashed from the final version of the budget.

**ITAPARICA, BRAZIL** — Brazilian charter operator Abel Aguilar, 36, was shot in the head in the early hours of February 8 during a robbery attempt aboard his 50-ft catamaran *Pico Alto*. The boat, anchored off the Itaparica Marina, was allegedly boarded around 1:30 a.m. by two thieves, who confronted Aguilar and his six passengers. It's unclear how or why Aguilar was killed, but following the shot, officials report the two thieves immediately rowed away in their dink. A nearby boater, and friend of Aguilar, is reported to have followed the pair, who ditched their boat and tried to swim away. The police have two men in custody for the crime.

The crime set off a huge outcry by local mariners and tourism groups, who called for more security along the coast in the form of maritime police. They cite growing crime in tourist areas and yachting communities, including the beating and robbery of a French couple aboard their yacht in Itaparica late last year.

**LAKE COUNTY** — The trial of Bismarck Dinius, which was slated to begin in January, has been pushed back to May. Dinius is being prosecuted for felony manslaughter because he was sitting at the tiller of a drifting sailboat when Lake County Captain Russ Perdock slammed into it at a high rate of speed — in the pitch black — killing Lynn Thornton.

On February 20, the judge in the case denied a motion by the defense to reduce the charges to misdemeanors.

**SAN FRANCISCO BAY** — On February 17, an awash, corroded pipe that connects the Sausalito and Marin City's waste system to the Ft. Baker sewage plant took a proverbial dump — spewing at least 500,000 gallons of raw and partially treated sewage into the Bay until it was finally clamped the following day. The spill closed beaches and caused area residents to wrinkle their noses at the stench.

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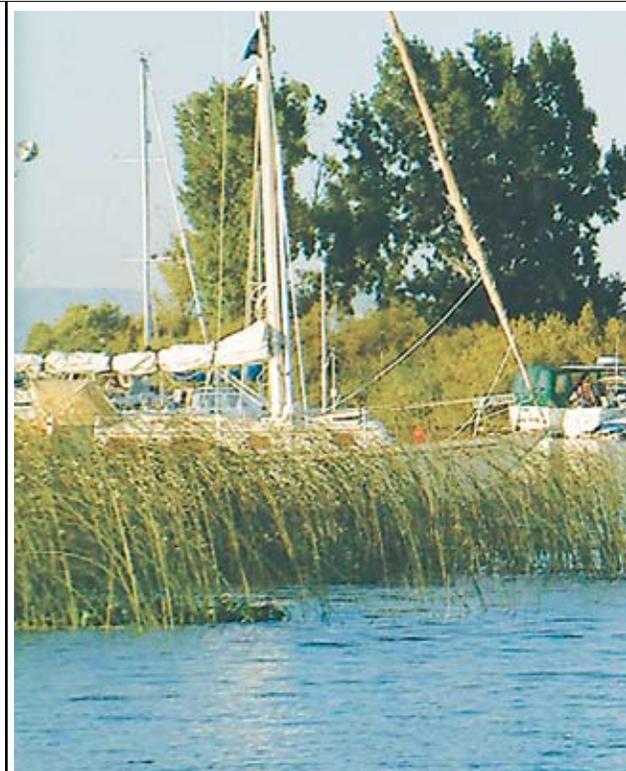
## doo dah

lots of lazing about. After the final party on July 3 (location TBD), folks are free to hang out for Baron Hilton's Fireworks Extravaganza off Mandeville Tip on the 4th, or just head home to the Bay.

If you're thinking that the Delta's rivers and sloughs are too narrow to accommodate very many boats, we're way ahead of you. Not only are we limiting the number of entries this first year to 30 boats, we're also taking a decidedly loosey-goosey approach to the rally. You can hang with the main group, break off into smaller groups, or just go off by yourself to explore the



LATITUDE / JOHN A.



## — cont'd

labyrinthine waterways. The main goal of the Doo Dah is to get folks exploring their own backyard, whether in a group or alone.

The entry fee is just \$49, and every boat entered gets an official burgee and one T-shirt (additional T-shirts will be available for pre-ordering). Registration, which opened March 1, is first-come, first-served so don't waste any time — surf over to [www.deltadoodah.com](http://www.deltadoodah.com) for the latest details and to register. It's probably the only time we'll tell you to hurry!

— *ladonna*

## shorts — cont'd

**WORLD WIDE WEB** — Rock music has its fair share of classifications — classic, pop, hard, heavy metal — but until L.A.-based comedian J.D. Ryznar came along, little attention was paid to that mainstay of '70s and '80s rock: Yacht Rock. Ryznar's hilarious send-up to the mellow music of that era comes in the form of five-minute 'episodes' of his web-based show called *Yacht Rock*.

A typical campy episode might find Michael McDonald boozing it up with James Ingram, or pitting McDonald and Kenny Loggins against Michael Jackson. But the must-see episode of *Yacht Rock* is #11. We won't spoil it for you, but expect to see every sailor's favorite musician — and not in the most flattering light. As Ryznar says, "Yacht rock is like champagne — and he's like toilet water." Watch *Yacht Rock* on YouTube or download episodes at [www.Channel101.com](http://www.Channel101.com).

— *ladonna*



*'Latitude 38's 1st Annual Delta Doo Dah will be a kicked-back, mix-and-match kind of rally — perfect for discovering what the Delta has to offer.'*



# THREE BRIDGE FIASCO

— **W**hat do you get when you take three marks sitting in the shadows of the Bay's three most iconic bridges, let boats round them in any direction and any order they want, and purposefully design the race so that every single racer arrives at the finish at the same time?

Two things: absolute mayhem and what's now the best-attended race on the West Coast of the Americas.

Saturday, January 31 greeted the fleet out for the Singlehanded Sailing Society's Three Bridge Fiasco with nothing but sunshine; as seems to be the case at this time of year in this part of the world, there was no breeze blowing before the first starts at 9:30 a.m. But when the breeze finally did start showing in fits and spurts, the 18 doublehanded — including 13 one-design classes — and six singlehanded classes, got moving fast enough for more than 70% of the boats to finish.

A pretty solid ebb and really light southeasterly breeze didn't help matters. At the start we saw a couple boats with their engines still on, backing down to avoid colliding near the X buoy. There were also some choice words — in addition to paint — traded there. But the folks who started a little closer into shore had a lot more room and a lot clearer air in the light easterly that got going about the time the Moore 24s started.

We didn't take an exact count, but we estimate that about 75% of the fleet opted to head toward the Golden Gate first, with 23% heading to the Treasure Island and the remainder headed for Red Rock first. Of the majority, some of the Moores were the last boats to make it across the Bay to the Headlands and up Raccoon Strait in any breeze, as the rest of the fleet got stuck in a huge hole off Crissy Field and Fort Point. From what we've heard, there were more than a few

anchors dropped at that stage, until the westerly finally started filling half-an-hour later.

The later they started, the more boats seemed inclined to head toward Treasure Island. But by the time everything shook out, it became apparent that the direction you went didn't seem to make a whole lot of difference — the top finishers in at least five classes went in opposite directions. The remaining major holes where races were won or lost were primarily in the vicinity of Red Rock, and, as expected later in the day as the westerly developed, Treasure Island.

With 345 starters from a pool of 364 entries, the Fiasco fleet exceeded last year's by nearly half again as much, making it the biggest race on the West Coast — last year's Newport to Ensenada race had about 325. Why the sudden increase in participation? We polled a few people and got some diverse answers.



## — A FINE MESS INDEED

"With the registration deadline coming closer to race day, people had the chance to check Saturday's weather," said Tim Stapleton, who sailed his Cal 2-27 YPSO to a win in Doublehanded 4 with crew Greg Wrisley. "The forecast said it was going to be a perfect day, so everyone showed."

We're not going to argue that good weather doesn't help motivate us to go sailing, but come on, that couldn't have been a big enough factor to draw 340 boats, right? Santa Cruz Sails' David Hodges who sailed his Farr 38 *Timber Wolf* to seventh overall and second in Doublehanded 2 behind Hank Easom and Charles Mohn aboard Easom's 8 Meter *Yucca* — the first monohull finisher — had another explanation.

"I think people are tired of the standard old fully-crewed buoy racing and have figured out this is more of the type of race where you bring a friend and

challenge yourself," said Hodges, who was the first counter-clockwise finisher. "There also weren't any scheduling conflicts."

Then again, maybe everyone's been energized to do some shorthanded sailing after following the Vendée Globe for the last couple of months.

While the reasons this year's Fiasco exploded aren't certain, we're not going to argue with the end result. One thing that can't be ignored though, is that the SSS's blend of strategically-challenging courses with a healthy dose of camaraderie and good communication via its website is attracting converts in droves.

"Maybe the slump in the economy makes shorthanded racing more attrac-

***The pile-up at Blackaller Buoy. With 345 starters, the Fiasco saw a welcome explosion in participation. Despite protracted periods of little or no breeze, 70% of the fleet finished.***

tive, or maybe more people just wanted to get out sailing and forget about the hard times," said SSS's Max Crittenden, adding that they'd also farmed out the regatta registration to the web-based Regatta Manager, but given what he said were bugs in the system that resulted in complaints from registrants, it was hard to see it as an attraction — though it may have drawn in some additional people nonetheless.

Of course the additional boat-mass made the starts and finishes even more of a charley-foxtrot than usual, but it's reassuring to see that people are gravitating to this Bay Area classic. Although a few boats called it quits as early as 11 a.m., many did sail the entire course, finishing just before the clock struck the 7 p.m. cut-off.

"It was the typical Three Bridge finish maelstrom," Crittenden said. "But it never got as terrifying as last year; at least



# THREE BRIDGE FIASCO

LATTITUDE/LADONNA



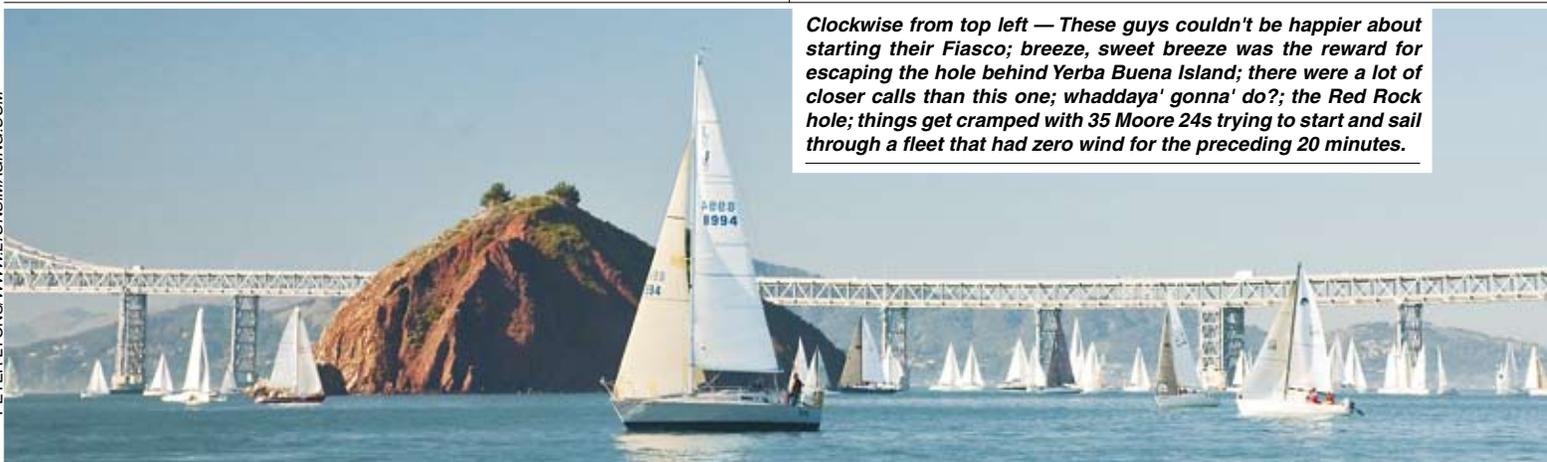
LATTITUDE/ROB



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*Clockwise from top left — These guys couldn't be happier about starting their Fiasco; breeze, sweet breeze was the reward for escaping the hole behind Yerba Buena Island; there were a lot of closer calls than this one; whaddaya' gonna' do?; the Red Rock hole; things get cramped with 35 Moore 24s trying to start and sail through a fleet that had zero wind for the preceding 20 minutes.*

the boats had the decency to approach and cross the line at a moderate pace. Remarkably, 240 boats covered the 21 miles before the time limit, in spite of the long periods of slow, or no progress. As Kame Richards advised at the skippers' meeting, 'just hang in there.' You never know what could happen in a Fiasco."

— **latitude/rob**

## THREE BRIDGE FIASCO — SATURDAY, 1/31

**SINGLEHANDED OVERALL** — 1) **Punk Dolphin**, Wylie 39, Jonathan Livingston; 2) **Outsider**, Azzura 310, Greg Nelsen; 3) **Quintessence**, Chuck von Schalscha; 4) **Cheyenne**, Wylie 34, Jim Freyer; 5) **Hurricane**, Moore 24, Al Germain; 6) **TAZ!!**, Express 27, George Lythcott; 7) **Sailfish**, Merit 25, Lee Parsons; 8) **Ragtime!**, J/92,

Bob Johnston; 9) **Uagain**, Ultimate 20, Chuck Allen; 10) **IDA**, Holder 20, Scott Owens. (33 boats)

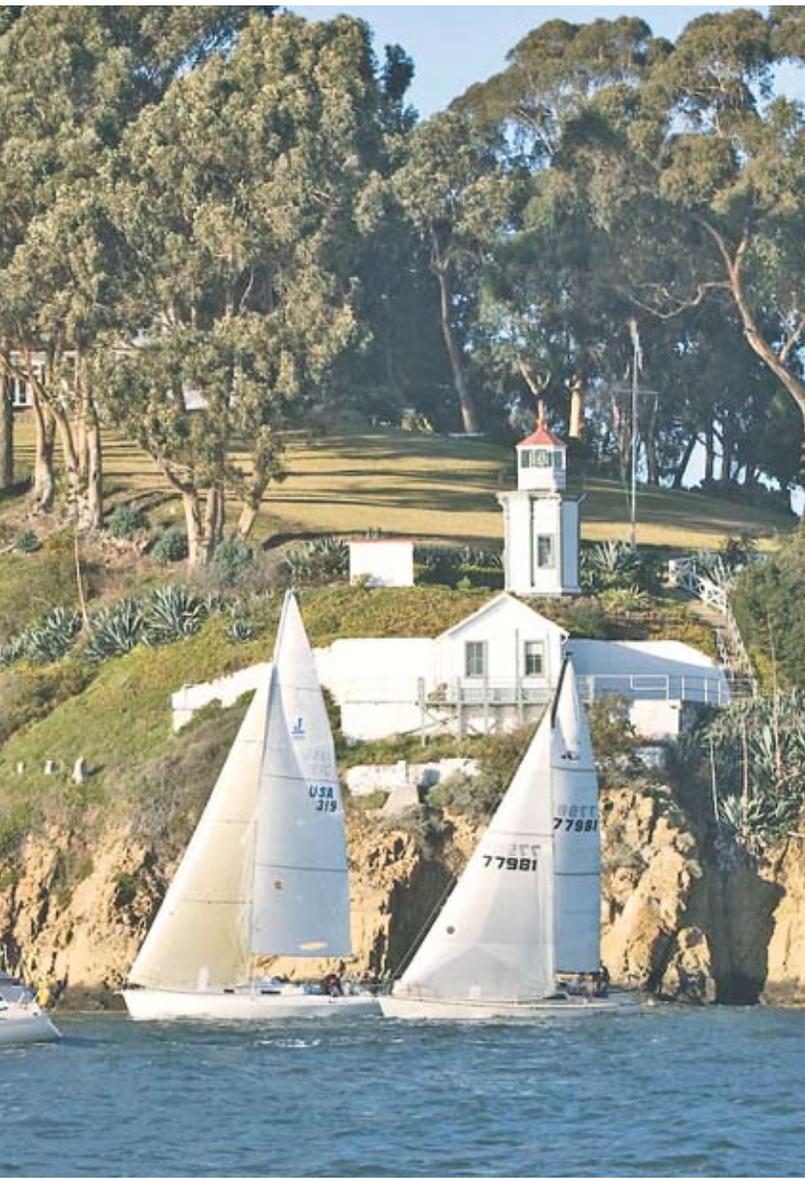
**SH 1 MULTI** — 1) **Katie Kat**, Seawind 1100, Joe Siudzinski. (1 boat)

**SH 2 (PHRF <104)** — 1) **Punk Dolphin**; 2) **Outsider**; 3) **Quintessence**. (9 boats)

**SH 3 (PHRF 104-155)** — 1) **Cheyenne**; 2) **Ragtime!**; 3) **Fire Fly**, Dehler 34, Chris Case. (5 boats)

**SH 4 (PHRF >155)** — 1) **Sailfish**; 2) **Tinker**,

# — A FINE MESS INDEED



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LATITUDE/LADONNA



Wilderness 21, Matthew Beall; 3) **Blueberry**, Nonsuch 22, John Foster. (4 boats)

SH 5 NON-SPIN — 1) **Krissy**, Ericson 35-3, Allen Cooper; 2) **Even Keel**, Catalina 320, William McCoy; 3) **June Bug**, J/24, Paul Parkman. (12 boats)

SH SPORTBOAT — 1) **Hurricane**; 2) **TAZ!!**; 3) **Ugain**. (5 boats)

DOUBLEHANDED OVERALL — 1) **Peregrine**

**Falcon**, F-27, Bill Gardner/Amy Wells; 2) **Yucca**, 8 Meter, Hank Easom/Charles Mohn; 3) **Adrenaline**, D-Cat, William Erkelens Sr./Chris Steinfeld; 4) **Orion**, J/105, Gary Kneeland/Rich Banthin; 5) **Sand Dollar**, Mumm 30, Erich Bauer/Charley Hess; 6) **Golden Moon**, Express 37, Kame Richards/Bill Bridge; 7) **Timber Wolf**, Farr 38, David Hodges/Bill Keller; 8) **Papillon**, F-27, Andrew Scott/Andrew Hartman; 9) **Aquavit**, J/105, Tim Russel/Steve Fentrese; 10) **Tatiana**, Farrier F9RX,

William Quigley/crew name n/a. (310 boats)

DH 1 Multi — 1) **Peregrine**; 2) **Adrenaline**; 3) **Papillon**. (15 boats)

DH 2 (PHRF <104) — 1) **Yucca**; 2) **Timber Wolf**; 3) **Lilith**, Wyliecat 30, Tim/Karin Knowles. (26 boats)

DH 3 (PHRF 104-155) — 1) **Shaman**, Cal 40, Steve Waterloo/Paul Sinz; 2) **Harp**, Catalina 38, Mike Mannix/crew name n/a; 3) **Spirit of Elvis**, Santana 35, Lewis Lanier/Martin Cunningham.

# THREE BRIDGE FIASCO

(33 boats)

DH 4 (PHRF >155) — 1) **YPSO**, Cal 2-27, Tim Stapleton/Greg Wrisley; 2) **Samba**, Olson 25, Bob Gardiner/Crescent Tarbell; 3) **Eyrie**, Hawkfarm 28 ODR, Synthia Petroka/Sylvia Seaberg. (42 boats)

DH 5A NON-SPIN (PHRF <143) — 1) **Raven**, CM 1200, Mark/Anne Thomas; 2) **Par Avion**, Carrera 38, Franz Steiner/crew name n/a; 3) **Frisky**, J/105, Richard Baker/Steve Harris. (22 boats)

DH 5B NON-SPIN (PHRF >143) 1) **Knotty Sweetie**, C&C 32, Martin Johnson/Richard Delap; 2) **Popeye & I**, Cal 9.2, Ruth Summers/Rui Luis; 3) **Vixen**, Colgate 26, Marianne Armand/Suzanne Lee. (22 boats)

DH CRUISING CATAMARAN — 1) **Wahoo!**, Dolphin 460, Gary/Wayne Thompson; 2) **Mood Indigo**, Gemini 105 Mc, Rich Kerbavaz/Gerhard Tripp; 3) **Mirage II**, Lagoon 42, Lloyd Thivierge/Henri n/a. (7 boats)

DH EXPRESS 27 — 1) **Shenanigans**, Nick Gibbens/Dave Gruver; 2) **Wile E Coyote**, Dan Pruzan/Mike Herbert; 3) **Moxie**, Jason Crowson/Huw Roberts. (22 boats)

DH EXPRESS 37 — 1) **Golden Moon**; 2) **Eclipse**, Mark Dowdy/Craig Page; 3) **Expeditions**, Bartz/Marshall Schneider. (7 boats)

DH EXPRESS/OLSON 34 — 1) **Culebra**, Paul Nielsen/Don Scott; 2) **Red Sky**, Brian Bochsma/Roy Reichwein; 3) **Green Onions**, John Tuma/Ric Wee. (5 boats)

DH J/105 — 1) **Orion**; 2) **Aquavit**; 3) **Lightwave**, Richard Craig/Jeremy Moncada. (12

boats)

DH MOORE 24 — 1) **Gruntled**, Bart Hackworth/Becky Jonas; 2) **Tortuga**, Caleb Everett/Don Teakell; 3) **Bar-ba-loot**, Andy Hamilton/Amy Andreotti. (35 boats)

DH OLSON 29/30 — 1) **Think Fast**, Helmut Zarth/Michel Cote; 2) **Dragon-song**, Sam McFadden/Mike Brennan; 3) **Hush**, Greg Gorsiski/Doug Scheibach. (7 boats)

DH SC 27 — 1) **Vitesse**, Bart Goodell/John Thomas; 2) **Velocious**, George McKay/Alan Herbert. (5 boats/ 2 finishers)

DH SF BAY 30 — 1) **Audacious**, J/29, Scot Christensen/Kevin McCurdy; 2) **Ione**, J/30, Peter Jermyn/Curt Brown; 3) **Stink Eye**, Laser 28, Jonathon/Bill Gutoff. (8 boats)

DH SPORTBOAT — 1) **Sand Dollar**; 2) **Jet Stream**, JS 9000, Daniel Alvarez/Mike Tyng; 3) **Comfortably Mumm**, Mumm 30, Bill Erkelens/crew name n/a. (23 boats)



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*Some boats barely made the time limit; a couple were DSQ'd for 'no lights.'*

DH ULTIMATE 24 — 1) **Vuja De**, Chris Kim/Erich Ochs; 2) **For Pete's Sake**, Peter Cook/Rodrigo Fuzetto; 3) **Cookie Girl**, Nick/Maggie Roosvelt. (5 boats)

DH WYLIE WABBIT — 1) **Keala**, Colin Moore/Ron Tostensen; 2) **Hashing Hare**, Erik Menzel/Mark Briner; 3) **Mr. McGregor**, Kim Desenberg/John Groen. (6 boats)

DH WYLIECAT 30 — 1) **Life Is Good**, Andy Hall/Chris Penn; 2) **Uno**, Steve Wonner/Bren Meyer; 3) **Crinan II**, Bill West/Don Martin. (8 boats)

For complete results, see: [www.sfbaysss.org](http://www.sfbaysss.org)

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# CALIFORNIANS — AND OTHERS —

Todd Hybels is one of the reasons we love St. Barth in the French West Indies. Enjoying an after-work Carib beer at Le Select, we were introduced to the 29-year-old Michigan resident, and asked him what he'd been up to lately.

"My 32-year-old crew, Jeremiah Dodson, and I just arrived today after a 34-day passage from South Africa aboard my J/42 **Crisis Mode**. After Cape Town, we stopped only for lunch at St. Helena. When we reach the British Virgins in a day or so, it will mark the completion of my 13-month circumnavigation. I did the first half with Joe Hayes, and the second half with Jeremiah. I'd like to go around again on a slightly larger boat so my friends and family could join me. I'd do longer passages, but stay in places longer — particularly those in the Indian Ocean. I loved Christmas Island, Cocos-Keeling and the Chagos. People think a 13-month circumnavigation is too fast, but you just have to sail half the time and be at anchor half the time. It's not bad at all."

We don't know exactly why — it might have something to do with the fact that it's safe, clean, has lots of interesting and attractive women, and great food — but tiny St. Barth has always been a Caribbean crossroads that has attracted more than its share of adventurous sailors. So armed with a camera and a notebook, we started going around the island and asking people, many of them from the West Coast, how they ended up on St. Barth. Our only regret is that we have room to run just a fraction of them.

We'd have run the responses and photos of Larry Ellison of the 450-ft **Rising Sun**, Paul Allen of the 416-ft **Octopus**, and Roman Abramovich of the 377-

ft **Pelorus**, but it's the strangest thing: Somehow our invitations to their exclusive onboard parties went missing. *Incredible!* We weren't too disappointed, because there was still going to be lunch with French President Nicholas Sarkozy and First Lady Carla Bruni, who were stopping by on their way back to France from Brazil. Alas, there seemed to be a problem with our security clearance. Well, we didn't want



Jeremiah Dodson and circumnavigator Todd Hybels.



Mike Harker and Mark Sciarretta.



Helped by Reggie Cole, the Swan 86RS 'Capo Giro' was the winner of the Around the Island Race.



Ha-Ha vets Deborah and Damien McCullough.



Ha-Ha vets Ken and Dottie Saville.



Meet Sandrine Ondine, tennis and sailing pro.

to hang out with all those types anyway, not with so many Californian and other sailors on the island.

For example, there were at least seven boats whose owners had done the Ha-Ha. These would include Fred Evans of the Mendocino-based Freedom 44 **Coyote**, who did the '95 Ha-Ha, and whom you can read about in this month's **Changes**. Two members of the '00 Ha-Ha, Mark

Sciarretta of the San Diego-based Lagoon 380 **Younger Girl**, and Mike Harker of the Manhattan Beach-based Hunter Mariner 49 **Wanderlust II**, also showed up. Sciarretta had been to the island before in '04, on John Haste's San Diego-based Perry 52 **Little Wing**. This time he was in the Caribbean to buy a Lagoon 380 cat out of a charter program and take her to the West Coast. Unfortunately, he was suffering from a case of cat buyer's remorse, and was already

# IN THE CARIBBEAN



Looking down at the blue waters of the Caribbean Sea, with Baie Flamands on the upper right.



Gina Hewson, skipper of the Swan 68 'Chippewa'.



Eric and Chris Thuesen and 'Tabasco'.



Like the economy, the fireworks were anemic.



Earthmother Beth of Cornwall, U.K.



Ira Epstein's 'Lone Fox' has been having her way with other wood boats.



The remains of Kenny Cappen with Shaliz and David.

lusting after a monohull.

Harker had been to the island three times before, first attracted by **Latitude's** recommendation, and later attracted by the island's lovely women. Harker always likes to have his morning coffee at the Bar de l'Oublie so he can watch the passing parade. He never drank alcohol until this year. "I had three young German nurses crew for me in the Caribbean, and they convinced me that one glass of wine three to five evenings a week would actu-

ally be good for my health." So he started having a glass of wine at Oublie every evening, when the passing parade is even more interesting. Harker, of course, completed an 11-month singlehanded westabout circumnavigation a little more than a year ago. This summer he'll be headed across the Atlantic to start an eastabout singlehanded circumnavigation. "I'll be in Croatia in the summer,

Thailand next New Year's, then continue on to Japan, where I'm still known for my hang gliding." Not bad for a guy who had been declared dead twice, was bedridden for almost a decade, and was assured that he'd never walk again.

**T**here were also two boats that were vets of the '05 Ha-Ha. One was Damien and Deborah McCullough's Newport Beach-based Celestial 50 **Ticket to**

# CALIFORNIANS — AND OTHERS —

**Ride.** About five years ago, the couple got fed up with all the red tape associated with trying to build a house on the Newport Bluffs, so they put the land on the market. In those heady real estate days, it sold in two days at full price. Emboldened, Damien put his sheet metal business up for sale. He was shocked when it sold immediately for more than he expected. He was also delighted. "I

never really liked that business anyway." Damien and Deborah have been cruising since the end of the '05 Ha-Ha, and absolutely loved their time on both coasts of Central America, and in Puerto Rico. In fact, they're thinking of buying a home in Ponce, where they have fallen for the land and the people.



**Ira of 'Lone Fox'.**

Another '05 Ha-Ha boat that passed through was Ken and Dottie Saville's Big Bear-based **Dreamweaver**, a Savega 41 trawler they'd built themselves. The couple had started cruising in the Pacific Northwest the year before the Ha-Ha, and have been at it ever since. We were more than a little impressed when they told us that they'd made it from Panama to the Eastern Caribbean powered by a single fuel-sipping, four-cylinder diesel. The passage eastward across the Caribbean is usually a wicked one. In fact, when we saw Chris Gartner, captain of Tom Perkins' Belvedere-based 289-ft **Maltese Falcon**, in St. Barth, he told us their eastward crossing of the Caribbean in December had been the roughest in the history of the boat.

There was also a couple — John and Lynn Ringseis of Novato — from this year's Ha-Ha at St. Barth for New Year's. The two ran charter yachts in the Caribbean for many years, then five years ago bought a Lagoon 410 cat in France and sailed her across to the Carib to begin their own operation. "We sold **Moonshine** in February, but already miss having a boat, and are looking at other cats," they told us. "We've loved St. Barth since the first time we came here many years ago," says Lynn, "so when we were offered the chance to be fill-in crew on a cat here, and also get the cat to ourselves for a couple of weeks, we jumped at it."

Also on hand, having become a full-time resident of St. Barth, was Ira Epstein formerly of Bolinas, owner of Colonel Whitbread's famous 65-ft wood ketch **Lone Fox**. His first-ever charter



**Ha-Ha vets Lynn and John Ringseis of Novato.**



**Chris Columbus slept here. Really.**



**The 65-ft Gannon & Benjamin schooner 'Juno' summers in the Vineyard and winters in St. Barth.**



**Marion and Tom, on the payroll while the boat is repaired.**



**Sunset at Gustavia.**

was a photoshoot the day he took ownership of the boat. The client was Victoria's Secret and the woman doing the posing was supermodel Gisele Bunchen. But the heck with the superficial stuff, last April Ira and **Lone Fox** won their division in the Antigua Classic Regatta, and this January won the St. Martin Classic Regatta. Running a wooden charter boat is hard work, but it means the former trader on the Pacific Coast Stock Exchange is leaner and more fit than ever.

So sure, he dances on tables — a St. Barth favorite — into the wee hours.

When **Lone Fox** has term charters, the mate is usually Guillaume Touhadian, who spent much of the '90s living in San Francisco and working charterboats such as **Hawaiian Chieftain**. He spends all his winters in St. Barth now.

Another familiar boat around the island was Giuliano Darbe and Lisa

# IN THE CARIBBEAN



Tori, with Eddy of Eddy's famous restaurant.



A very crowded boat usually means 'French'.



Brit Jess Rousseau went on a scuba adventure in New Zealand, and before she knew it had 50,000 ocean miles.



Amy Simon, Newport socialite and Supreme Allied Commander of the 'Wild Horses' sailing program.



Running out of runway is so exciting.



Guillaume loves San Francisco, but St. Barth is his home now.



America's Cup vet Ginny Holt.



The 152-ft schooner 'Windrose', winner of the TransAtlantic Race, races around St. Barth.

Featherstone's San Francisco-based Challenger 40 **Serenity**. Twice they've sailed from San Francisco to St. Barth — meaning two nasty eastbound trips across the Caribbean Sea — but have enjoyed the fruits of their labor on the hook at the Columbie anchorage.

Yet another West Coast sailor on the island for New Years' was Reggie Cole, known to many Californian racers for

having long been the skipper of the SC70 **Kathmandu**. Cole was flown in to help race the Swan 82RS **Capo Giro**. It was apparently worth it, because the beautiful Swan took honors in the Around the Island Race. Also crewing on **Capo Giro** was a Hollywood resident who starred in **Pretty Woman, Officer and a Gentleman, American Gigolo** and other films.

"We haven't seen you since you had your Freya 39 **Contrary to Ordinary** in

La Paz in the early '80s," said a couple on the Charles de Gaulle Quai on New Year's Eve. It took a minute, but we finally recognized them as Eric and Chris Thuesen of the Edmonds, Washington-based Holland 41 **Tabasco**, a boat they've owned all these years. Their daughters Brenna and Gretchen were 11 and 9 when they crossed the Pacific to New Zealand. The arrival of Hannah threw a wrench into the circumnavigation plans, but they still enjoy cruising. For the last

# CALIFORNIANS — AND OTHERS

bunch of years, they've kept **Tabasco** in Antigua, where they join her for summer and other vacations.

Doing the Around the Island Race aboard Harker's **Wanderlust III** were 28-year-old Tiburon resident Shaliz Kholeni and her boyfriend Robert of Las Vegas. "I'm in St. Barth because you brought me here 10 and 12 years ago with your daughter Lauren, my best friend, and we sailed your **Big O** in the second-ever Around the Island Race," says Shaliz. "It's too long a story, but those visits here had a great effect on my life. Originally, I was pre-med, but I became a TV reporter, and I'm about to start business school with the goal of becoming a financial reporter."

Of course, there were lots of interesting sailors on St. Barth who weren't from the West Coast. Take 64-year-old artist David Wegman, who has 'studios' above Le Select as well as in the U.S. Virgins, Maine, New York and Key West. Originally from the Midwest, Wegman first owned a Cuban refugee boat, but he later sailed around the world on his schooner **African Queen III**. This 34-footer was built in the same mold as five other hulls . . . at the same time! In addition to creating all manner of art, Wegman is known for maintaining the Tomb of the Known Sailor, and keeping the bones of one particular sailor under his bed in his studio above Le Select. We'll let him tell the story:

"Kenny Cappen, a convicted pot smuggler, gave me a SatNav for my circumnavigation back when that was state-of-the-art electronics. But before I left, I got word that Kenny had died partying with the Moody Blues on their boat in Antigua. A bunch of us were going to sail to Antigua for the funeral, but it was too rough. Anyway, Roy and the guys at Antigua wrapped Kenny in a shroud, weighed it down with chain, and committed his remains to the sea. When his body didn't sink, they attached an anchor to the shroud, which seemed to do the trick. But 10 days later, a Bartian fisherman found a bunch of birds flocking around the shroud near Cocos Rocks. I just happened to overhear him talking about it at Eddy's restaurant, and wondered, could it be Kenny's body? The next day they found his body at Goveneur's Beach, and buried him on Good Friday. After that, I left with Kenny's SatNav on my circumnavigation. When I returned eight years later, I visited his grave and found parts of his bones sticking out. That was undignified, so I dug them up,



The 'Tabasco' girls, Hannah, Gretchen and Brenna, from Edmonds, Washington.

and for the last 10 years have kept them in a box under my bed. As for his grave, I've made it into the Tomb of the Known Sailor, which is open to remembrances of sailors who have been lost at sea. For example, Roy, who committed Kenny's body to sea, and who later fell overboard and was lost on a trip to Cuba. If anybody has lost a sailing friend at sea, I welcome them to put his or her name on the Tomb of the Known Sailor."

It's always fun to meet talented female skippers. We saw the great French transAtlantic racer Karin Faconnier, a couple of times at Le Select with her young daughter, but never got a chance to speak with her. We did, however, meet Gina Hewson, skipper of Clay Deutch's very active Swan 68 **Chippewa**, and Ginny Holt, a deckhand on the same boat.

"I was born in Tasmania," says the 30-year-old Hewson, who has been the skipper of **Chippewa** for the last two years. "I'd studied radiography, but then flew to Canada to go snowboarding. While I was there, my aunt, who was and still is a yacht captain in the British Virgins, had me fly down to sail with her. I started racing, then went to Wales to study for my Yachtmaster's license. Wales in the winter, what a great place to really learn how to sail!" Hewson says she knows of only four other women skippers on sailboats over 50 feet.

Holt, a 24-year-old skiff sailor from Annapolis, has seen more America's Cup action than almost anyone. "Thanks to relentlessly bugging the guy who was to become the Principal Race Officer of the



last America's Cup, who happened to be a friend of a friend, I got to be on the start-finish boat for the entire last America's Cup. By the end, I was calling the finish of the boats and sounding the horn. After two years of doing that, I was all set to do it again in the next Cup — but then came the big stink between Alinghi and Oracle. I'm now crew aboard **Chippewa** as a result of meeting Gina in a smoky pool hall in Newport, Rhode Island."

Despite a badly wounded charter economy, some sailors are having some financial good luck. Take Capt. Tom Perry, who used to run the J Class yacht **Velsheda**, and his girlfriend Marion. They'd been running a big yacht in the Med last summer, but then her hull started delaminating. While the yacht is in the yard for five months of repairs, they are both still getting paid. They used part of the time and money to hang with friends and surf in St. Barth, go to Costa Rica to surf, and most recently, fly to Malololailai, Fiji, to check out Perry's property at the Musket Cove Resort.

One of the more interesting French cruisers in the harbor is a woman we know only as Fafoo, and who lives in the anchorage on a Morgan Out Island 41 with her boyfriend Alex and her daughter Lola. "We bought our boat in Ft. Myers," she says, "where American boatowners are crazy. They all stay inside their air-conditioned boats, so they never talk to one another. I hate air conditioning, so the first thing we did was tear the system out of our boat. Then we started having dock parties. After a while, we managed to lure some of the Americans out of their boat salons."

Fafoo, who previously translated the dialogue of American films into French for dubbing, has been like Joan of Arc in relentlessly fighting proposed price increases for boats in the St. Barth anchorage. This even though she, Alex, and her daughter will be continuing on soon. "It's not right what they are trying to do, and it's unconstitutional, too!" And like all French women, she has her beauty secrets. "My God, this morning I woke up with a blemish on my face! But it was no problem. Using four strips of duct tape, I secured pieces of onion over the blemish. Before long, it had disappeared."

St. Barth, it might not be for everyone, but it is for a lot of fun-loving West Coast sailors — and others.

— latitude/rs



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# CLASS

**H**ow did you learn to sail? If you're a boomer, the story likely involves getting soaked, freezing your butt off, smashing fingers, spilling blood, getting scared silly and at least one near-death experience. But you still thought it was cool enough to try again. Uncle Bob's teaching methods — and, in retrospect, his knowledge — may have left a bit to be desired, but he certainly lit the fire. And bit by bit, sailing with him and other people, you became a pretty proficient sailor.

While most people survived the process, it's hard to imagine learning to sail this way nowadays. Or to say it another way, you can also learn to scuba dive from a friend, or fly an airplane. But who would want to?

Wannabe sailors these days are lucky. Their introduction to sailing might still come from a friend or relative. But these days, they have many less stressful and more efficient avenues into the lifestyle, from yacht club junior programs to community or university-affiliated programs to professional sailing schools. For busy adults, the latter are favored for many reasons. Among them: streamlined, proven teaching methods developed by the ASA (American Sailing Association) or US Sailing, a fleet of modern boats maintained in modern facilities, the opportunity to join the organization's sailing club and enjoy discount charter rates and group charters, and a rock-solid foundation and skillset on which to build a lifetime of safe sailing fun.

Last month, we sought out alumni of Bay Area sailing schools to hear some of their stories. Among schools we queried were Tradewinds Sailing in Richmond; Spinnaker Sailing in San Francisco and Redwood City (which were once related

*"We did it totally out of order. We bought a boat first, then learned how to sail it."*

but are now independent of each other); Club Nautique, with locations in the City and Alameda (that *are* affiliated); Modern Sailing and Cass' Marina, both in Sausalito; and OCSC in Berkeley.

We were amazed at the spectrum of folks who attend classes. In addition to the obvious — people who have never sailed before — a good portion of stu-



dents had extensive sailing backgrounds before they ever signed up. But what surprised us most was the depth and breadth of experiences some of these graduates had experienced after class was 'dismissed.'

Here are a few of their stories.

**T**hey way he tells it, **Simon Bell** got 'drafted' into sailing. When he was a youngster in grammar school in Eng-

land, the teacher asked for volunteers for a sail training program that had been launched through the school. Nobody volunteered, so the teacher pointed at three boys — Simon being one — and said, "You, you and you — report to Covenham Sailing Center!" They showed up not knowing what to expect. As it turns out, neither did the instructors.

"This was October in England," said



Valley. By now he has a wealth of dinghy sailing and racing experience, having, among other things, campaigned a Fire-



PHOTOS COURTESY SIMON BELL

**Above, Simon Bell had "a girl in every port" during his Global Challenge adventure. It just happened to be the same girl, his supportive wife LeeAnne. Left, days of thunder — 'Spirit of Sark' powers through the Cook Strait in 40 knots of wind on the way into Wellington. Bell (under flag on backstay) is driving. The boat is down to three reefs in the main and a stormsail-size #3 forward. "It was too windy for the staysail," he says.**

ball with his brother and been in charge of the sailing program at Brunel University. He was into Laser sailing at the time and called to see if his new employer might agree to have his favorite Laser shipped over along with all his other stuff.

"We don't ship yachts," came the reply. "It's not a yacht, he said. It's a dinghy. It's about the size of a sofa. "Oh, a beach toy," came the voice on the phone. And that's how they classified it on the ship-ment: beach toy.

What caused a seasoned sailor such as this to enroll in sailing classes at Club Nautique? In 2000, he saw an advertisement for the New World Challenge, a

planned race around the world starting and ending in San Francisco Bay. It was to start in the spring of 2002.

Simon eagerly signed up, as did fellow Bay Area sailor Don Krafft (whose story you'll read later in this article). Unfortunately, there wasn't enough stateside interest and the race was eventually cancelled. However, the event on which it was based — the BT Global Challenge — was not only still alive and well, the 2000-2001 race was just finishing up and they were already taking applications for the '04-05 race. Simon and Don were among the early signups. To remind you what they were getting into, the Global Challenge was the ultimate pay-to-play amateur yacht race. Billed as "The World's Toughest Race," it pitted identical 72-ft steel cutters with 18 crew apiece against one another on a seven-leg, upwind, 'wrong way' race around the world.

What followed was months of training, both locally and in a half-dozen trips to England. Even then, a crew position wasn't assured until you were chosen from a bunch of other sailors who had also spent an equal amount of time train-

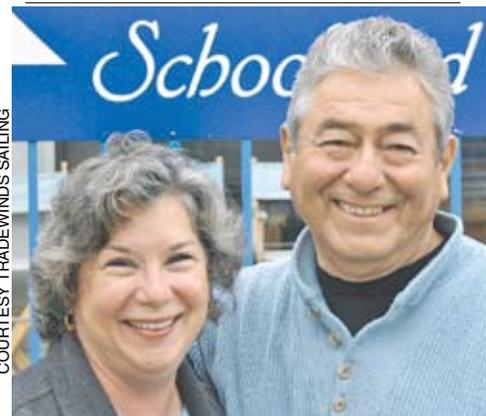
ing and attaining the necessary certifications. Simon got a berth on *Spirit of Sark*. In October, 2004, he and more than 200 other hardy souls on 12 boats began the adventure of a lifetime.

Simon became a watch leader. He was in charge of navigating in and out of ports and doing starts. He also helped the regular navigator do weather reports. He notes that his proficiency in all those duties was directly traceable back to courses he took at Club Nautique.

*Spirit* ended up fourth overall. He likes to think they'd have done a bit better if he'd been aboard all seven legs, but he'd had to fly home after Leg Five.

These days, Simon is back designing computer chips, still sailing Lasers, and crewing on Pat Benedict's J/105 *Advantage 3*. He doesn't see any reason to own a big boat of his own because he still belongs to Club Nautique's sailing club. "I can go down any Saturday, have a great day sailing one of their well-maintained boats and not worry about putting the boat away, slip fees, and so on."

**N**either **Ed** nor **Erlinda Polkenhorn** had ever sailed before they walked in the door of Tradewinds Sailing in the mid-80s. But it was always something that appealed to Erlinda, so when the couple moved to the Bay Area from up north, one of the first things they did was sign up for an "introduction to sailing" experience. Offered by all sailing schools, these are not 'classes,' but rather an inexpensive few-hour sail on one of the school's boats to give prospec-



COURTESY TRADEWINDS SAILING

**Last but far from least — Sailing doublehanded, Ed and Erlinda Polkenhorn were last to finish in the '08 Pacific Cup. But what happened after they tied up at the dock made them feel like they'd won the whole thing.**

tive students a preview of what's to come — and to make sure they really want to proceed with classes. Ed and Erlinda both enjoyed the introductory sail and

Simon. "It was blowing rather hard. They took us down to these 14-ft dinghies that were double reefed, put us in and basically shoved us off. I don't think any of the boats made it more than half a mile before capsizing. It was crazy — and we loved it!"

Fast forward to 1990. Simon gets headhunted out of his chip designing job in Holland to come work in Silicon

# CLASS



**Left, Allan and Rina Alexopolous. Above, 'Follow Me Follow You' heads south with the 2008 Baja Ha-Ha fleet.**

signed up for classes immediately.

They went through the classes together, which Erlinda says not only opened up a whole new world to them, but enhanced their relationship since it's something they could do together. It's also a pastime where Erlinda says she could contribute equally, rather than a more physical sport where the man's strength would give him an edge. Ed enjoyed it so much that after he left his job as a logging superintendent, he continued on through instructor certification courses (and a Coast Guard 50-ton license), and remains one of Tradewinds' most popular instructors.

The Polkenhorns bought their first boat soon after completing their offshore certifications. They sailed a lot and learned a lot on that 28-footer. And also decided on the boat they really wanted: a Pacific Seacraft 34. Since they were buying new, they even got the added treat of watching the boat getting built at the factory, which was then in Southern California.

They've owned *Neptune's Daughter* for 11 years now, and have lived aboard for nearly that long. A few years ago, Erlinda informed Ed that the present she'd like for her 60th birthday in 2008 was to do the Pacific Cup. She got that wish. The couple sailed the race in the

Doublehanded division. They ended up finishing dead last, and three hours after the official deadline. As they pulled into the dock, Erlinda was pleased to see that the awards party at the Kaneohe Yacht Club was just getting underway. So at least she could enjoy some of that. What she didn't realize was that Ed had prepared one last surprise: As they wheeled a big cake out of the yacht club's kitchen, all 500 folks in attendance sang Erlinda *Happy Birthday*.

The main reason **Allan and Rina Alexopolous** chose to attend sailing classes at Club Nautique "Is that (founder) Don Durant was our next door neighbor," laughs Allan. He and Rina had always enjoyed life around the water, but aside from a half-dozen Caribbean charters, it was mostly from the perspective of towing kids and friends behind their ski boat. Once the kids grew up, Allan says, "We decided we needed to do something with the rest of our lives."

"We did it totally out of order," he laughs. "We lived in the Sierra foothills, I was working for a startup company in Silicon Valley, so we thought, 'Let's buy a boat, put it in Redwood City, then learn how to sail it.'" Which is how they acquired the Hunter 466 *Follow You Follow Me*.

Fortunately, they not only liked the teaching methods, curriculum and personnel at Club Nautique, they loved sailing! "The breadth of knowledge we were getting, the consistent foundation, and the confidence — all of it inspired us to want to know more, and to want to sail more," says Allan. A particular treat in their progression as sailors was the opportunity to crew aboard Orange Coast College's mighty S&S 65 *Alaska Eagle* in the 2006 Baja Ha Ha Ha cruiser's rally to Mexico.

In August of 2008, they confidently headed *Follow You Follow Me* out under the Golden Gate and turned south. In October, they started last year's Ha-Ha on their own boat. And they're still down there. When we caught up with them on Skype, they were enjoying a warm, sunny day in Barra de Navidad while winter rains lashed the Bay Area. Later this month, they'll be joining a

**Graybeards in paradise — Terry Shrode (left) and Tony Johnson in French Polynesia. The two met at a Bay Area sailing school and later circumnavigated together on Tony's Ericson 39 'Maverick'.**



COURTESY TONY JOHNSON/WWW.USSMAVERICK.NET



SPREAD AND INSET COURTESY ALLAN AND RINA ALEXOPOULOS

flotilla of Puddle Jumpers headed for the South Pacific. “That was not part of our original plan,” says Allan. “But the more confidence and experience we got, the more we realized that we really like long passages more than hanging out in anchorages.”

**Tony Johnson** fiddled around with boats while growing up in San Diego. But as he got older, sailing took a backseat to a career as a professional musician and songwriter. (*Midnight in Memphis*, sung by Bette Midler in *The Rose*, is one of his.) After retiring from the road in the early '90s, he founded a CD recording company and took up teaching philosophy part time at the College of Marin.

And he got back into sailing, via courses at Tradewinds Sailing. He liked it so much that he became an instructor and worked there on weekends.

While at Tradewinds, he met another student, Terry Shrode. They became fast friends who shared a dream of someday sailing around the world. Another thing they had in common was very supportive spouses who basically said, “There’s no time like the present.

If you’re going to do it, do it!” Johnson had bought an old Ericson 39 sloop named *Maverick*, so they started preparing the boat for some prolonged offshore sailing. On March 17, 2001, they sailed out the Golden Gate and didn’t stop until they made landfall in the Marquesas 27 days later. The guys went on to ‘tie the knot’ of a circumnavigation under the Golden Gate in mid-2003. If their or the boat’s name sounds familiar, it may be because many of their adventures were chronicled

in a series of *Latitude* articles.

*Maverick* has gone on to a new owner who’s planning more long-distance cruising with her. These days, Tony is back teaching philosophy during the week and sailing on weekends. He crews on a Santana 22 in local races, and he and Terry just acquired a new ‘yacht’ – a Catalina 22 with a swing keel.

A what?

“Yeah, I know, everybody says that!” he laughs. But he explains one of his favorite sailing venues in the world is Tomales Bay. “It’s a hard slog to get there in a big boat, and you might arrive to find that the bar is closed out. There are places to launch a trailer boat but some boats you can only launch at high tide.” He figures the little Catalina might be launchable anytime, and its small size and shallow draft will be ideal for enjoying and exploring Tomales.

Having done a little bit of sailing before he enrolled in a sailing school made Tony appreciate the school programs even more. “Anybody can learn how to sail. But unless they were really good and really diligent, your Dad or Uncle Bob might not have taught you about anchoring, or docking, or crew overboard retrieval. That’s what sailing schools do, they teach you the nuts and bolts of *all* the things you should know to be a good sailor.”

**Don Krafft** got into sailing over 30 years ago, learning the sailing ropes on



COURTESY DON KRAFFT

**Don Krafft aboard 'Me To You' during the last Global Challenge Race. That's Cape Horn in the background.**

Modern Sailing. Like Simon Bell featured earlier in this article, he’d found an ad for the New World Challenge, and had signed up.

As mentioned, that race was eventually cancelled. So, like Bell, Don refocused his energies on the next Global Challenge Race.

Being an American (Bell is English) made it even harder to qualify for the

event, which required at least one hard-to-attain British certification. But he toughed out months of sail training locally and multiple trips to England to sail on the race’s 72-footers and, eventually, satisfied all the various rules, regulations and certifications.

In 2004, he was rewarded with a spot on a boat called *Me To You* (a tagline from the greeting card company that sponsored it). What followed was by any measure the adventure of a lifetime. Don served as navigator, helmsman and a lead sail trimmer. He learned firsthand how brutal and beautiful the Southern Ocean is, and what a monumental feeling of accomplishment it is to finish a race around the world.

Since then, life has returned to more normal parameters for Don. He went back to local daysailing and racing with some of his former contacts, and back to work at

the same tech company from which he took leave to do the race. After he retires, he plans to do more long-distance sailing, albeit at a slower, more enjoyable cruising pace.

If **Shana Bagley’s** name sounds familiar, it may be because you ‘met’ her in the January issue. She is one of six local sailors signed up for the 2009-2010 Clipper ‘Round the World Race, which

*"I'm glad I didn't listen to him!"*

Thistles and Penguins on the Potomac River near the family home in Alexandria, Virginia. After college he moved to the Bay Area for a while, but then spent 15 years living and working in Europe — and chartering boats in Greece, Turkey and the Caribbean — before returning to the Bay in 2000 and *really* getting into sailing by signing up for courses at

# CLASS

starts in Hull, England, this September and, 10 months and about 35,000 miles later, finishes there next July. Similar



PHOTOS COURTESY SHANA BAGLEY



**Above, 'Charisma' sails the Golden Gate channel. Left, Shana Bagley (at 'Charisma's wheel) is looking and feeling pretty confident these days. "I still remember going out in 15 knots and asking, 'Is it supposed to tip this much?'" she says. "I'm glad that's behind me!"**

to the Global Challenge, the Clipper Race is a seven-leg, pay-as-you-go race around the world in for 10 identical, fully-sponsored 68-ft cutters. But the similarities end there. The Clipper is a downwind event sailed under the auspices of Clipper Ventures, headed these days by famed British sailor Sir Robin Knox-Johnston.

Despite a lifelong penchant for athleticism, Shana says she would never have dreamed of going if it weren't for the confidence-inspiring instruction she received at OCSC.

"I took sailing lessons because I wanted to do something on a boat besides ask silly questions," says Shana, who works as a deputy attorney general. "Even when I was allowed some time on the helm, I felt like I was driving blindly. I wanted to know how it all worked together."

Oddly, at the time, her then boyfriend (now husband), Bob Johnson — a very experienced sailor from way back — advised against a sailing school.

"I don't remember why exactly — I'm just glad I didn't listen to him!" she laughs.

Shana and a friend, Heather Kesinger, went through classes together. Both women learned a lot, had lots of fun doing it and made a bunch of new friends. Echoing the comments of other sailing school alumni, Shana says the structure and atmosphere of the classes

was very conducive to people such as herself who tended to ask "Why?" a lot.

"I liked how things were carefully explained and every question answered," she says. "I even found the classroom work as beneficial as the time on the water."

The next time she went sailing with Bob and friends, everyone was amazed at the transformation — including Bob. On a nonstop trip to the Channel Islands, "I had the skill set to share watches, take the helm in 30 knots and 12-ft seas, sail at night, and do the provisioning!"

In 2007, Shana saw an advertisement for the Clipper Race at the Strictly Sail Boat Show, and soon set the machinery in motion to take part. She has already begun online training in communications, navigation and meteorology. In April, she will fly to Gosport, England, for three weeks of additional training, much of it aboard the 68-ft sloops that will actually do the race.

While she'd like to do the whole race, she can only afford enough time away from work to do two legs. But having signed up early, she got to choose any two. She decided on the first and last. Leg One, which starts September 9, goes from Hull to La Rochelle to Rio. Leg Seven goes from a yet-to-be-named Caribbean port to New York, Halifax, Cork (Ireland), Rotterdam and back to Hull. "I'll have a great sendoff and great return home!" she says.

In the meantime, she and Bob sail quite a bit aboard *Charisma*, a Tayana 37 they bought in September, 2007. She also races on the Olson 911S *Elusive*.

**Hiroshi 'Yoh' Aoki** was a sailing pioneer in Japan. He built his first boat in the family's backyard the late '60s and taught himself to sail "through books". A year later, in 1970, he built another boat in the backyard, this one a 21-ft plywood yawl that he sailed around the world starting in 1971. By the time he returned in 1974, at age 25, he was a seasoned sailor. And a celebrated one. His boat, *Ahodori II*, still holds the record for being the smallest boat ever to circumnavigate on the 'traditional' route south of all the great capes.

Aoki continued to do a lot of sailing — and *for* sailing — in and around Osaka. He did repair work for a while, opened his own brokerage, and eventually he became a marina manager and part-time sailing teacher. Finding he really enjoyed teaching sailing, he opened his own sailing school. The only thing it lacked was a certified instructor — so he decided to become one himself. He investigated certification programs in



Europe, but they didn't feel as 'comfortable' as those offered by the American Sailing Association. When he called the ASA in 1998 to talk about attending one of their instructor certification programs, they told him to call Spinnaker Sailing in Redwood City. Not long after he did that, he was on a flight to San Francisco.

"The IQC (instructor qualification clinic) was so exciting," he remembers, "because the teaching and learning methods are so different from the Japanese techniques. In Japan, students were required to follow instructions and emulate their teachers. In this country, teachers and students enjoyed the give and take of

questions and answers. This was exciting because I knew it would work well with my Japanese students, most of whom are middle aged or older."

Aoki Sailing School currently offers sail training in several locales, including Okinawa, Tokyo and Osaka. In addition to sailing instruction, the organization offers yacht club activities, worldwide sailing charter opportunities

and participation in local races. And it is growing by leaps and bounds. The first full year of operation in 1999 saw only 20 students. Five years later, it was 80. And last year, 320 new sailors began a lifetime of enjoyment on the water.

**Jennifer Earl** never dreamed what a life-changing experience her attendance at OCSC would turn out to be. Not only did she learn to sail there in 2002, she also met her future husband, **Harley Earl**, who was then an instructor.

Jen had been sailing since she was a teenager in San Diego, but upon moving to the Bay Area, found that she was usually crew. "After awhile, I felt pretty proficient, but I didn't want to always be told what to do. I wanted to be capable of skippering and bareboat chartering myself," she says. So after extensive research, she signed up at OCSC, went through the Basic Keelboat and



COURTESY HARLEY EARL

**Harley and Jen Earl, somewhere off Africa during their two-year circumnavigation aboard 'Manu Kai.'**

Basic Cruising courses and was ready for the Basic Cruising practical test where an instructor grades you on how well you perform a series of assignments underway.

"Harley was my 'tester' that day," she recalls. It was also the night of the KFOG KaBoom. So when Harley later took some friends out on his boat to watch the fireworks, he invited Jen to come along.

"As I stepped aboard his boat and looked around, I thought out loud, 'I've always wanted to sail around the world and this is the kind of boat I imagined it happening on,'" says Jen. To which Harley replied, "Well, that could happen sooner than you think."

"A year later — to the day — we were married," she says.

And a year after that, in July, 2004, they sailed out the Golden Gate aboard their Hans Christian 41 *Manu Kai*. They tied the knot of a two-year circumnavigation off San Diego in June, 2006.

For his part, Harley learned to sail on the Detroit River, where he grew up. He sailed mostly dinghies — and mostly inland waters — until the early '90s. Arriving in the Bay Area and soon to become CEO of a medical services company, he took to local sailing with gusto. (When he met Jen he was living aboard and actually sailing a dinghy to work!) By 2000, he was a semi-retired consultant with some time on his hands. He had coached kids' hockey and liked teaching, so he answered an ad in *Latitude* for an instructor position at OCSC, got certified, and started teaching.

"I'd had a lot of sea time by then, but just going through the instructor process taught me quite a bit," he says.

The Earls have since sold *Manu Kai* — which they note is being prepped by the new owner for another extended cruise. These days they are between boats, sailing occasionally with other people, and working. Jen is an expert witness in aerospace engineering, and



**Then and now — Below, 21-year-old Yoh Aoki during his early '70s circumnavigation. Left, Aoki-San today. He uses many teaching methods learned during instructor certification courses on the Bay at the sailing school he founded in Japan.**



SPREAD AND INSET COURTESY HIROSHI AOKI

# CLASS ACTS

Harley still does a bit of consulting and teaching. But mostly he's a stay-at-home Dad for their newest crewmember, 14-month-old Sophia Winter.

**Paul Oliva** has come full circle: he learned keelboat sailing at Spinnaker Sailing in San Francisco, joined the school's sailing club, enjoyed it so much that he completed courses in instruction and taught sailing there, and later bought a new boat and put it in the school's chartering program! He even joined a 'real' yacht club — the South Beach YC — and is the new on-the-water columnist at the *San Francisco Chronicle*.

Paul already had a bit of dinghy sailing under his belt when he moved to the



TIMOTHY BAXTER

*From novice to instructor to on-the-water columnist, sailing has opened up many new possibilities for Paul Oliva.*

empowerment and adventure."

He continued to sail on club boats, friends boats — and even used the *Latitude Crew List* to meet new folks and go sailing with them. In 2001, he finally bought a boat of his own, a new Catalina 310 — and what better place to put it than in the Spinnaker program?

Bay Area from Washington DC in the mid-90s. It wasn't long before he was enrolled at Spinnaker, going through the basic courses and doing a lot of hands-on learning aboard the school's boats. His 'graduation' present to himself was flying to Newport Beach, chartering a Catalina 36 and sailing it to Catalina with his wife. "It was awesome!" he remembers. "An incredible mix of freedom and

"I justified it to my wife by noting that it was income producing property and had tax benefits," Paul says. "But the bigger story is how my situation shows how sailing schools and clubs can work in the best sense. They create a graduated process to expose you to the sport, and provide you with an amazing activity to build your life around."

Paul's most notable sailing milestone so far is not a successful race, long cruise or circumnavigation. It was sailing the Delta with his daughter when she was 6 years old. "For 10 days we shared all this history and geography and fun with each other," he says. "It's just one of the ways sailing has made my life profoundly richer."

Of course, there are many more great 'school days' stories out there. Perhaps one of them is yours. If so, send it along and we'll run it in a future article — along with a few fun tales we had to cut from this one so everything else would fit.

— latitude/jr

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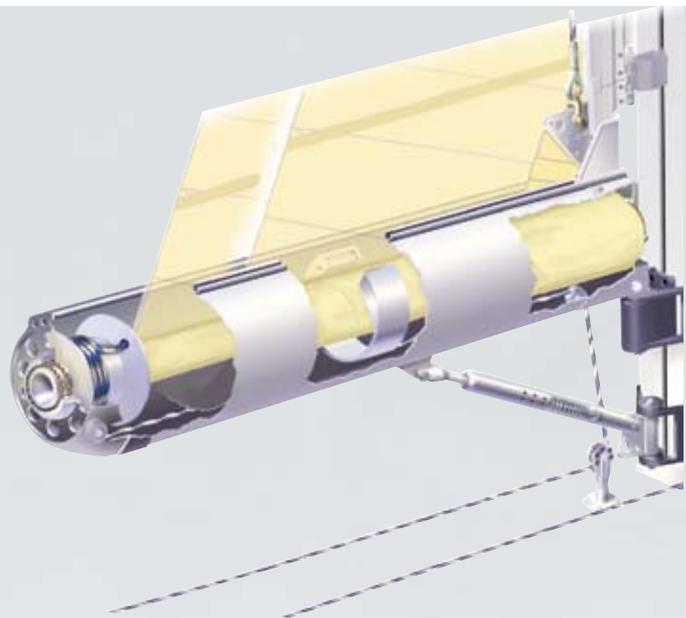
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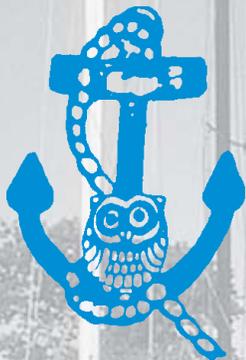


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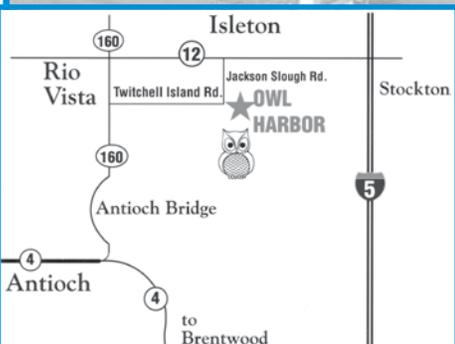


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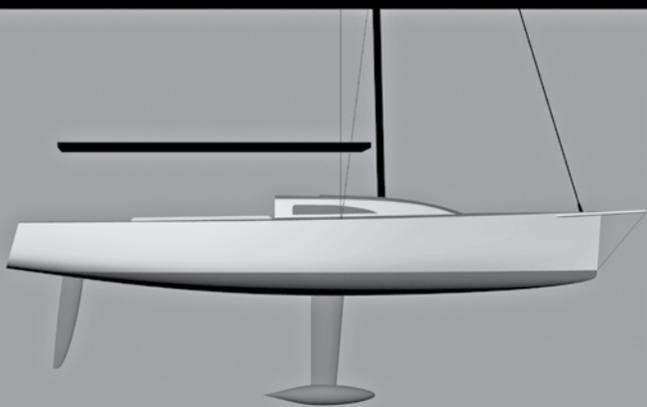
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# PARTY WITH A PURPOSE

At the closing ceremonies of last month's Zihuatanejo Sailfest, Committee Chairman Lorenzo Marbut had just finished announcing the grand total of the six-day event's fund-raising efforts — roughly \$45,000 — when a wave of emotion suddenly washed over him. With a slight waver in his voice, he closed his comments with a simple: "Thank you all, on behalf of the kids."

Those in the crowd who'd visited the humble hillside schools which the event helps support knew exactly what Lorenzo was feeling.

Looking deep into the eyes of one of those impoverished indigenous kids, who are so obviously proud to be getting an education, is enough to rip your heart out. And knowing that Sailfest funds will afford hundreds of kids educational opportunities that wouldn't be there otherwise is ample cause for tears of joy.

Sailfest is, after all, unlike any other sailing event we know of. Begun in 2002 as simply a seasonal gathering of cruisers, it has grown to include a varied menu of both shoreside and on-the-water events, each having a fund-raising component for local schools.

Why the need for fund-raising? The Mexican government fully funds public education only through the sixth grade.

no school, no Spanish. A classic 'Catch 22.'

The nonprofit Por Los Niños de Zihuatanejo organization has helped tremendously to fill that void. Each year the Sailfest funds funneled into Por Los Niños buy school supplies, pay teachers' salaries, and purchase building supplies so that new schools for indigenous kids can be constructed — mostly by parent labor. All in all, it's a marvelous effort which makes every supporter proud to lend a hand or kick down a wad of pesos.

*Other than the winners, though, no one really seemed to care. They'd all simply had a little fun in the sun.*

"I think of this as a 'building year,'" said longtime Sailfest benefactor Pete Boyce of the S.F. Bay-based Sabre 40 *Edelweiss III*. He and other committee members were initially disappointed at the drop in the number of boats attending this year. But in the end, the 30-boat fleet, and a host of shore-based expats from the US and Canada, managed to raise just \$5,000 short of last year's total.

It didn't help matters that around New Year's rumors circulated among cruisers that Z-Fest wasn't happening at all this

were lucky enough to find themselves soaking up the warm Zihua sun last month, Z-Fest 2009 was a low-stress week of fun. On February 3, an opening night party at Casa del Faro (formerly Rick's) set the mood for the week: laidback and super-friendly. A vast assortment of items donated by local shopkeepers, private citizens and boaters was auctioned off for the cause, then Nashville singer/songwriter Josie Kuhn dazzled the crowd with heartfelt crooning.

For most sailors, Sailfest serves as a convenient date and place to rendezvous with friends, share a few laughs, and catch up on each other's cruising adventures. No one is expecting St. Francis YC-caliber race administration



**The annual dinner concert and CD release is always a highlight, showcasing varied genres of music.**

Beyond that, families must cover most costs. But indigenous kids who speak only native dialects — rather than Spanish — generally cannot attend public schools at all. No Spanish, no school;

year. The confusion apparently resulted from the fact that the event's long-time go-to guy, Rick Carpenter of Rick's Bar, left Mexico earlier this year, leaving an operational crater that wasn't filled until the expatriate 'snowbirds' arrived in mid-January.

Despite those hiccups, for folks who



# — ZIHUA SAILFEST '09



MARGARET REID

or seriousness. Still, the dozen or more boats that went to the trouble to up-anchor and race gave it their best shot, despite only 5 to 8 knots of breeze. It says a lot about this event that the last place finisher, Bill Nokes' Oregon-based Gulfstar 41 *Some-day*, drew more applause at the awards ceremony than those who won. For the record, Monte Cottrell's San Diego-based Gemini 3000 cat *Heavenly Star* took top

**Left: Kids just wanna have fun. Although they live within sight of the sea, a beach day is a rare pleasure. Below: The Sail Parade heads out of Zihua Bay en route to Ixtapa. Inset: Racers head for the barn in light air.**

honors in the cruising division, while Steve and Pam Lannen's San Francisco-based Beneteau 405 *Full Quiver* won the racing division. Line honors went to Louis and Laura Kruk's San Francisco-based Beneteau First 42s7 *Cirque*, which corrected out to second. Other than the winners, though, no one really seemed to care. They'd all simply had a little fun in the sun. As a group, however, they seemed most proud that they'd taken along paying passengers this year — a Sailfest first — which earned another \$500 for the till.

The dinner concert at El Pueblito Restaurant that night was a big hit, with a wide variety of excellent musicians performing, including expat bluesman Jimmie Mamu, a former Bay Area resident who now calls Zihua home.

Twenty-seven boats volunteered to



COURTESY JULIA

# PARTY WITH A PURPOSE

participate in the Sail Parade, which takes the fleet along the beaches of Zihua, then out the harbor mouth and around to Ixtapa. By all accounts the cruisers enjoyed the procession, although for them, of course, getting out on the water was no big deal. But for

their paying guests, most of whom had just flown in from the snowy horrors of

an extremely severe winter, this sunny three-hour cruise was heaven.

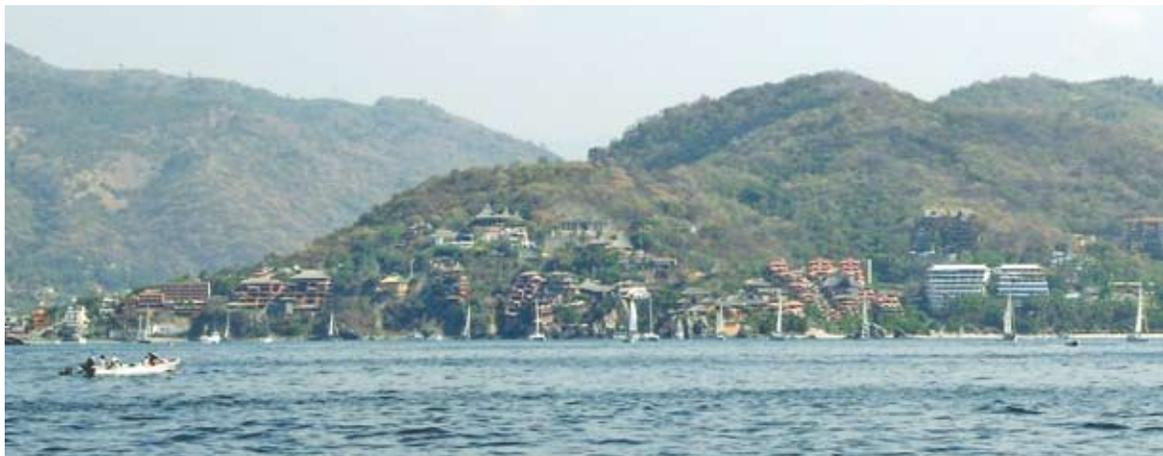
**Top row, left to right: Young muscles strain during the tug-of-war; 'Cirque' leads 'Full Quiver' for line honors; "Yummm, chili!" Row two: A 'Full Quiver' victory yell; organized chaos at Madera Beach; Louis and Bernard juggle by moonlight; young scholars at play. Row three: Gloria Bellack dresses for success; the Parade of Sail heads for Ixtapa; tourists catch a ride on 'Lea Scotia'.**



MARGARET REID



LATITUDE/ANDY



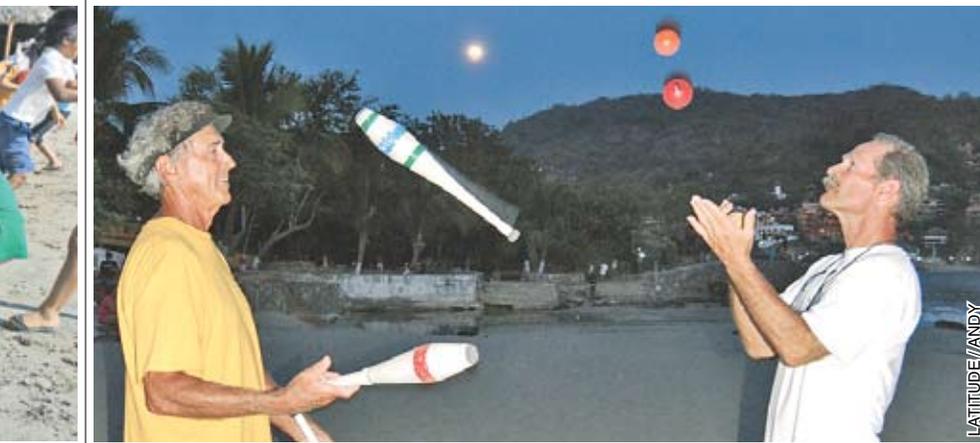
# — ZIHUA SAILFEST '09

We've never been that anxious to sample a dozen types of homemade chili — perhaps fearful of inducing methane overload. But we are apparently in the minority. With tables lined up all along the shopping street in front of El Faro,

hungry tasters sniffed, sipped and savored a wide variety of home-cooked concoctions, weighing the merits of each as though judging prime vintages of fine Bordeaux. We're not sure who actually won, but no one went away hungry and

15,000 more pesos were raised for the cause. For dessert there must have been two dozen types of homemade chocolate brownies, cookies and cakes, many prepared on board in finicky ship's stoves.

Saturday was reserved for a kids' beach day, which was well-organized by



LATITUDE/ANDY



MARGARET REID



COURTESY WALEILA



COURTESY WALEILA

# PARTY WITH A PURPOSE

a cadre of expats who seemed to have as much fun as the 360 kids who turned up. Although they live in the hills only a couple of miles from the water, we're told that few of these young scholars ever get a chance to play on a beach, let alone learn to swim. This day, though, they played and giggled for hours.

Sunday's barbecue at the beachfront Sunset Grill was a mellow end to a low-stress week. As new friends exchanged contact info, some skippers compared notes on heading south to Costa Rica, Panama, Ecuador and the Caribbean, while others compared strategies for the 3,000-mile crossing to the South Pacific.

Like many events in the realm of sailing, Zihua's Sailfest is ultimately what the participants make of it. Those



LATITUDE/ANDY

**A big-hearted team: Left to right are major benefactors Richard Bellack, Pete Boyce, Gloria Bellack and 2009 Chairman Lorenzo Marbut.**

considering attending next year should understand that there are few, if any, full-time Zihua residents who are sailors. So if the sailing components of the event are to grow — an idea we fully endorse — it will take initiative on the part of participating sailors themselves. For example, it would be great to find a couple of matched sailing dinghies and run tag-team match races off the beach. With the inevitable capsizes, it would

add a measure of hilarity that expats, townspeople and cruisers could enjoy equally. We'll work on that one.

In the meantime, we want to applaud this year's organizers for facilitating an event that seamlessly blended good times with good deeds. Thanks to the generous support of key donors like Pete Boyce and Richard and Gloria Bellack — who jointly matched the fund-raising total again this year — the lives of more than 1,000 needy kids have been dramatically uplifted through access to education during Z-Fest's 8-year run. Like they say, a young mind is a terrible thing to waste.

— latitude/andy

Dates for next year's event have yet to be announced, but will be posted soon at [www.zihuasailfest.com](http://www.zihuasailfest.com). If you'd like to earn some karma points — and a US tax deduction — consider donating via: [www.losninos.us](http://www.losninos.us) or [www.porlosninos.info](http://www.porlosninos.info).

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VENDÉE GLOBE



By now you've probably seen Michel Desjoyeaux referred to as "The Professor." He lived up to the nickname in this year's Vendée Globe, becoming the first ever two-time winner when he sailed his Bruce Farr-designed IMOCA 60 *Foncia* into Les Sables d'Olonne February 1, just after 3 p.m. UTC.

In the process, the 44-year-old Frenchman from Port La Foret took five-days off the previous race record — set by his former shore team manager Vincent Riou in the 2004-2005 edition. That alone would be remarkable enough.

But Desjoyeaux set that record after starting this race with a 41-hour deficit after being forced to turn back to Les Sables on the race's first night. A leaking water ballast tank had fried his alternator, leaving him with no way to charge his batteries.

Those two factors together would be sufficient to label The Professor's new record with any number of superlatives. But there's yet another. The course for this edition of the race was some 1,200 miles longer with the first-ever addition of ice gates in the Southern Ocean. Yet none of these qualifiers do justice to one of the greatest offshore singlehanded sailors of all time.

The Professor has become known as such for a few reasons. One of those is his incredible on-the-water performance. Another is his methodical preparation and technical innovation — the "rocket scientist" in Michel Desjoyeaux.

For instance, he was the first person — aided by the French design firm of

Finot-Conq — to pluck the canting-keel from the ether of the theoretical realm in offshore sailing, and manifest it as a corporeal sailing system — on the Mini 6.50 with which he won the 1991 Mini Transat.

Have you ever noticed how all Minis have spinnaker poles that articulate off the bow? It wasn't always that way. "MichDesj," as he's also known, ushered that innovation into existence. Then there's the idea of using a full length semi-circular mainsheet traveler track — previously used only for Star and meter-boat vang — to reduce loads on the boom and gooseneck. These innovations, as seminal as they may have proved to be, are only part of the story.

But The Professor is known as such more for his reputation as being approachable and willing to talk shop — to help his competitors, young and old, accomplished and nascent, as they grapple with the boats they're sailing. For instance, when Rich Wilson (as of this writing, on pace to become only the second American to finish the Vendée Globe, after the Bay Area's Bruce Schwab did it in 2004-05) was learning his new-to-him IMOCA 60 last year, he initiated a correspondence with Desjoyeaux that turned into an exhaustive dialogue.

When someone whose goal it is to beat you is willing to reveal his or her secrets in earnest, it says two things: that they want to promulgate their knowledge; two: that they are so much farther up the learning curve than you, that no matter how much they reveal, you'll never catch up. And it's confidence like this — the kind that makes his competitors second-guess themselves and push too hard — that produces The Professor's "voodoo."

Leaving Les Sables a second time, Desjoyeaux had already spotted the hard-charging peloton — led at the time by Loïck Peyron aboard *Gitana 80*, a well-funded, but markedly different Farr boat



Two flares, and two Vendée Globe wins now for Michel Desjoyeaux. "The Professor" sailed *Foncia* to a new race record of 84d, 3h, 9m, and 8s.

JEAN-MARIE LIOT/DPP/LENDEEGLOBE

JEAN-MARIE LIOT/MARINE NATIONALE/LENDEEGLOBE



# VENDÉE GLOBE

— a lead of over 650 miles. Instead of slowly working his way through the backmarkers and gradually grinding in the leading pack — which at the time was sailing at a pace that contributed in part to the 19 retirements out of a 30 boat field at this writing — The Professor went to work, giving a subtle, yet forceful lecture on performance to the fleet.

For much of the time he spent catching up to the leaders, Desjoyeaux was averaging some two knots faster than they had in similar sections of the course. This was due in part to slightly better weather. Even so, The Professor had already halved his deficit to the leaders — which included Peyron, Seb Josse aboard *BT*, Mike Golding aboard *Ecover III* and Jean-Pierre Dick aboard *Paprec-Virbac II* among others — less than two weeks into *their* race.

As the fleet dove South into the Indian Ocean, they rode the fronts, sometimes settling back into the depressions and getting hammered.

The first casualty among the serious front-runners was Peyron — the only sailor in this year's field who sailed the first Vendée Globe in 1989 — who lost his rig while sailing under a single-reefed main and solent jib in 30 knots

**Cross your fingers . . . — Hopefully, by the time you read this, Rich Wilson will have become only the second-ever American finisher in the Vendée. He's on track for ninth with 'Great American III.'**



**Armel "The Jackal" Le Cléac'h turned his rookie Vendée effort into a runner-up finish on 'Brit Air.'**

BRIT AIR/VENDEEGLOBE

of wind.

Then, shortly after taking the lead for the first time in the race, Golding lost his mast when he was caught with too much sail up in a 50- to 55-knot squall. In an interview with *Seahorse* magazine's Tim Jeffrey, Golding explained that his 3:1 running-backstay tail smoked two feet through the self-tailer despite the safety wraps he'd turned on the carbon fiber winch — which ended up glazed from the heat that was sufficient to melt the SK 700 Spectra runner tail.

No doubt looking over their shoulders,



JEAN-MARIE LIOT/DPP/IVENDEEGLOBE

**Marc Guillemot (inset), pushed his Guillaume Verdier/VPLP-designed 'Safran' all the way around the globe, the last 1,000 miles of it without a keel — taking third by just over an hour.**

the leaders kept pressing. The next victim of attrition was Dick, who suffered a broken starboard rudder cassette after colliding with an unidentified floating object; 16 days later, having nursed his boat ever eastward despite falling back, he was out of the race after another collision with a UFO took out his port rudder.

One by one, Desjoyeaux's competition in the leading pack seemed to fall apart — knockdowns, broken rigs, collisions with cetaceans and containers — as they watched him put miles on them at practically every sked. His only threat — and a remote one at that — on the way back up the Atlantic was Roland "Bilou" Jourdain on *Veolia Environnement*. Jourdain was some 500 miles in arrears when he lost his keel about 600 miles south of the Azores — the delayed result of hitting a whale while still in the Southern Ocean.

But the Professor, sailed in what seemed like some kind of invisible bubble that shielding him from any manner of random cataclysm or self-perpetrated



FRANCOIS VAN MALLEGHEM/DPP/

# — CLASS DISMISSED



JEAN-MARIE LIOT/DPP/VENDEEGLOBE

*thedailysail.com* would find that all the braced bow stanchions on *Foncia's* port side had been washed away — by *water pressure* — in the Southern Ocean. Also revealed was the fact that Desjoyeaux had shredded both of his small spinners.

A kingpin in one of his rudders had sheared and left the foil trailing behind the boat by a small control line. He was able to retrieve and repair it.

A seal on his hydraulics failed, yet he happened to have the exact same seal in his watermaker's repair kit.

A pin that fixed *Foncia's* bobstay in the tip of his bowsprit had loosened, cracking the sprit where it joined the hull; he was able to repair it with carbon fiber and epoxy, at sea. Later the pin fell out completely; he fashioned a new one from spare carbon fiber rod.

Yet none of these things ever became known to anyone during the race. He carried on, allowing the world outside his carbon-fiber box to think that The Professor was creating his own luck, having an uneventful trip. Far from a Crowhurstian deception, Desjoyeaux merely deliberately withheld information — gamesmanship, if you will. As the truth became known, race followers realized that he'd rarely sent photos or video of the boat beyond the cockpit. His voodoo had been working everyone

else, while his rocket science worked the boat.

Vendée rookie Armel Le Cléac'h was probably no one's favorite to take the runner-up spot in this year's race. The former Figaro Solo champion brought a brand-new Finot-designed Imoca 60, *Brit Air*, to the startline that had already shown flashes of pace despite a work-up schedule hampered by the interruption

he knew it was time to sleep.

In his arrival notice, sent when he was a day or so from Les Sables, he dropped an apropos little warning that his boat wouldn't be much to look at. When it arrived in Les Sables,

of a dismasting. But after two months of constant attrition in front of him, the sailor known as "The Jackal," had successfully stalked his way to an easy second place, finishing just under six days ahead of third.

Marc Guillemot's *Safran* limped home into Les Sables minus a keel for the last 1,000 miles, having already been unable to use more than a triple-reefed main since the South Atlantic due to mainsail-car damage. In claiming the final podium spot, he used up all but an hour and 20 minutes of the original 82 hours of redress he'd been granted for going to the assistance of the injured Yann Elies south of Cape Leeuwin.



ROXY/VENDEEGLOBE

**Sam Davies proved she has the pace, temperament, and media savvy to be a credible threat to the boys in the IMOCA 60 fleet as the sponsorship hunt resumes. Will someone please step up and put her in a next-generation boat!**

Sharing the podium with Guillemot was Vincent Riou, his Farr-designed *PRB* had been granted redress for his position at the time of his dismasting because it was a direct result of rescuing a capsized Jean Le Cam off Cape Horn.

Fourth-place Samantha Davies — who took the unofficial prize for sailing the fastest two generation-old boat around the planet (her *Roxy* was previously

human error.

In his brief, unaffected, matter-of-fact emails, it appeared that he was experiencing no issues at all. In the photos and video he sent back to the race headquarters, he was smiling or waxing about the conditions as *Foncia* hummed along. At one point, he described how he used sudoku puzzles to gauge his mental state. If he could work through one in 20 minutes or so, he was okay. If, after 45 minutes, he was staring at it cross-eyed,

**Jean Le Cam, left, and Vincent Riou are all smiles after the latter executed a challenging Southern Ocean rescue aboard 'PRB' under sail, after Le Cam's 'VM Matériaux' hit an awash container, lost her keel bulb and capsized. For that story, check out last month's Sightings.**



VINCENTRIOU/VENDEEGLOBE

# VENDÉE GLOBE

the old *PRB* that Riou set the previous record with back in 2005 after Desjoyeaux made it a race-winner in 2001) — proved to be far and away the race's most effervescent and perpetually-upbeat personality.

The Englishwoman was actually the third sailor into Les Sables but received only 50 hours redress for her role in responding to Elies' situation. Throughout the race, Davies was constantly sending updates — videos, photos and emails that served to capture the attention of just about everyone who was paying attention to the race. She was also fast, having finished less than two days slower than Desjoyeaux's time in 2001.

Next up, in fifth place, was Englishman Brian Thompson, who probably did enough carbon fiber work down below *Bahrain Team Pindar* during the race to build a Mini 650. The veteran campaigner was given the commission to sail the boat late in the game after it's original skipper, Mike Sanderson, was tapped to head the British America's



Left, the stump of the keel on 'Veolia Environnement'. Right, an awash shipping container, the likes of which notched three IMOCA 60 'kills.'



JEAN-MARIE HAUW/MARINE NATIONALE

Cup effort *Team Origin*. Two rig failures during the boat's work-up period meant Thompson had little time in the boat prior to the start. Then it came down to Vendée rookie — and another Brit — Dee Caffari aboard *Aviva* who, in the process of finishing the race, became the first woman to ever sail non-stop single-handed around the world alone in both directions. Caffari finished well above most people's expectations, and did so in spite of a mainsail that mysteriously started delaminating in the Southern

Ocean. Leukemia survivor Arnaud Boissières and his *Akena Vèrandas* were next in, and, as of press time, self-funded Englishman Steve White, who was a longshot to even make the start, was zeroing *Toe in the Water* in on Les Sables.

We're hoping that by the time you read this, Rich Wilson will have sailed *Great American III* into Les Sables in ninth place, as the lone American entry and one of fewer than 11 finishers out of a 30-boat fleet. To see if Wilson finished it off, check out the race's website at [www.vendeeglobe.org/en](http://www.vendeeglobe.org/en).

— **latitude/rob**

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# MAX EBB

One of my earliest childhood memories is of a large painting that hung over the couch in my grandparents' living room. It was a seascape, a moonlit view of a beach and two small fishing boats. One boat is pulled up on the beach and the other is sailing out through low surf.

The grandparents are long gone, and the memory of their painting was all but forgotten until, out of the blue, a huge Airborne Express box appeared at the door. It was from a second cousin I barely knew. Somehow the painting had passed along to her, had been in storage for decades, and had just been shipped to me.

And it was a good call on her part. An hour after opening the package, the painting found a new home over my own living room couch. But then I started wondering . . . this painting is probably 80 years old. Is it worth anything? Was the artist famous? Not that I wanted to sell it or anything, but my curiosity drove me to email the one person I know who is an avid art collector. She's also my investment broker, and her name is Helena Handbasket. If she couldn't tell me how much the painting was worth, she would certainly know how to find out.

I asked her how I might track down some information on an artist named A. Torrielli and a work titled "Moonlight Fisherman's Village."

"Sadly, I don't know about Torrielli," she typed back. "However, there is a simply wonderful exhibit of marine art down at the gallery this evening. Please do drop in. You can ask the specialists."

Her email went on to describe the varieties of wine that would be served at the event, which seemed to interest her much more than the seascapes. But I typed back, "See you there."

I snapped and printed a digital photo of the painting, found a black turtleneck, and was off to hobnob with the *cognoscenti* of the local art scene.

I had driven past this gallery for years, but never had a good reason to go inside. And I was shocked at whom I ran into first — the last person in the world I would expect to find hanging out in an art gallery. It was Lee Helm, naval architecture grad student and occasional race crew.

"Lee!" I stammered. "What on earth

are you doing here?"

But the answer became clear before my words were spoken. Lee was holding a plate piled high with six kinds of cheeses, smoked fish, tiny pastries, and crackers smeared with paté.

"I'm a starving student," she explained. "And they, like, put out a totally awesome spread for us true connoisseurs of maritime art."

Lee was wearing a white turtleneck, and as I scanned the room looking for Helena, I noticed that most of the attendees were also wearing white.

"What's with the black?" Lee asked.

"I thought this would be sort of artsy," I confessed.

"Max," she sighed. "Didn't you get the memo? White is the new black."

Unable to do anything to correct my fashion mis-step, we decided to look at some paintings.

Helena spotted us just as we were admiring a very well-composed rendition of a fishing trawler entering a harbor.

"Max, Max, Max!" she greeted me. "So wonderful that you could be here. Isn't that a wonderful work? I like the way the brush strokes follow the wave shapes, and the use of cool tones to evoke a sense of wetness on the rocks on shore. I especially like the use of yellow or ochre to soften the harsh whiteness of the foam."

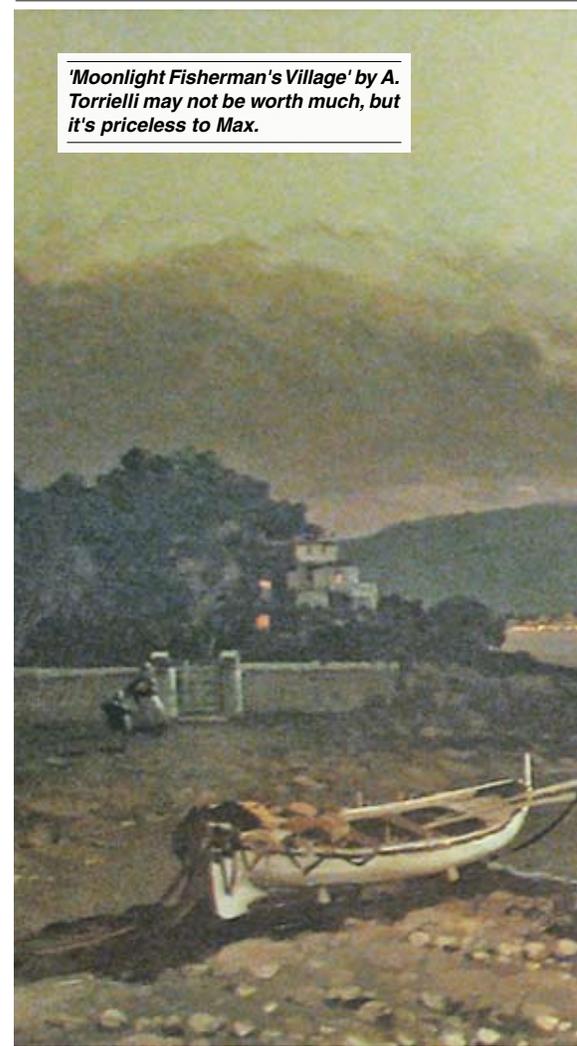
"Yeah, it's good composition," said Lee. "But there really should be a thin spray sheet at the bow, ahead of the bow wave. And I don't see any sign of a stern wave pattern in the reflected sunlight in the trawler's wake."

I introduced Lee to Helena, although it hardly seemed necessary to mention that Lee was a naval architecture student.

"And no running lights!" Lee added, still dismantling the painting as I pulled her away.

"The gallery director is over there," Helena whispered, pointing to a group of aficionados across the room. "His name is Art D'Gree. And that's Leda Horticulture he's chatting up right now — she's one of his most important patrons. I'm sure Art will be happy to make an informal assessment of your painting."

"Great!" I said. "I brought a photo of



'Moonlight Fisherman's Village' by A. Torrielli may not be worth much, but it's priceless to Max.

it. Hope you can introduce us when he has a minute."

Meanwhile, we'd moved to another painting — a ship portrait from 150 years ago — added to the exhibit "for historical context." This one was a rendition of a side-wheel steamer underway, with a mid-19th century port city in the background.

"This artist had the wave pattern right," Lee pronounced. "See how the first stern wave crest is right at the paddle wheels?"

"Is that important?" asked Helena.

"Totally!" said Lee. "In the wave crest, water is moving with the ship. In the trough, water is moving in the opposite direction. Think of the difference in propulsive efficiency."

"Which is?" I asked after an awkward moment of silence.

*"You can't draw a bag of bones unless you know what the bones look like."*

# — ONE MAN'S TREASURE



MAX EBB

"Oh come on, Max." Lee sounded annoyed that I didn't catch on to this more quickly. "Power equals force times speed. If you push on water that's moving with you, you get the same thrust by doing less work than if you, like, push on water that's moving backwards."

Absent any nods or grunts of agreement or comprehension from her audience, Lee continued.

"Imagine you're in a small boat and pushing on the ocean floor with a pole. Imagine there's a conveyor belt down there. Would you rather push on the conveyor belt moving forward or moving backward?"

"Ah, now I get it," I finally said.

"Lovely to meet you," said Helena as she made her escape.

**W**e cruised by the table of top-end pupus to replenish our plates, then ad-

mired some more seascapes, stopping to critique a beach scene.

"Good stagnation point and spray detail as the wave hits that rock," Lee observed. "But, like, don't you think those wavelets near the beach would have refracted around that rock instead of going straight?"

"Well, now that you mention it," I conceded, "those little waves probably should have curved inward."

"I think artists should have to study wave theory before being allowed to paint stuff like this," Lee proposed.

"Yeah, right," I said. "Imagine walking into an art class and being hit with differential equations."

"Leonardo Da Vinci did almost exactly that to his art students," noted Lee. "They came for an art class and ended up dissecting a human cadaver. And it totally makes sense. You can't draw a bag of bones unless you know what the bones look like. And you can't paint waves or beaches or moving boats unless you know

something about wave dynamics."

"Do you know of any artists who do it right?" I asked.

"The best painter of sailboats in town started out as a sailmaker," said Lee. "No surprise there."

"You mean Jimmy DeWitt?"

"For sure. He knows the anatomy of sails, knows the load paths, knows which lines should be straight and look tensioned and which lines can be curved and soft. Nearly everyone else gets this wrong."

"I've been trying to figure out how to get him to paint a picture of my boat for years," I admitted. "YRA even used custom DeWitt paintings for the trophies one year, but I came in second that season."

To illustrate her point, Lee led me to a painting of some racing sailboats. The jibs were billowing the wrong way, the booms seemed to be magically positioned to windward of the direction the mainsheets would be pulling, and the wrinkles on the jib luff of one of the boats

# MAX EBB

were exaggerated.

"I would have at least taken out those luff scallops if I'd painted this," I said.

"It's paintings like this that make me question a lot of marine archeology that's based on the artwork found on ancient pottery," Lee explained. "There's no reason to think that the marine artists back then were any more realistic than the marine artists we have now."

Lee was even more harsh about a painting showing two boys rowing a small boat across a placid cove. "Where's the Kelvin wave system?" she complained. "Where are the vortices from the oar blade tips? You can, like, see the patch of bubbles from each oar stroke going back a few boat-lengths, so we have a good idea how fast they're going, and it's close to hull speed. In that calm water we should see the diverging and transverse wave systems distorting the reflections of the trees."

All this was said perilously close to where Art D'Gree, Leda Horticulture and Helena Handbasket were discuss-

ing investment strategies based on art collecting. When they walked toward us, I was half expecting them to ask us to leave.

Fortunately Lee's technical reviews had gone unnoticed, and Helena introduced me to Art and Leda.

"I have a question about a marine painting that's been in my family for three generations," I said. "It's a seascape by Torrielli, and it was hanging in my grandparents' living room since I was a toddler."

"Ah, yes, Torrielli," Mr. D'Gree answered. "I'm familiar with some of his work. A very prolific Italian painter in the '30s."

This was great news. The painter was a known name, and I was imagining the painting was worth thousands, maybe more.

"This one is quite large," I added. "It's called 'Moonlight Fisherman's Village,'

about 24 by 48 inches. How much do you think it's worth?"

"Furniture store art," shrugged Leda. "You might get something for the frame."

My heart sank. "Furniture store art?"

"Yes. Your grandparents probably got it for free when they bought their couch. Torrielli's studio mass produced them."

Mr. D'Gree walked off to talk to his friends and clients, while I was left holding my reproduction of the painting.

"Let me see that," said Lee.

I handed it to her. "So it's not a lost masterpiece after all," I sighed. "But you know, it always bothered me the way the waves were drawn. Even as a small child, I remember thinking that waves on a beach usually don't have that much space between them. And I know you've explained to me many times how waves spread into wave groups. I've done your experiment, tossing a stone into still water and tracking the waves, watching how the initial single wave disperses into a wave train with the waves in front

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# — ONE MAN'S TREASURE

always fading out as they lose energy to waves in back. I suppose if Torrielli had really been a master of seascapes he would have gotten that right."

"I think Torrielli got it exactly right," said Lee. "Those waves are solitons, solitary wave forms. It's very accurately drawn."

"Solitons?"

"For sure. Monotonic single wave forms. This is a beach with, like, a very shallow slope. Waves are slowed down in shallow water, and if the slope, depth and wave period are just right, the waves slow down so that the wave energy can keep up with the wave form. The wave travels as a single wave form with no dispersion into a wave group."

"I don't think I've ever seen waves like that at the beach," I said.

"Oh, no," added Leda. "California beaches tend to be much steeper. If you look at a mudflat when the tide is almost low enough to expose the bottom, you

can often see the remnants of long-period ocean swells converted to little ripples that propagate in from deeper water as solitary waves. "

$$\int_{-\infty}^{+\infty} P_{2n-1}(\phi, \partial_x \phi, \partial_x^2 \phi, \dots) dx$$

where

$$P_1 = \phi,$$

$$P_n = -\frac{dP_{n-1}}{dx} + \sum_{i=1}^{n-2} P_i P_{n-1-i} \quad \text{for } n \geq 2$$

*Integrals of motion of the Korteweg-De Vries equation describing a soliton, or solitary wave. Is it art?*

"Well, I'll be," I gasped. "The painting is right. After all these years."

Lee was just as surprised to learn that

Leda had once been an oceanography student.

The discovery that my painting was accurate more than made up for being told that its market value was close to zero, and we all turned our attention to the well-funded dessert spread.

The featured offering there was *Orange en Surprise*. This was orange sherbet served inside an intact orange peel, topped with meringue cream, garnished with bits of marzipan and a mint leaf, with a candied fruit slice on the side.

"It's the same dessert that was served on the *Titanic* the evening before it hit the iceberg," Leda explained "We thought it would be appropriate for a maritime-themed event."

"Well, I don't know much about art," I said with the cream and sherbet still sliding over my tongue. "But I know what I like."

— max ebb



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# THE RACING

It's March and that means midwinter series are winding down and the summer season has yet to get going. But there's plenty of action going on around the world. First off, we take a look at the inaugural 2009 **Louis Vuitton Pacific Series**, where Dean Barker and Emirates Team New Zealand put on a show for the home crowd. Then, we check in with the Bay's midwinter series in **Midwinters Notebook**. Next we get an update on hometown talent bringing back some silverware from afar in both the **Puerto Vallarta '09 Race** and the **Pineapple Cup**. Then, we do a quick check on the **Volvo Ocean Race**. Finally, there are a few handy **Race Notes** to wash it all down.

## Louis Vuitton Pacific Series

On Saturday February 14, *Emirates Team New Zealand* clinched a come-from-behind victory over *Alinghi* in the first Louis Vuitton Pacific Series, sailed out of Auckland in a very America's Cup-like format that started January 30.

The first-ever event had all the same boats, all the rock star sailors, the same match-racing format, great management, and a great sponsor in Louis Vuitton (which for 25 years sponsored the Cup's challenger series but quit after AC 32 because they felt the Cup had become "too commercial").

Talk about déjà vu — there were even days when races were cancelled because of too little wind, or too much. In fact, about the only thing missing from this event was the Auld Mug itself.

Nine syndicates showed up for the series. *Alinghi* defeated the American team, the Russell Coutts-led *BMW Oracle Racing*, in the semi-final round to earn the right to face 'host' syndicate *Emirates Team New Zealand* — now there's some déjà vu.

after huge throngs showed up to watch the teams' round robin match; then whinging incessantly that NZL 92 was faster than NZL 84 and that they had to have that boat.

Riding a wave of poetic justice, the Kiwi home team aboard NZL 84 lost the first race before storming back to dispatch the Swiss 3-1 in the best of five finale. For more, visit [www.louisvuitton-pacificseries.com](http://www.louisvuitton-pacificseries.com).

## Midwinters Notebook

**January 24** — The 27 boats that showed up for the Encinal YC's Jack Frost Series #4 were treated to some decent breeze that would have been very welcome the following week for the Three Bridge Fiasco. Kame Richards extended his series lead aboard his *Express 37 Golden Moon* by scoring a bullet in PHRF <131. Mark Simpson's *Shadowfax* did the same in the Olson 25 class, as did Lester Gee's *Wishful Thinking* in the SF 30 class. In PHRF >130 Fred Hoffman's *Eclipse* did the same. Full results are up at [www.encinalyc.org](http://www.encinalyc.org).

**February 1** — The Richmond YC Small Boat Midwinters attracted 137 boats in 12 divisions.

Over in the Little Harding Area, the Sausalito YC made time to both race and watch the big game.

"We knew what we were faced with going into today," wrote Jeff Zarwell, who was wearing his Sausalito YC hat that day. "We've been practicing for this day since mid-fall.

"Once we got out on the fully manicured playing field, which held nary a cat's paw, we realized all the rumors and hype were true, there was no wind.

"Bang, bang, postponement. "Oh, look under the bridge! It looked like there might be some breeze filling in, but it was just teaser, the first of many filling from the bridge only to fizzle out



PAUL TODD/WWW.OUTSIDEIMAGES.CO.UK/LOUIS VUITTON PACIFIC SERIES 2009



BOB GRIESER



PAUL TODD

**Ed Baird, left, may have lost the Louis Vuitton Pacific Series, but he can still lay claim to the Cup. Dean Barker won one for the home crowd.**

This was after the Swiss team had drawn down what were Kiwis's final reserves of ire — left over from Coutts' and Brad Butterworth's defection to *Alinghi* for the 2003 America's Cup — when Bertarelli's boys successively: declined to sail against Emirates Team New Zealand

before reaching us.

"After about an hour and 45 minutes of postponement, the committee and mark boats convened and drifted together, discussing what the odds were that we would beat the Superbowl. As we did, another teaser showed by the bridge. It got closer and closer and then it happened, it reached us! Could it be? We watched it for just a minute or two and man, did it look good.

"As soon as the committee boat dropped the hook and settled, I set the pin for a 205-degree breeze. It was 2.5 degrees low, but hey, we didn't have time to get too picky, the Super Bowl was coming down on us like a freight



'Emirates Team New Zealand' dispatched 'Alinghi' 3-1 at the Louis Vuitton Pacific Series in Auckland.

train.

"With the pin set, I scrambled upfield, dogging boats to get there as fast as I could before dropping a mark right at three-quarters of a mile from the line. The J/105 fleet was in sequence as PRO Tim Prouty had started it as soon as the pin was set. The 105s started bang on at 2:05 p.m. In the end, the wind held at 205 the entire time. It was a short race, as about half the fleet had indicated they really wanted to watch the Super Bowl.

"And you know what? When 3:30 p.m. found us at the bar with a beer in hand, we couldn't have cared less about the game because we felt like we'd already

won."

February 7 — Saturday provided a little break in the rain, and Golden Gate YC's Manuel Fagundes Seaweed Soup Series provided a venue for the 70 boats that showed up for its fourth installment.

PHRF 1 was host to a wide variety of big race boats from a 1D35 to a 1D48 and everything in between, including Big Boat Series IRC B winner *TNT*. But it was Glenn Isaacson's Schumacher 40 *Q* that prevailed, finishing with an 11-second win over *TNT*.

In PHRF 2, Hank Easom's *Yucca* extended her overall series lead with a

bullet, while Steve Waterloo's *Shaman* did likewise in PHRF 3.

Steve Wonner's apparently renamed Wyliecat 30 *Uno-129* took PHRF 4, extending her series lead to three points. In the tight Catalina 34 fleet, Chris Owen's *Mottley* won by a 13-second margin. Chris Kelly's *Flyer* beat the rest of the Knarr fleet and Peter Jeal's *Polperro* beat four other Folkboats. Complete results are available at the club's website at: [www.ggyc.com](http://www.ggyc.com).

February 14-15 — Berkeley YC's Bobbi Tosse checked in with a report from the last open weekend of the club's midwinters:

"The weather dominated all thoughts the weekend of the last Berkeley YC midwinters. Starting Friday afternoon, the National Weather Service forecasted that gale winds were projected to arrive sometime the following afternoon. All of our racers knew that we would cancel if indeed there was a gale. But what if the gale didn't come until 4 p.m.? Could we . . . would we . . . try and get a race in? The emails started flying back and forth, but by 8 p.m., the Weather Service downgraded the warning to a small craft advisory with rain and gale-force gusts.

"When Saturday dawned, the forecast had been downgraded to scattered showers, and the small craft advisories were withheld until later in the afternoon; the race was on!

"With all that projected doom and gloom, we were surprised that 72 percent of the fleet showed. The 48 boats were sent on an 8.2-mile course with 'D' as the weather mark. Since we still have no buoys or water at 'H' and 'A', the 'NoAH course 4 over Q' was called. This course still has beats, runs and reaches, but their order is modified.

"The much talked-about weather remained as predicted that morning: south-southeast winds of 15 to 20 knots, gusts to about 25 and some chilly scattered showers.

"Sunday, the gale finally showed and the day's racing was cancelled. It never really stopped raining, and there were zero complaints about the cancellation. The results, as usual, are up at [www.berkeleyyc.org](http://www.berkeleyyc.org)."

Next up for the Berkeley Mids is the Champion of Champions weekend, which we're guessing you probably haven't qualified for if you don't know when and where it is . . .

The Corinthian Midwinters wrapped up the weekend of February 21-22 as we went to press. In lieu of a full-blown report, we'll send you along with some photographic documentation of the weekend

# THE RACING

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*Clockwise from top left — the second weekend of the Corinthian YC Midwinters, held February 21-22, received a reprieve from the rain on Saturday, but not Sunday; 'Copernicus bookin' it downwind with 'Octavia' in hot pursuit; going native on 'Aboriginal'; it looks like everyone's having fun aboard 'TNT' on a decidedly-drier Saturday; ditto for 'Juju'; it's a good thing that at least the helmsman and trimmers aboard 'Inspired Environments' are looking forward — everyone else seems so happy to be there they've got to smile for the camera; a speedy set and clean headsail drop aboard 'Emily Carr'.*

and cumulative results. Saturday and Sunday were also scored separately, so be sure to check those out at [www.cyc.org](http://www.cyc.org).

As for results from the other series, well, you'll find selected ones in the *Box Scores* located on pages 141-142.

**CORINTHIAN YC MIDWINTERS CUMULATIVE EXPRESS 37** — 1) **Elan**, Bill Riess, 6 points; 2) **Golden Moon**, Kame Richards, 7; 3) **Stewball**, Bob Harford, 8. (7 boats)



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J/105 — 1) **Roxanne**, Charles James, 7 points; 2) **Aquavit**, Tim Russell, 9; 3) **Orion**, Gary Kneeland, 11. (13 boats)  
 ALL CATALINA — 1) **Roebot**, Catalina 30, Rod Decker, 7 points; 2) **Jet Lag**, Catalina 34, Torin Knorr, 8; 3) **Harp**, Catalina 38, Mike Mannix, 11. (13 boats)  
 ALERION EXPRESS 28 — 1) **Dream**, Kirk Smith, 8 points; 2) **Spirit**, Nancy Rogers, 10; 3)

**Lizbeth**, Michael Land, 12. (7 boats)  
 PHRF 1 — 1) **Racer X**, Farr 36, Gary Redelberger, 13 points; 2) **Alpha Puppy**, 1D35, Alex Farrell, 14; 3) **Copernicus**, Sydney 38, Michael Kennedy, 18. (14 boats)  
 PHRF 2 — 1) **Jarlen**, J/35, Bob Bloom, 10 points; 2) **Sapphire**, Synergy 1000, David Rasmussen, 11; 3) **Quiver**, N/M 36, Jeff McCord, 12. (12 boats)

PHRF 3 — 1) **Good and Plenty**, Soverel 33, Will Baylis, 11 points; 2) **Yucca**, 8 Meter, Hank Easom, 13; 3) **Mistral**, Beneteau 36.7, Stuart Scott, 16.5. (14 boats)  
 PHRF 4 — 1) **Arcadia**, modified Santana 27, Gordie Nash, 8 points; 2) **Uno**, WylieCat 30, Steve Wonner, 13; 3) **Silkye**, WylieCat 30, Steve Seal, 21. (22 boats)  
 PHRF 5 — 1) **Wuda Shuda**, Soverel 26,

# THE RACING

Craig Page, 7 points; 2) **Heathcliff**, Catalina 27, Ed Hoff, 16; 3) **Sunda**, Seaborn 35, Bob Rogers, 17. (15 boats)

PHRF 6 — 1) **Can O' Whoopass**, Cal 20, Richard Van Ehrenkrook, 4 points; 2) **Dragonfly**, Rhodes 19, Kevin Cole, 8; 3) **Sweet Reward**, Santana 22, Craig McDow, 12. (3 boats)

NON-SPINNAKER 1 — 1) **Shockwave**, Santana 35, Michael Bruington, 16 points; 2) **Min Flicka**, Hanse 370, Magnus 'Julle' LeVicki, 20; 3) **Basic Instinct**, Elliott 1050, Jan Borjeson, 20. (11 boats)

NON-SPINNAKER 2 — 1) **Windhover**, Pearson 10M, John Dodge, 8 points; 2) **Siento El Viento**, C&C 29, Ian Matthew, 10; 3) **Zingara**, Islander 36, Jocelyn Swanson, 12. (5 boats)

NON-SPINNAKER 3 — 1) **Supercal**, Harbor 20, John Colver, 7 points; 2) **Raccoon**, Cal 20, Jim Snow/David Crowe, 9; 3) **Chica**, Cal 20, Ted Goldbeck, 10. (5 boats)

MULTIHULLS — 1) **Caprice**, Seawind 1160, Dan Seifers, 5 points; 2) **Serenity**, Seawind 1160, Michael Ropers, 12; 3) **Chat de Mer**, Belize 43, Leo Brodeur, 12. (5 boats)

SPECIAL AWARDS — *Best Performance*: Gordie Nash (**Arcadia**); *Best Corinthian*: Rod Decker (**Roebot**); *Aotea Team Trophy*: Richmond YC.

Complete results: [www.cyc.org](http://www.cyc.org)

## 2009 Puerto Vallarta Race presented by Corum Swiss Timepieces

Fourteen boats took part in this four-leg run down the Baja and Mexican coasts. Sponsored by Del Rey Yacht Club, the 20th edition of this biennial race counted a new format that was

del Rey on January 31 and the first boat to finish was Bob Kettenhoffen's Beck 60 *Dare* just before midnight February 12.

Spinnaker A was taken by Dan Howard's Beneteau 45 *Carmagnole*. David Kory's Pt. Richmond-based Catalina 36 Mk. II *Barking Spider* took Spinnaker B. St. Francis YC's Peter Noonan took Non-Spinnaker A with his Swan 56 *Defiance*, while Non-Spinnaker B went to Sid Lampert's Catalina 42 Mk. II *G-Rated*.

Another first for this race — perhaps for any race — was that the support boat . . . wasn't a boat! When the planned escort powerboat had to cancel at the last minute, three guys jumped in Marty Fiegel's 'Winnebago 36' and headed south on the ultimate road trip. They managed to meet and greet the fleet upon arrival at each of the four stops, including the exceedingly remote (by land) Bahía Santa Maria! Full results and photos can be found at: [www.pv09.com](http://www.pv09.com)

## Pineapple Cup

Dan Woolery's Pt. Richmond-based, brand-spankin'-new *Soozal* arrived in Montego Bay just before midnight February 10, taking IRC B in what sounded like a generally breezy 2009 Pineapple Cup. The Mark Mills-designed King 40 took a little under 3d, 22h to sail the 811-mile course that started off Ft. Lauderdale.

Former Northern Californian Roger Sturgeon and the crew of his Farr-designed STP 65 *DYT Rosebud* took line honors, with an elapsed time of just over an hour longer than the race record of 2d, 10h, 24m, set by Tom Hill's R/P 75 *Titan XII* in 2005.

For Woolery, the win follows a division win at last month's Acura Key West

Race Week, where he sailed the pretty blue boat with the teak-clad cockpit well enough to earn Boat of the Day honors at one point. Project manager Scott Easom, Woolery and his wife were sailing *Soozal* on an island-hopping cruise back to Florida — essentially flexing the dual-



PETER LYONS/WWW.LYONSIMAGING.COM

purpose spirit of the IRC rule — as we went to press. Then the boat will come west to the Bay, and make the Northern California IRC fleet one strong program deeper in 2009.

## Volvo Ocean Race Update

On February 13, five of the eight boats in the Volvo Ocean Race started Leg Five from Qingdao, China to Rio. At 12,300 miles, this is the longest leg of any iteration of this race, going all the way back to its first running as the Whitbread Round the World Race in 1973. *Puma* led the fleet away from the starting line, but the real drama of this start took place way behind the lead boats. *Telefónica Blue*, winner of Legs Three and Four and second in overall points to leader *Ericsson 4*, went aground just minutes before the start. Skipper Bouwe Bekking suspended racing and returned to the dock. The boat was hauled out and inspection showed a chip out of the strut-keel joint. Choosing to be safe rather than sorry, Bekking elected to have the bulb removed for further inspection and repairs. Nineteen hours later, with a clean bill of health, they rejoined the race.

While the repair was in progress, and five hours after the start, Magnus Olsson's *Ericsson 3* arrived to finish an eventful Leg Four. Several days after the Leg Three start in Singapore, they had experienced flooding and discovered



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## Champagne sailing at the GGYC Manuel Fagundes Seaweed Soup Series.

markedly different from days past — instead of being nonstop, the 1,034-mile race was split into four legs.

Just like another event near and dear to our hearts, the fleet stopped in Turtle Bay, Mag Bay and Cabo, with the finish of course at PV. The start was off Marina



**The Encinal YC's Jack Frost Series got good breeze January 24 — a midwinters rarity until then. The trailing pack in all four classes saw the leaders pull away. Results are in 'The Box Scores.'**

delamination in the forward part of the boat. They stopped racing and pulled into Taiwan where the boat underwent a hurried but thorough repair. Said

Magnus, "I think I've done 40 legs in the Whitbread or Volvo and I've never abandoned a leg. But this definitely feels like the best finish I've ever made." He and

the crew said quick hellos, then loaded up the boat with new gear, food, and three new crew before taking off again. Total in-port time: about two hours.

Three boats did not start Leg Five. *Delta Lloyd* (ex-'05-06 winner *ABN Amro One*) and *Telefónica Black* both sustained damage that could not be repaired in time for the Leg Five start. They will be flown to Rio, repaired, and rejoin the race there. *Team Russia* got to Singapore and just ran out of money. They are bravely trying to scrape together enough to get the boat to Rio, but it's unclear if this team will be able to continue the race.

### Race Notes

**Mexico, or not** — Begun way back in 1947 and lately averaging more than 400 entries a year, the 125-mile **Ensenada Race** is the largest international sailboat race (going from one country to another) in the world. As of mid-February, 37 boats had already signed up for the 62nd edition, due to start off the Balboa Pier on April 24. And this year, sponsor NOSA (Newport Ocean Sailing Association) is really outdoing themselves. They'll have a spectator boat out for the start (\$50 per person), and have made arrangements for a Cruise Ship to ferry friends and family to Ensenada to meet their sailors when they arrive on Saturday, then back to Long Beach on Sunday (\$289/person). For those watching their pennies, there may also be a bus run (rates TBA). The

## THE BOX SCORES

The following results are cumulative unless otherwise noted.

### VALLEJO YC TINY ROBBINS #4 — 2/7

DIVISION A — 1) **Split Water**, Beneteau 10R, David Britt; 2) **Somewhere in Time**, Schock 35, Tom Ochs; 3) **Summer & Smoke**, Beneteau 36.7, Pat Patterson. (8 boats)

DIVISION B NON-SPIN — 1) **Lita-K**, Catalina 42, John Karuzas; 2) **Pretty Penny**, Mull 30 Cstm, Bruce Sinclair; 3) **Any Day Now**, Catalina 36, Brian Liddle. (6 boats)

### BERKELEY YC MIDWINTERS (FINAL) — SATURDAY, 2/14

DIVISION A (PHRF to 78) — 1) **Jeannette**, Frers 40, Henry King, 9 points; 2) **Bodacious**, Farr 40 1/T, John Clauser, 13; 3) **Advantage 3**, J/105, Pat Benedict, 14. (10 boats)

OLSON 30 — 1) **Wraith**, Ray Wilson, 6 points; 2) **Dragonsong**, Sam McFadden, 9; 3) **Voodoo Child**, Charles Barry, 17. (9 boats)

DIVISION B (81-129) — 1) **Mintaka 4**, Farr 38, Gerry Brown, 6 points; 2) **Shameless**, Schumacher 30, George Ellison, 9; 3) **Extra Action**, Simon Winer, Wilderness 30, 13. (11 boats)

ULTIMATE 20 — 1) **Salsa**, Matt & Steve Bor-

oughf, 11 points; 2) **UFO**, Trent Watkins, 16; 3) **Babe**, Phil Kanegsberg/Denise Hammond, 16. (9 boats)

MOORE 24 — 1) **Topper II**, Conrad Holbrook, 5 points; 2) **Flying Tiger**, Vaughn Seifers, 8; 3) **Moorigami**, John Siegel, 20. (9 boats)

DIVISION C (132-180) — 1) **Phantom**, J/24, John Gulliford, 7 points; 2) **Harry**, Newport 30, Dick Aronoff, 16; 3) **Frogflips**, J/24, Richard Stockdale, 19. (11 boats)

DIVISION D (PHRF >183) — 1) **Can O'Whoopass**, Cal 20, Richard Von Ehrenkrook, 5 points; 2) **Ypso**, Cal 2-27, Tim Stapleton, 7; 3) **Latin Lass**, Catalina 27, Bill Chapman, 13. (7 boats)

**SUNDAY, 2/15** — Racing cancelled due to gale. For cumulative Sunday results see last month's issue of *Latitude 38*.

\* Saturday and Sunday races are scored separately. For complete results: [www.berkeleyyc.org](http://www.berkeleyyc.org).

### REGATTAPRO WINTER ONE DESIGN (FINAL) (2/14)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 7 points; 2) **Magic Bus**, Eric Deeds, 15; 3) **New Wave**, Buzz Blackett, 18. (14 boats)

J/105 — 1) **Blackhawk**, Scooter Simmons, 8 points; 2) **Wonder**, Tom Kennelly, 13; 3) **Wianno**, Edward Walker, 19. (6 boats)

J/120 — 1) **Desdemona**, John Wimer, 12 points; 2) **Grace Dances**, Dick Swanson, 13; 3) **Chance**, Barry Lewis, 19. (6 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 9 points; 2) **Little Wing**, Luther Strayer, 12; 3) **Downtown Uproar**, Darren Cumming, 17. (5 boats)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman, 10 points; 2) **Smokin'**, Kevin Clark, 15; 3) **Practice Girl**, Christopher Farkas, 21. (3 boats)

Complete results: [www.regattapro.com](http://www.regattapro.com)

### RICHMOND YC SMALL BOAT MIDWINTERS (2/1)

THISTLE (2 races) — 1) Mike Arrow, 2 points. (1 boat)

LIGHTNING (2 races) — 1) Michael Molina, 2 points; 2) Wayne Clough, 4; 3) Ashley Tobin, 6. (4 boats)

EL TORO SR (4 races) — 1) John Pacholski, 11 points; 2) Art Lange, 11; 3) Gordie Nash, 12. (17 boats)

EL TORO JR (4 races) — 1) Dane Perrott, 5 points; 2) Wilson Fletcher, 13; 3) Michael Pacholski, 14. (13 boats)

# THE RACING

big, fast boats will be gunning for the monohull and multihull course records held, respectively, by Roy Disney (2003, *Pyewacket*, 10h/44m/54s) and the late Steve Fossett (1998, *Stars & Stripes*, 6h/46m/40s).

For more on the Ensenada Race, log onto [www.nosa.org](http://www.nosa.org).

What if you want to race to Mexico, but don't want to mess with all the expense, customs, passports, getting the boat home and other hassles of an Ensenada Race? A Southern California entity called XS Racing has come up with an 'alternative' international event they're calling **The Border Run**. It starts on the same day — practically within spitting distance of the Ensenada fleet — goes around the Coronado Islands (which you'll recall belong to Mexico) and finishes in San Diego.

You technically race to another country, but don't stop there, so no paperwork. Don't want to even do that? The 'lite' 66-mile option goes from Newport directly to San Diego. We probably don't have to tell you that most Esenadaphiles are not happy about the Border Run. Whether it will 'rob' Ensenada of any boats or glory remains to be seen. But it sounds like fun. And it's certainly struck

some kind of chord, as by mid-February there were 24 boats signed up. For more, go to [www.theborderrun.org](http://www.theborderrun.org).

**Learning Opportunity** — Dave Perry, who has literally written the book on *Understanding the Racing Rules of Sailing*, will be visiting Northern California the weekend of March 13-15 for a series of seminars on the **changes in the 2009 rules**.

After attending the seminar presented by Perry's illustrator, Brad Dellenbaugh, at the beginning of January over at Corinthian YC, we can unequivocally recommend taking advantage of one of these opportunities. There are some very fundamental changes to the latest edition of the rules; for anyone who doesn't get paid to race for a living, it's hard to fully grasp their tactical implications without a little help.

First up will be a rules-only seminar at St. Francis YC on Friday, March 13, from 6-9 p.m. The cost is \$20 per person, and it's BYOB (bring your own rule book). The next day, Perry will be back at the club for a full-on seminar integrating the new rules and the tactical implications they bring to the table. Saturday's semi-



RICH ROBERTS

**'Dare' and 'Rose of Sharon' provide a great juxtaposition in Del Rey YC's PV race.**

nar will set you back \$50 for the six-hour program starting at 9 a.m., and while lunch is included it's still BYOB. You can sign up for one or both by calling the club's front desk at (415) 563-6363.

## THE BOX SCORES — contd.

OPTIMIST (4 races) — 1) Jack Barton, 6 points; 2) Will Cefali, 7; 3) Julius Hallstrom, 14. (26 boats)

SNIPE (5 races) — 1) Doug Howson, 10 points; 2) Andy Pontious, 17; 3) Alberto Amengual, 17. (3 boats)

SOUTHAMPTON OPEN CLASS (2 races) — 1) Dan Brandt, 6 points; 2) Del Olsen, 7; 3) Cristoph Rutz, 7. (12 boats)

BYTE (6 races) — 1) Michele Logan, 15 points; 2) Caitlin Hanavan, 22; 3) Bill Tieman, 25. (9 boats)

WYLIE WABBIT (2 races) — 1) **Bear Wabbit**, Jim Malloy, 5 points; 2) **Keala**, Ron Tostenson, 5; 3) **Furrocious**, Pete Rowland, 5. (6 boats)

29ER (2 races) — 1) Max Fraser/David Liebenberg, 2 points; 2) Julia Paxton, 4; 3) Jessica Bernhard. (7 boats)

LASER (2 races) — 1) Drake Jensen, 2 points; 2) Ryan Nelson, 7; 3) James Vernon, 7; 4) Tom Burden, 8; 5) Veijo Suorsa, 13. (21 boats)

BREAKWATER OPEN CLASS (6 races) — 1) Greg Miller, 10 points; 2) Doug Kidder, 12; 3) Steve Cameron, 20. (12 boats)

FLYING DUTCHMAN (2 races) — 1) Zhenya Kirushkin-Stepanoff, 2 points; 2) Buzz Ballenger, 4; 3) Doug McWilliams, 6. (6 boats)

Complete results: [www.richmondyc.org](http://www.richmondyc.org)

### GGYC MANUEL FAGUNDES SERIES (2/8 4r/1t)

PHRF 1 (< 69) — 1) **Wicked**, Farr 36, Richard Courcier, 7 points; 2) **TNT**, Tripp 43, Brad Copper, 8; 3) **Q**, Cstm Schumacher 40, Glenn Issacson, 9.

(20 boats)

PHRF 2 (70-109) — 1) **Yucca**, 8 Meter, Hank Easom, 3 points; 2) **Lilith**, WylieCat 39, Tim and Karen Knowles, 5; 3) **One Trick Pony**, J/105, Peter Szasz, 12. (14 boats)

PHRF 3 (110-126) — 1) **Shaman**, Cal 40, Steve Waterloo, 3 points; 2) **Lazy Lightning**, Tartan 10, Tim McDonald, 6; 3) **Harp**, Catalina 38, Mike Mannix, 8. (7 boats)

PHRF 4 (>127) — 1) **Uno**, WylieCat 30, Steve Wonner, 4 points; 2) **Arcadia**, modernized Santana 27, Gordie Nash, 7; 2) **Nancy**, WylieCat 30, Pat Broderick, 11. (15 boats)

CATALINA 34 — 1) **Mottley**, Chris Owen, 2; 3) **Crew's Nest**, Ray Irvine, 6; 3) **Queimada**, David Sanner, 6. (6boats)

KNARR — 1) **Flyer**, Chris Kelly, 4 points; 2) **Knarr 134**, J. Eric Gray, 5; 3) **Narcissus**, John Jenkins, 8. (6 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 3 points; 2) **Thea**, Chris Herrmann, 5; 3) **Nordic Star**, Richard Keldsen, 10. (5 boats)

Complete results: [www.ggyc.com](http://www.ggyc.com)

### ENCINAL YC JACK FROST (1/24)

DIVISION 1 (PHRF <130) — 1) **Golden Moon**, Express 37, Kame Richards, 3 points; 2) **Arch Angel**, Antrim 27, Bryce Griffith, 8; 3) **Uno**, WylieCat 30, Steve Wonner, 9. (12 boats)

DIVISION 2 (PHRF >131) — 1) **Eclipse**, Hawkfarm, Fred Hoffman, 4 points; 2) **Osituki**, Cal 28, Rodney Pimentel, 5; 3) **Wired**, Choate 27, Larry Westlund, 8. (3 boats)

OLSON 25 — 1) **Shadowfax**, Mark Simpson, 4 points; 2) **Hamburger Haus**, Jens Jensen; 3) **Vivace**, Frank Van Kirk, 10. (6 boats)

SF 30 — 1) **Wishful Thinking**, Tartan 10, Lester Gee, 1 point; 2) **Elusive**, Olson 911S, Charles Pick, 6; 3) **Centurion's Ghost**, Sandy Hensley, 15. (5 boats)

Complete results: [www.encinal.org](http://www.encinal.org)

### SAUSALITO YC (2/8)

SPINNAKER — 1) **Gammon**, Tartan 10, Jeff Hutter, 7 points; 2) **Razzberries**, Olson 34, Bruce Nesbit, 13; 3) **Trasher**, Merit 25, Harriet Lehmann, 15. (7 boats)

NON-SPINNAKER <143 — 1) **Q**, Schumacher 40, Glenn Isaacson, 4 points; 2) **Grey Ghost**, Hanse 342, Doug Grant, 10; 3) **True North**, Baltic 42, Jeff Dunnavant, 10. (8 boats)

NON-SPINNAKER >143 — 1) **Roeboat**, Catalina 30, Rod Decker, 7 points; 2) **Tres Bien**, Beneteau 323, Don Holden, 15; 3) **French Kiss**, Beneteau 350, Dave Borton, 15. (9 boats)

SANTANA 22 — 1) **Tackful**, Frank Lawler and Cathy Sterhoff, 15 points; 2) **Bonito**, Michael Andrews, 18; 3) **Chopped Liver**, Clyde Niesen, 24. (15 boats)

J/105 — 1) **Roxanne**, Charles James, 5 points; 2) **Lulu**, Don Weineke, 8; 3) **Blackhawk**, Scooter Simmons, 9. (7 boats)

MULTIHULL — 1) **Peregrine Falcon**, F-27, Bill Gardner, 6 (1 boat)

Complete results: [www.syconline.org](http://www.syconline.org)



Perry will then head to Coyote Point YC in South Bay at 1 p.m. on Sunday, March 15, where \$25 will get you in the door. If you don't yet have a copy

of *Understanding the Racing Rules of Sailing*, you can pre-arrange to have one waiting for you at the regular cover price. You can take care of all of this, plus take advantage of a \$5 discount for early registration — prior to March 1 — by visiting the event's website at: [event-manager.compete-at.com/cpyc/RRS2009](http://event-manager.compete-at.com/cpyc/RRS2009).

Don't miss these opportunities to get savvier about the new rules. They aren't for the 'sea lawyers' out there. They're for every sailor who feels the game is more enjoyable when everyone is on the same page and no one is quoting rule numbers to other boats during races.

*You definitely shouldn't miss* — **The Latitude 38 Crew List Party** is back again this year

March 11 from 6-9 p.m at the Golden

Gate YC. At a mere \$5 for people under the age of 25 and \$7 for everyone else, it's a low-cost way for motivated skippers to get instant access to motivated crew, and vice versa.

The cost of admission gets you a chance at door prizes and plenty of munchies, plus demonstrations and access to guest experts from the Bay's racing scene. Last but certainly not least, those who'd like to partake will find a full, no-host bar serving up some satisfying libations.

You may have noticed that we've moved the party up in the schedule this year.

Why?

Because we wanted to give you the chance to get settled with a new program or add new crew to your roster earlier in the year. So come on down! For directions and more info, we've set the party up with a web page all its own: [www.latitude38.com/crewlist/Crew.html](http://www.latitude38.com/crewlist/Crew.html). If that's not your style, feel free to give us a call at our World Headquarters: (415) 383-8200.

## South Beach Yacht Club 2009 Racing Season



For the best sailing on the Bay, come race with SBYC and visit our beautiful clubhouse!

Join us  
for our famous  
**Spring Fever Race**  
Saturday, April 4  
Great tune-up for your  
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**Save the Dates!**

**Friday Night Series: April 24 – August 28**

*13 fun races throughout the summer.*

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*The legendary 26-mile downwind fun run to Benicia.*



For race information, contact Roger at [rearcommodore@southbeachyachtclub.org](mailto:rearcommodore@southbeachyachtclub.org) (650) 799-1445, or visit our Web site at:

**[www.southbeachyachtclub.org](http://www.southbeachyachtclub.org)**

South Beach Yacht Club  
Pier 40 on the Embarcadero  
San Francisco

With reports this month on **The Birth of Megayacht Chartering South of the Border**, a look at a venerable yacht chartering firm's **Tortola Masterpiece**, and miscellaneous **Charter Notes**.

## Life in the Luxury Lane: Fraser's New Mexican Charter Base

Whenever we poll our readers, our highly *unscientific* surveys always reveal that the majority of *Latitude* devotees are more likely to charter a bareboat than a luxuriously crewed yacht. However, some of our more affluent readers do regularly charter high-end crewed yachts, and a few occasionally even charter top-tier 'superyachts.'

Regardless of the 'depth' of their pockets, though, it's probably fair to say that most boaters tend to be fascinated by the glamorous world of 'gold-plater' megayachts, if only to marvel at their sexy lines and exquisite craftsmanship. These days, you'll find an eye-popping array of such beauties — both sail and power — at the newly expanded Paradise Village Resort and Marina, which lies on Banderas Bay, just outside Puerto Vallarta. Long a favorite stopover for cruisers due to its adjacent resort amenities, the marina now offers 23 slips over 100 feet — many over 150 feet — built primarily to accommodate high-end charter yachts managed by Fraser Yacht Charters, whose long-established San Diego office is one of 10 satellites worldwide.

As Fraser yacht broker Patrick McConnell explains, "Regular clients are always looking for new places to cruise,

**The clean, sleek elegance of the 102-ft sailing yacht 'Chimera' is enough to make even the most refined sailor drool with envy.**

and this section of Mexico has a lot to offer." Especially, we should point out, since it's warm in winter and is relatively free of political unrest. Cruises both north and south of Puerto Vallarta can access calm, unspoiled anchorages with sandy beaches and a variety of low-key shoreside attractions. Other pluses are the growing strength of the dollar against the *peso* (currently 14 to 1), the region's excellent fishing, and the fact that PV's international airport is easily accessed from many American and European gateways.

Although The Moorings has been operating a bareboat base at La Paz for years, and a handful of foreign owner-operators are licensed to charter in Mexico, Fraser's arrangement is completely unique. It took West Coast Manager Diane Fraser and her team five years of research, planning and conferring with government officials to develop a contract which makes Fraser's the only large luxury yachts currently licensed to operate for hire in Mexican waters. A Mexican corporation has been formed with an Ensenada partner, and all yachts must follow strict shipping regulations such as filing specific float plans prior to each cruise.

Since the base opened several weeks ago, the half-dozen multimillion-dollar Fraser yachts now chartering in Mexico have been remarkably busy compared to the slowdown in the lower tiers of



COURTESY FRASER YACHTS

the charter market. But then, clients who can afford to spend \$200,000 for a week's charter have apparently been less affected by economic trends than typical wage earners. Many recent clients, in fact, are Mexicans. According to long-time Paradise Village Harbormaster Dick

Markie, "Wealthy Mexicans tend to be *very, very* wealthy."

Regardless of who the charter clients are, a good deal of money is expected to spin off into the community. Not only do big yachts need maintenance and upkeep, but they consume a wide variety of supplies and services. One of the challenges Markie and his crew faced in gearing up for the megayacht onslaught was installing costly three-phase, 100-amp, 480-volt electrical service at each slip — a rarity elsewhere. "The power that these boats require is enormous," explains Markie. "It's not uncommon that their power consumption costs more than their slip rent!" In addition



LATITUDE / ANDY

# OF CHARTERING



**Project partners were all smiles at the opening ceremonies February 7. Left to right are: Graziano Sovrnigo, owner/builder of Paradise Village Resort; Diane Fraser; Edwin Quintero, secretary of tourism; Hector Paniagua, mayor of Banderas Bay; and Dick Markie, Paradise Village Marina harbormaster.**

**Fraser's catalog of spectacular yachts includes late-model sailing 'superyachts', plus a few vintage classics like the 151-ft 'Lulworth'.**

to lavishly appointed staterooms and salons, such yachts typically have a host of elaborate-power craving systems such as large-capacity watermakers, huge freezers, all-electric galleys, hot tubs and more.

And Fraser's yachts aren't the only ones being drawn to the new facilities. The word has spread fast within megayacht circles, so much so that the entire basin is often full. The fact is there just aren't many places along the entire west coast of the Americas to comfortably and safely berth such large yachts, so many have traditionally had to stay on the move with no permanent base.

With the resort's alluring amenities, such as beaches, pools, restaurants, a spa and a shopping center, it's also becoming a favorite layover spot for captains and crews when their schedules allow them time for R&R. On a recent

day when the docks were full, Markie counted 147 crew, all of whom presumably spent money in the community.

Fraser's move follows a trend by owners of smaller yachts, who have increasingly chosen to base their boats in Mexico full-time in recent years, ei-

ther for faster access to prime cruising grounds or simply to avoid personal property taxes. On a half-million-dollar yacht, that 1% annual savings is \$5,000 a year; on a two-million-dollar yacht it's \$20,000 — enough for a whole lot of plane tickets. Further enticements, of course, are substantially lower fuel, food and entertainment costs. As a result, top-quality marinas such as Paradise Village tend to stay pretty full year-round these days, which was not the case 10 years ago. Markie is quick to point out, by the way, that making room for the megayachts did not diminish his previous number of smaller slips, as many of the megayacht slips lie within an area of the lagoon not previously used.

Another potential long-term benefit to Fraser's multi-faceted operation will undoubtedly be in yacht sales. Just as a sailor looking for a nicely performing 40-footer might charter a variety of brands and types before pulling the trigger on a purchase, potential megayacht buyers often charter one or more luxury yachts before finding one that suits their personal list of criteria.

All things considered, it seems that Fraser's 'move to Paradise' will prove well worth the effort. Having lived and worked in developing countries — and dealt with their bureaucracies — we can only imagine the headaches endured along the way, so we wish them great success on the new endeavor.

— latitude/andy

**The 209-ft megayacht 'Turmoil' dwarfs smaller motoryachts and cruisers at Paradise Village. You wouldn't want to pay its power bill.**



COURTESY PARADISE VILLAGE RESORT



LATITUDE / ANDY

*At the base's opening celebration, a conga line snaked across the new plaza, while Mocko Jumbies on stilts danced to reggae.*

### **Bigger, Classier and Greener: The Moorings' New Flagship Base**

Normally, the opening of a new charter base wouldn't be huge news to us. But The Moorings' new digs at Tortola, BVI, are in a class by themselves — definitely something to crow about.

Having just completed a \$15-million expansion, the company's flagship base at Road Harbour is now not only the largest bareboat charter base in the world, but as far as we know, it's also the most elegant. In addition, the company has taken bold steps to make its operation as 'green' — that is, environmentally sustainable — as possible.

Currently celebrating its 40th year of operation, the company has long worked to position itself at the upper end of the bareboat charter market, offering tough-to-match guarantees of quality regarding both its yachts and customer service. While Moorings' pricing may be a bit higher than some of its competitors', the boats it rents are generally no more than three years old, and are carefully maintained. In fact, it's probably safe to say that during the company's four decades of operation, its boats and customer relations protocols have been the de facto benchmarks by which all competing operations are measured.

Company managers, of course, intend to keep it that way, and the new Moorings Village's up-market amenities go a long way toward cementing the top-tier

image. Although the original structures of the Moorings Mariner Inn remain, and are being systematically renovated, a whole new hotel building has been added with deluxe rooms and suites that feature panoramic views of the Harbour.

The breezy open-air arrival area has both a check-in desk, where the goal is a minimum-paperwork sign-in, and a concierge desk equipped to facilitate special requests such as slip reservations elsewhere, dinner reservations, flight changes, special equipment rentals and entertainment suggestions.

A large covered lounge area, nicely tiled with gray stone pavers, adjoins a landscaped plaza which would be ideal for public performances or ceremonies at special events. Along the perimeter of the plaza are an air conditioned chart briefing room — which will be especially appreciated during the summer

months — an upscale waterside bar and restaurant called Charlie's, dedicated to The Moorings' late co-founder, Charlie Cary, and a snack bar and boutique (also air conditioned) dedicated to Charlie's wife, Ginny. There you'll find an array of gelato and gourmet coffee. Free wi-fi is accessible throughout the Village. And anyone who's ever emerged from a steamy marina shower room hotter than when they entered will appreciate the air conditioned shower area equipped with fresh towels and private stalls.

The long sea wall that used to define the seaward edge of the yacht basin was removed, and a larger wall was constructed farther out in the Harbour — this job alone was an exhaustive undertaking. The space gained created an additional basin where ready-to-sail boats will be berthed, while those needing cleaning and/or repair will be brought in elsewhere — similar to the way car rentals are set up. This, and

*The waterside hotel is an elegant addition to Road Harbour. With construction of the new sea wall, the yacht basin seen here was created.*



LATITUDE / ANDY

other considerations, are meant to make the arrival and checkout process as quick and easy as possible.

One of the features that *really* sets this base apart, though, is its on-site spa facility. Although perhaps a footnote to the hotel's master plan, it occurs to us that the offering of in-house massages, manicures, pedicures and facials might give some sailormen just the leverage they need to convince a reluctant wife to commit to a BVI sailing vacation. The artfully decorated, up-market rooms might also inspire charterers to stay a few extra days before or after a charter. Or, convince first-time charterers to consider a surf-and-turf vacation — i.e. three days in the hotel and four days on a boat. The large Mariner Inn pool still exists and a second pool may eventually be added next to the new hotel building.

Various 'green' elements have been incorporated into the master plan. Not only does the base's massive desal unit produce plenty of water for both hotel and boat needs, but all the laundry water for both sides of the operation is pro-

cessed and recycled — saving roughly 12,000 gallons a day. One eco-minded improvement that benefits the entire back-bay area (where the Sunsail operation and another marina are located) results from innovations in the new sea wall's construction. Two large 'free-flow' pipes allow sea water to circulate more rapidly throughout the marina area, plus, a monstrous dredge pump has been installed with a capacity of 50 million gallons a week — enough to flush the entire back harbor four times a week. The system is said to have substantially improved water quality in the back bay already.

The installation of holding tank pumpout stations is a goal which will hopefully be realized in the not-to-distant future. We should clarify that the holdup does not lie with charter companies, but with the territory's lack of treatment capacity. Sadly, the same is true throughout the Eastern Caribbean.

Hung on a wall near the new hotel's reception area is a gallery of vintage black and white images of the then-youthful Carys and their fledgling operation back in the late '60s. As longtime sailors may recall, they'd bailed out from corporate life and, with robust entrepreneurial spirit, came down to the islands

***This beefy pump helps Mother Nature circulate sea water through the marina.***

looking for opportunities. Their original fleet consisted of six Pearson 35s, which were then berthed at the Fort Burt Marina, whose docks still exist on the west side of Road Harbour.

A deal struck with Charlie Morgan lead to a new line of cruising yachts ap-

propriate to chartering. Years later, Beneteau became the prime producer



LATITUDE / ANDY

***We recently checked out the new Moorings 4600 cats. Their elevated helm stations give great visibility over the house.***

of Moorings' monohulls, a relationship which is still very strong today.

In fact, while in Tortola last month, we sea-trialed the sweet-sailing, award-winning Moorings 43.3 sloop. Beneteau USA President Wayne Burdick explains that many of the refinements applied to it and other recent models resulted from the input of Moorings charterers and fleet managers. With any given model undergoing thousands of weeks of chartering, there is no greater means of real-world testing.

Since The Moorings entered the catamaran market in the early '90s, the South African firm Robertson and Caine has been its major multihull supplier. Here too, suggestions and observations from countless weeks of charter have led to a variety of refinements. The new 4600, for example, has an elevated helm station which gives drivers excellent visibility across the top of the house — undoubtedly making it safer, as the classic catamaran 'blind spot' is eliminated.

We'd always wondered why charter cat bridge decks have gotten progressively lower, and R&C President John Robertson finally gave us the answer: When transoms were high and galleys were below decks you had to negotiate 27 steps before you could grab a beer. On the newest models that number has been reduced to three! Hey, sailors do have their priorities.

— latitude/andy



LATITUDE / ANDY

# WORLD OF CHARTERING

## Charter Notes

We're not sure how to say this without sounding like over-indulged trust-funders — which, sadly, we are not — but we've had the very good fortune to do a lot of traveling on various assignments lately, and we have to tell you that, if by any chance you still have a few dollars in your piggy bank, right now is **an excellent time to travel.**

Yeah, we know, you don't want to hear about it. But wait. All we're saying is that despite the fact that the U.S. economy is on a mostly downhill roller coaster ride, **our currency is remarkably strong** against many other currencies. It's at a previously unheard-of 14 to 1 against the Mexican peso, 2 to 1 against the Kiwi dollar and roughly 20% stronger than last year against the Canadian dollar, the Polynesian franc and other currencies.



LATITUDE / ANDY

**One of J/World's J/120s smokes along on Leg 2 of the Baja Ha-Ha. During the winter months they offer instruction out of Nuevo Vallarta.**

And because far fewer people are traveling these days, hotels, charter companies and tour operators are wheeling and dealing like crazy. There are definitely **killer deals** out there that will evaporate when the economy gets stronger. So we say, "Embrace the silver lining!"

Speaking of Mexican pesos, if you're

in the mood for some sailing fun down where the sun is hot and the seafood is fresh (and cheap), consider signing up for a leg aboard one of **J/World's J/120s**. Although based at Nuevo Vallarta during the winter, each spring these boats are delivered north to S.F. Bay. But before they begin the bash north from Cabo, they offer a week of **instructional sailing** in early May

along the mainland coast and within the **nature-rich Sea of Cortez**. It's a great opportunity for some high-performance sailing in a sun-kissed venue close to home. And those J/World folks definitely know how to have fun. Give them a call at (800) 910-1101 for details.

Elsewhere, such as the BVI, there are currently **fewer boats in the anchorages** than there have been in 20 years. Like we said, it's a great time to travel!

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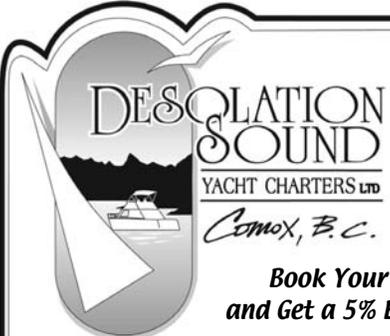
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# CHANGES

With reports this month from **Miela** on the good life along Mexico's Gold Coast; from **Coyote** in the Caribbean on 13 years of 'six-and-six' cruising; from **Eupsychia** on a whale encounter so close it almost caused a urinary tract malfunction; from **Sanderling** on seven years of cruising in the Caribbean; from **2 Extreme** on the culmination of a 7.5-year, 70-country circumnavigation with a 31-year-old boat; and lots of **Cruise Notes**.

## **Miela — Moody 44 Bill and Karen Vaccaro Life On The Gold Coast (Chico)**

We're on our way from Tenacatita Bay to the Barra Lagoon on Mexico's Gold Coast so I, Karen, can do some work tomorrow. The wi-fi is more reliable at Barra than Tenacatita, plus we'll get to visit with friends we missed our last time there. It's cool and cloudy this morning, be we know it will be hot in the lagoon in Barra as there is less air circulation.

Tenacatita Bay remains one of our favorite places in Mexico. The anchorage is beautiful, it's usually calm, and the Mexican disco music at the Blue Bay Hotel ends at 10 p.m., so we can get a full night's sleep. Chipper the dolphin and his two friends still patrol the anchorage each day and chatter at us. Chipper, who is easy to recognize by the notch in his dorsal fin, has been here since our first visit over four years ago.

While at Tenacatita, we did the traditional jungle ride in our dinghy with friends Terry and Vicki Fahey of the Richmond-based Pearson 424 *Tenacity*. The snorkeling at 'the aquarium' part of the bay, after the jungle ride, was some **Karen, not looking a day over 29, holds up bonita caught near Tenacatita Bay. She later bought a BMW 650 for riding in Mexico.**



BILL VACCARO

of the best ever. It's been a good year for water clarity, so we've managed to capture some wonderful underwater video.

The cost of cruising is pretty low in Tenacatita Bay. For example, there is no fee to anchor. We paid 10 pesos — about 70 cents — for freshwater showers and to rinse our gear before having lunch on the beach. The fee for dinghy parking has gone up this year from 10 to 20 pesos, but that's still only about \$1.50. We aren't using dollars as much as before, since the exchange rate is now over 14/1. If we do use dollars, we've found that businesses try to give change at the old 10/1 exchange rate. We bought cantaloupes from a little boy on a dirt road and paid \$1.50 for five. What a treat! That night we celebrated Karen's birthday aboard *Miela* with ceviche, steak and dessert of fruit tarts from the French Baker in Barra. So we're not suffering.

After *Tenacity* headed north yesterday morning, we made our way across Tenacatita Bay — it's only a couple of miles — to explore Tamarindo, the famous golf resort. As we came into the Tamarindo anchorage, the rays were jumping in front of us and schools of huge needle fish were swimming by. The resort is so beautiful, with white sand beaches and palm trees. We often anchor in beautiful areas, but most aren't as green as Tamarindo at this time of year because it's the dry season. As a bonus, we also picked up a lickety-split fast wireless connection. Oddly enough, there's nothing about this place or anchorage in the cruising guides.

We anchored about 200 yards off the beach in 15 feet of clear water. We love it when we can see right to the bottom! *Primadonna*, the 145-ft megayacht, came in for the afternoon, and their deck crew of about eight unloaded jet skis and other toys for their guests. They almost filled the small anchorage, and we — LOL — were probably in their 'spot'. In an effort to keep up with the Joneses, we pumped up our kayaks too, and did a little fishing from the dinghy. We caught a huge triggerfish, but released him.

Our biggest challenge this week? Fresh fruit management. Fruit ripens so quickly that it's sometimes a race to finish the avocados, pineapples and bananas before they're past their prime. Limes keep well, but you can never have too



many for beers, cooking and ceviche!

For those who like numbers, I, Karen, have only been here about a week, but we've enjoyed 21 cerveza, caught five fish, spotted two whales and three pods of dolphin, had two meals of guacamole and two meals of ceviche, drunk five piña coladas and have gotten 26 mosquito bites and one little sunburn. But I've yet to wake up with a headache.

— karen 01/18/09

## **Coyote — Freedom 44 Fred Evans and Robin Whitley Six-and-Six for 13 Years (Mendocino)**

You could call Fred Evans of Mendocino 'Mr. Six-and-Six'. Back in '95, he spent a week with his dying father at an Intensive Care Unit in Oxnard, during which time his father warned him that life passes very quickly, so that if Fred had any strong interests — such as going cruising — he shouldn't postpone them.

# IN LATITUDES



LATTITUDE/RICHARD

cruising' in the Caribbean aboard *Coyote* last winter. Robin took sailing lessons at OCSC in Berkeley last summer. "It was great," she said. "I love sailing, being on the water and surrounded by nature. It's been the surprise of my life."

Evans has enjoyed an interesting life. Despite having polio as a child, he became proficient at water sports. He surfed when he was young, and then became an accomplished sailboarder in Hawaii — until he started having hip problems. He began sailing in the '70s after buying a Pearson Triton 28, which he curiously never bothered to name. It was at the same time that we started publishing *Latitude*. "I loved *Latitude* because it was so hip and different — and I still read it because it's still the only hip and different sailing magazine."

Well, thank you!

Fred has also had an interesting work history. "I started out as a social psychologist," he says. "That was such difficult work that I had to live in a teepee and go canoeing for three months a year to get my head straight. Then I got into a door and window business in Cleone, which is near Mendocino. When I brought my Javelin 35 up to Noyo Harbor, County Supervisor Norman duVall suggested that I must be a drug smuggler. As if I would smuggle drugs with such a boat, and leave her in Noyo Harbor. For the record, I have never smuggled drugs. But while in Mexico, I was twice offered \$150,000 to bring drugs to California on my boat."

Over all these half-years of sailing, you can imagine Fred has had some wild experiences. One of the craziest was in Costa Rica shortly after doing the Ha-Ha in '95. His daughter Freda and a

***Fred still wears his shirt from the '94 Ha-Ha. He says it's been a great ice-breaker. He also still has his painted fish 'trophy', too.***

***No wonder the smiling Robin and Fred hit it off. Before they met, they'd both lived off-the-grid and in teepees. Onboard life is "luxurious."***

Evans, now 64, and who had already cruised to Mexico in the early '80s, took his father's message to heart. He bought the Freedom 44 *Coyote*, did the Baja Ha-Ha II, and has been cruising between 5.5 and 7 months a year for the last 13 years. The rest of the time, he and Robin Whitley, his sweetheart of nine months, live on his five-acre farm in Mendocino. When they are on the boat, a caretaker watches their place on the North Coast. "There are a lot of lesbians in the Mendocino area," advises Fred, "and let me tell you, they make the best caretakers."

Fred and Robin met at a New Year's Eve Party in Mendocino a little more than a year ago. "I overheard him say 'San Blas Islands', and I had just returned from there, so I boldly sidled up to him," says Robin. "We talked, and it was friends at first sight. Our first date

was at Moody's Coffee Shop in Mendocino, where I had an exhibit of molas from the San Blas Islands on the walls. We're not married, but this is sort of our honeymoon."

Many women who start cruising later in life have a hard time adjusting. Not Robin, who is a caregiver for children with special needs when she's in California. She grew up in Evergreen, Colorado, lived off-the-grid in Questa, New Mexico, and then spent another 13 years off-the-grid at Pavones, a renowned surf spot in Costa Rica, where she raised two sons. "There were no cars in Pavones when we got there, and we got our water from a well." Given her background, Robin characterizes cruising on *Coyote* as being "luxurious."

After 45 days of 'test



LATTITUDE/RICHARD

# CHANGES

stepson were flying down to cruise with him, and he was going to pick them up at the airport in San Jose the next day. "The night before, I smoked my first pot in ages," Evans remembers. "Naturally, as soon as we — the woman who was going to watch boat while I went to the airport and I — got high, there was a horrendous lightning storm, with huge bolts striking all around *Coyote*. We finally took a direct hit. The bolt came down the carbon fiber mast, blowing a hole in it, and showering the forepeak — where the woman was trying to hide — with sparks from the windlass. The bolt continued up the mizzen to the radar, then down to the engine. I could see it all even though I had my eyes shut. Finally, after the deafening noise, there was dead silence. Then I heard the comparatively soft sounds of things like lights and antennas falling off the masts and onto the deck. Finally, all the pumps in the engine room started going on and off of their own volition, and the hull sounded like Rice Krispies in milk. To top it off, it was the first time in 30 years of owning boats that I wasn't carrying insurance."

Ironically, when Freda and Fred's stepson arrived the next day, it was the start of their best time ever on the boat. "When they'd been with me on the boat before, everything was working and they didn't have much to do. But that time they really needed to lend a hand, and the responsibility made it way more fun for them. After the kids left, I continued on to the Pedro Miguel Boat Club inside the Panama Canal, where I rebuilt the boat. Over the years, my daughter did a lot of three-month cruises with me, and then would return to California for three months. Once she got her driver's li-

**Stoned or straight, most sailors are terrified by lightning. After all, it's hard to get low at sea when you're aboard a sailboat.**



HARRY LIGHTNING: HOPKINS

cense, her interest in cruising stopped."

Fred would spend six months a year for the next six years based out of Panama, his favorite country. "I did six-and-six there from '96 to '01, and loved it for the wilderness sailing. Three times I spent six months in the San Blas Islands. Diana Redwing was with me at the time, and she created a Kuna Yala-to-English dictionary. I also have to credit her with convincing me to cruise six-and-six as opposed to full time, as she said full time would burn me out. Diana later gave up cruising to be with grandchildren."

"I later spent time at the Bocas del Toro, Panama. When you go from the Canal to Bocas del Toro, you sail about 100 miles along the coast where you don't see a light. I loved it. The only place I didn't go in Panama was the Darien, because I had been told it was too dangerous. I wish I'd gone."

When Fred ultimately decided that it was time to move on, he sailed to Cartagena, Colombia, where *Coyote* got her first bottom job in — get this — six years! Once he left Cartagena for Aruba and the Eastern Caribbean, he was to face his biggest sailing challenge ever — the dreaded upwind smash from Cartagena to Aruba. "I'd done the Baja Bash several times, and let me tell you, that's nothing compared to going east in the Caribbean. I was singlehanded and had 25-35 knots of wind the entire way. It was the hardest thing I've ever had to do with a boat. But my Freedom 44 was cool. I double-reefed both sails, centerlined them, and motorsailed as best I could."

"Prior to leaving Cartagena, I sat around with the skippers of six other cruising boats, and they questioned me about what kind of firearms I was carrying," recalls Evans. "When I said that I wasn't carrying any, they told me it was unarmed cruisers such as myself that caused other cruisers to be attacked. But I later talked to three other cruisers in Cartagena, all of whom had been attacked. One defended himself with bear spray, another with flares, and another with something else non-lethal. All said that, had they fired guns at their more heavily armed attackers, they surely would have been killed."

Nonetheless, there was one time Evans was anchored off the coast of Colombia when he thought — at least for a minute — that he should have some



weapons. "These masked men in fast powerboats suddenly appeared on the horizon and raced directly at me. When they got close, the crews reached under a ledge on the boat as if they were going for their automatic weapons. I thought I was dead. But instead of pulling out guns, they pulled out huge lobster and fish they wanted to trade with me. It turned out they were just fisherman who wore scarves around their faces to keep out the dust from the desert."

Evans thinks that cruisers need to stay away from big cities with bad reputations — such as Baranquilla — but that anchoring off small villages is safe. In fact, over the years he's gotten so sick of people telling him that this place or that was too dangerous to visit that he actually sails to those places intentionally. "It started in Mexico when several cruisers warned me not to stop at Ipala. I went there anyway and the people couldn't have been nicer. Then, after having a safe trip along the coast of Colombia, I finally gave up listening to SSB security nets and made a habit of going to places where I was warned not to go — including the northeast coast of Venezuela."

Ironically, Fred would be attacked and beaten severely in Venezuela, but

# IN LATITUDES



BOTH PHOTOS LATITUDE/RICHARD

**Spread; Look ma — no shrouds! Evans says he'd never go back to a sloop rig. Inset; He also says he'd never carry firearms on his boat.**

under circumstances where it would be least expected. He'd taken a plane into the capital of Caracas, loaded down with cruising goodies, and hopped into a brand new taxi at the airport. "As we came out of a tunnel on the way to town, the taxi suddenly pulled over, and a group of five men dragged me out of the car and beat me. I fought back, just as I learned to fight bullies when I was younger, but there were too many of them. I was beaten very, very badly, having been repeatedly kicked in the face. After the attackers left, I was a bloody mess standing along the side of the road. Nobody would stop for me, not even the two police cars that drove by. I had to walk all the way back to the airport."

As a result of that beating, Evans temporarily went blind in one eye, and still only has 80% vision with it. "The beating cost me \$25,000 in medical bills, and really messed me up mentally. I started smoking cigarettes and pot, and really was in a terrible state. It had been my first such incident ever, and like a lot of victims, I blamed myself, and kept asking myself what I'd done wrong. I finally got counseling to help me mentally re-

cover."

"In order for my eye to physically recover," he continues, "I underwent this treatment with gas to help reattach my retina, a procedure that required my lying face down for about a month. Prior to the beating, I'd never really thought about money, but being forced to lie face down, I had nothing to do but read, so I read about money. As a result, I'm now confident about my financial future."

Fred doesn't want readers to think he's a wacko — and he's certainly not — but he bet a friend \$50 that in three years the United States will no longer exist as a single country.

"It was a stupid bet on my part," he laughs, "because the \$50 I win won't — like the rest of U.S. currency — be worth anything." Such an outlook has drastically affected Fred and Robin's cruising plans. For as much as they love the sailing conditions in the Caribbean, after a hoped-for stop at Cuba, they'll be headed back to the Pacific. You see, if the U.S. currency ends up not being worth

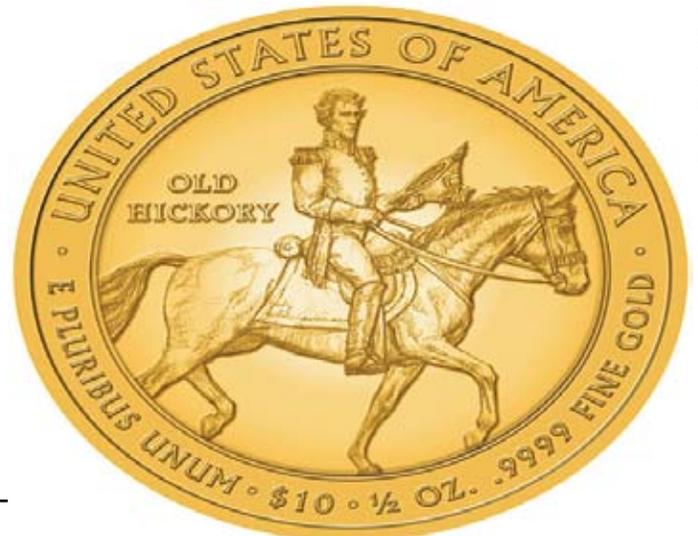
anything, Fred worries they might not be able to pay for a Canal transit, and therefore wouldn't be able to sail back to Mendocino without going around the Horn. Fred believes in gold and particularly silver rather than any currency.

But if everything goes to hell, why does he think Mendocino will be a safe haven? "Believe it or not, the people and officials of Willits have a plan to, if necessary, blow up all the bridges to prevent outsiders from coming in. And we'll have our farm in Mendocino, and our boat from which we can fish. I even have a little Freedom 21 in Noyo Harbor that would be ideal for fishing from."

While Fred and Robin share a more apocalyptic vision of the future than do we, you have to admire their style. "We enjoy living small and being self-sufficient by growing our own food," says Fred. "And by raising chickens and goats," adds Robin. That's when they're not sailing, of course. When they're on *Coyote*, they continue to live a simple life. "I only recently installed two 135-amp solar panels," says Fred. "Thanks to their generating so much electricity, and thanks to the stoutly-built *Coyote's* being such a good sailing boat, we almost never have to run the diesel."

Evans' choice of a Freedom 44, which is a cat-rigged ketch with unstayed carbon fiber spars, is interesting. When in Mexico aboard his Javelin 35, he rolled his brains out so much in one anchorage that he temporarily took refuge aboard a friend's Wharram catamaran, which was hardly rolling at all. Convinced he should buy a catamaran for his ultimate cruising boat, he did a test charter on a 42-ft cat in the Bahamas — and hated it! "I love to sail, and it was like sailing a Win-

**"In gold we trust." Neither Fred nor Robin has much faith in U.S. currency. In fact, that's the only reason they're headed back to the Pacific.**



OLD HICKORY GOLD

# CHANGES

nebago," he remembers. As luck would have it, he stumbled across a Freedom 44, bought it, and has absolutely loved her ever since. He and Robin delight in sailing into anchorages, something they find very easy to do with the self-tacking Freedom. What's more, the boat is very fast. "I sailed in company with two 42-ft catamarans from St. Martin to Grenada," Fred says with pride, "and I beat them boat-for-boat on every single leg."

With 13 years of perspective, Evans has a surprising view on the Ha-Ha. "At the time, I didn't appreciate how great it was. But I had a wonderful time, and surfed the coast on the way down. In fact, when all the rest of the Ha-Ha fleet continued on to Cabo, we were glad because we stayed behind for a couple of days and had the surf all to ourselves. In all my years of cruising, Bahia Santa Maria remains one of my all time favorite spots."

So two replacement hips later, Fred is still going at it, and Robin is happy to be with him. As for Freda, now a journalist in Mexico City, if Fred doesn't call her every two weeks, she'll call the Coast Guard — something she's done once before.

— latitude/rs

## **Eupsychia — Cal 36**

**David Addleman & Heather Corsaro  
Back To The Tropics  
(Monterey)**

Damn, it feels great to be back in tropical weather! Currently, we're at Chacala heading to Banderas Bay, where we'll repair our diesel. But my report is on our trip from La Paz to Isla Isabela, and the excitement we had on the way and once we got there.

After pulling into La Paz with engine troubles, David did some troubleshooting and discovered that we had a bad

***The first step in rescuing the frigates was to get them on the bow of a kayak so they could begin the drying out process.***

rod bearing. Once he made sure the engine was still good enough to charge our batteries, we decided to head south as strictly a sailboat to find the tropical weather we'd been missing for far too long. After storing the transmission in the bow, we waited for favorable current out of Bahia de La Paz, hoisted sail, and blew out of there. Our destination was one of our favorite places in Mexico, the bird and marine refuge at Isla Isabella, which is about 45 miles off the coast of San Blas.

We had a couple of nights of minimal wind, but we still made the 350-mile passage in three nights. Our welcome to the island was a startling one. We'd been watching a pod of about 16 humpbacks a couple hundred yards away when we decided to drop the jib for better maneuverability for whale watching. I guess the whales wanted to people watch, because when David and I were up on the foredeck securing the jib, we were startled like never before. The whales surfaced four feet from our port side!

"Jesus!" I shouted. "Turn the boat babe! Turn the boat!" My body surged with adrenaline and terror. My fingers fumbled with the sail tie, my knees turned to rubber, and I knew as soon as I saw a humpback go underneath the boat that we were going to be in real trouble. The whale was so close that I could make out every knob on the humpback's flipper as he went under the bow. I almost peed my pants, but David kept his cool and returned to the helm to relieve the autopilot. I held onto the forestay waiting for the inevitable collision, but thankfully it never came. The pod of whales that surfaced next to us continued on their way as quickly as they'd approached. Welcome to Isla Isabela!

Once we got settled in at the island, we started thinking about starting a search and rescue squad for frigate birds. For in the course of a week, there were three times while we were out kayaking that we came across frigate birds flailing in the water. The problem is that frigate birds can't really swim. On the rare occasion they touch the water with their bodies, it's only for a few seconds. Any longer than that, and they end up like our three feathered friends who were too waterlogged to fly.

Freddy is the name



we gave to the first bird we rescued, followed by Xena and Leyla. Each time we started the drying out process by getting the frigates on the bow of our kayaks. While pondering what to do with the newly-acquired frigates, David tossed out the idea leaving our cat Maui behind and adopting the birds. Needless to say, that didn't happen. As it turned out, we were able to make successful beach landings with all three birds. Then David put his long arms to good use by placing the birds high up in trees away from the water. After a day or so of drying out, all three frigates were able to fly away. Hey, we're suckers for happy endings!

— heather 01/24/09

## **Sanderling — Cabo Rico 38**

**John Anderton  
Seven Years Cruising The Caribbean  
(Alameda)**

John Anderton left Alameda eight years ago to start cruising, and he's spent the last seven of them cruising up and down the islands of the Eastern Caribbean. "There are only two things



# IN LATITUDES



ALL PHOTOS BY HEATHER CORSARO

**Spread and inset left; At times, the big boys got way too close for comfort. Inset right; David carries an appreciative frigate to a dry roost.**

I miss from life back in the States," he told us during a lunch at Le Select in St. Barth. "The first is my '95 Ford Mustang. It was the only car I could downshift at 75 mph in order to quickly get up to 110. The other thing is cowboy boots. I lived aboard in Alameda for 12 years, and even then I wore cowboy boots all the time."

After eight years of cruising, the 68-year-old has no plans to stop. "Two years ago I returned to Portland and other cities where I had family and friends in the States, and I felt sorry for all of them. They might have had nice houses and cars and wide-screen televisions, but most of them seemed to be bitching and moaning about everything. They need to visit some Third World countries to see how good they have it. As for me, I don't have a lot, but the cruising life is a hoot!"

One of the reasons the cruising life is so appealing to him is that it's so affordable. "I can live entirely off my Social

Security checks," he says.

Even health care outside the United States is affordable. "I sort of tore the top of my foot off as a result of getting it caught in the electric windlass," Anderton says, "so when I arrived at Bequia, it was swollen to the size of a football. Every day for the next two weeks I visited the clinic, where I was treated by a Cambodian doctor who give antibiotics and other medicines. I wasn't charged a cent. Nonetheless, I happily gave them a \$500 donation."

Back in '04, John had to have two passes through a state-of-the-art CAT scan machine in Trinidad. "It cost a total of \$380," he laughs, trying

to imagine what it would have cost in the States. He then received what he considers to have been excellent follow-up treatment from an Indian doctor at similarly low prices.

That's not to say the cruising life is all sweetness and light. "We haven't had the best weather this year. In a normal Caribbean winter, you can sail for four days, then you need to sit out rough weather four days. This winter, I've been able to sail for two days, but then I've had to sit out bad weather for six days."

While every island in the Eastern Caribbean has its attractions for Anderton, his current favorites are Bequia, Curaçao, St. Barth, St. Martin . . . well, the list goes on and on. "Having been to all these places so many times, I've made as many good friends ashore as I have on the water." Nonetheless, he's thinking about changing his routine a little. "I might try the East Coast of the United States this summer."

Lots of people are concerned about personal safety in the islands of the Caribbean, but Anderton hasn't had a problem. "I don't walk down dark alleys late at night," he says, "but I've had more trouble in California, where my identify was stolen once and my car was stolen twice."

A singlehander, John says there is a big difference between being lonely and being alone. "You can be lonely in a crowd, or you can be alone and still have many friends. I'm in the latter category. Every time I drop the hook in an anchorage, I put my dinghy in the water and row

**Yummy-yum-yum. Anderton chomps into a juicy Cheeseburger in Paradise at Le Select, about to celebrate 60 years under one owner.**



LATTUDE/RICHARD

# CHANGES

over to the next boat and say 'hello'."

— *latitude/rs* 02/10/09

## **2 Extreme — Corbin 39 Henry and Mattie McAlarney 7.5-Year Circumnavigation (Hudson, Florida)**

You would think that after doing a 7.5-year circumnavigation, which included visiting 70 countries, a couple would return better sailors than when they left. But according to Henry McAlarney, that's not true — at least not with them.

"Mattie and I got married in October of '01, a month before we took off on our cruise. At the time, she rated zero as a sailor on a scale of 1 to 10, and I, having done a Maxi Worlds, a Fastnet Race and some other things, would have been an eight. But after all these years of cruising, I'd say that Mattie has gotten up to a 2, while I've regressed to a 5. Cruising, you have to understand, has almost nothing to do with sailing. When you're cruising, once you have the sails up and the windvane set, you start reading. It's when you get somewhere that the adventure begins."

Despite being an experienced sailor at the time they left, Henry, who, like his wife, took early retirement from the State of Florida, says being an experienced cruiser is an entirely different thing. "Ignorance was bliss for us with regard to cruising knowledge when we started what we intended to be a three-year circumnavigation," he admits. Among their bits of ignorance was somehow assuming they needed to bring all their food staples with them, as if there were some places where people didn't have food. As such, they made it all the way to Fiji without having to replenish any staples. In addition, McAlarney departed Florida

**Henry claims that the more they sailed, the worse a sailor he became. "Cruising has nothing to do with sailing," he says.**

computer illiterate, but with a cabin full of computers, printers, digital cameras and other electronic gear. "The sales guy didn't bother to tell me that the various electronics didn't automatically talk to each other. I had the same experience when I hired a guy in the South Pacific to connect our Pactor modem with our SSB radio in order to get SailMail. After the guy said the job was complete, I asked him to prove that it worked. He said I'd only hired him to hook them up, not to make them work together. That cost extra!"

Nonetheless, Henry and Mattie agree that the only way to learn about cruising is to go out and do it. "Experience," they laugh, "is the knowledge you gain after you no longer need it."

Not everyone has the same goals when going cruising. In the case of the McAlarneys, it was to visit friendly but out-of-the-way cultures. As a result, their list of favorite places might have some surprises. At the top of the list are the rugged and remote Marquesas, followed by Vanuatu, New Zealand — where they seriously thought about settling — and Thailand/Malaysia. Two of their peak experiences were at regional cultural revivals — one at Alor, Indonesia; the other at Ambae, Vanuatu, the original 'Bali Hai'. "These cultural events were intended for the people themselves, not tourists, but we just happened to be there."

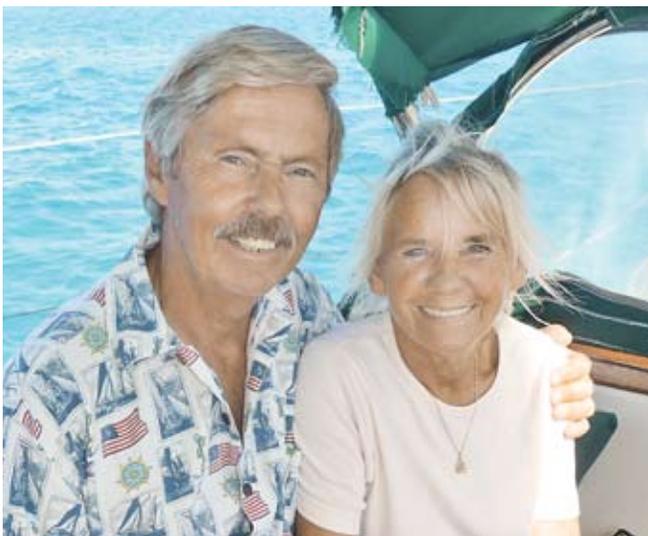
Topping the list of places they didn't care for was Australia, which was "too much like California"; Papeete, where the first thing they saw was a McDonalds, which made them decide to "not even buy a beer there"; and the Galapagos Islands, which they felt "looked denuded and where visitors are charged to swim with turtles." Indeed, right at the beginning of their cruise, they learned that you don't know what to expect of a place until you get there. "When we got to Panama's San Blas Islands, we peeked through the cracks in one of the shacks to see a group of Kuna Indians watching *The Simpsons*. We were so disappointed. But that's a strong argument for not waiting too long to get out there," Henry says.

They also had an unusual cultural experience at Palmerston Island, which is a coral atoll some 300 miles northwest of Rarotonga in the Cook Islands. "There are only six



families on the atoll, and they all compete to see who gets to host any yachties who might come along. Whichever family sees you first, gets you. And they are such thorough hosts that they won't even let you put your dinghy in the water. They chauffeur you everywhere, feed you, give you a tour, and jealously keep you away from the other families. I made the mistake of saying 'hello' to a family other than my host family, and was quickly served a parrotfish dinner. When I got back to the host family, there was a big ruckus over what I'd done. 'You missed dinner,' they said, and insisted that I sit down and have another one with them. Parrotfish is delicious, but it's all they eat, and I don't understand how they don't get tired of it."

Because the McAlarneys' preference is to anchor out rather than stay in marinas, to sail whenever there is any wind, and to eschew tourist hot-spots, they cruised comfortably on \$1,500/month.



# IN LATITUDES



LATITUDE/RICHARD

Egypt were a letdown after Angkor Wat."

The McAlarneys have a second warning for folks visiting tropical Southeast Asia. "We're from Florida, but we still had no idea what hot was until we got to that part of the world."

Somewhat unusually for circum-navigators, the McAlarneys also cruised the Black Sea. "Bulgaria was beautiful, and you could stay in marinas for just \$5/night. Romania was lovely, too, as was the Ukraine. In fact, based on our experience, Odessa is the most beautiful city in the world." Located in southern Ukraine, Odessa was the fourth largest city in Imperial Russia during the 19th century, and the architecture has more of a French and Italian Mediterranean flavor than a Russian flavor. It's also home to the spectacular Potemkin Stairs, which are an optical illusion and were made famous in Sergei Eisenstein's brilliant 1925 silent film *The Battleship Potemkin*.

Another wonderful stop in the Black Sea was at Balaklava, which is actually part of the city of Sevastapol in the Ukraine. Although the town is perhaps most famous for the suicidal British cavalry charge, it was made even more famous by Alfred Lord Tennyson's *Charge of the Light Brigade*. Nonetheless, the thing that knocked the McAlarneys out was the Russian Naval Museum in what had been an operational nuclear sub base until '93. "The base was located inside of a mountain," remembers Henry. "The nuclear subs could enter underwater, surface in the inside for repairs and loading of nuclear missiles,

***The McAlarneys found the Russian Naval Museum at Sevastapol, a former nuke sub base, to be very impressive and fascinating.***

***Everything on a boat has a place. Mattie had a series of drawers with sized cutouts for each of her pots and pans.***

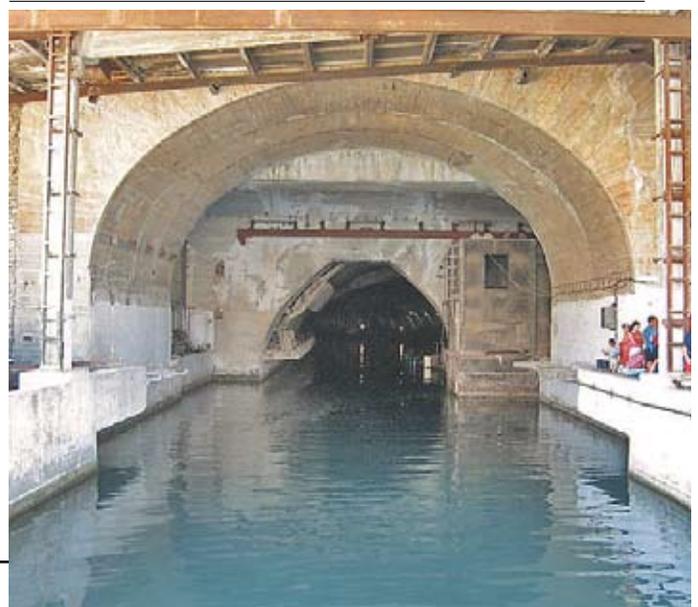
This included doing just about every budget tour they came across.

"One of my favorite tours," says Mattie, "was the bus trip from Saigon to Hanoi in Vietnam. The way it works is that you can get off as many times as you want along the way, and have a full year to complete the trip. When the bus got to a city, the driver would stop at a hotel to see if anybody wanted to get out to spend the night there. If nobody liked the hotel, he would drive to another one. The cost for the whole bus trip was just \$18, and rooms were about \$5 night. These weren't five-star rooms, of course, but they were clean and had their own bathrooms."

While in the Chiang Mai area of northern Thailand, the couple did a multi-day tour that included elephant rides and, most interesting of all, a raft trip down a

very chilly river. "While we were standing there," remembers Henry, "the guides started chopping bamboo with machetes, then used vines to tie them together into a raft. When they found out there were going to be more passengers than they thought, they just cut down some more bamboo and made the raft bigger. It was a fantastic experience."

While in the region, the couple also visited the immense 12th century temple complex at Angkor Wat, Cambodia. "We visited about a million temples in that part of the world," says Henry, "but let me warn everyone that they should visit Angkor Wat last of all. The thing is, it's so spectacular that all others pale in comparison. In fact, the Pyramids of



NATASHA KARLOFF

# CHANGES

then exit underwater from another opening. Something like two miles had been carved out of the inside of this mountain for the base, and even nuclear blasts couldn't have destroyed it. It was fascinating."

Speaking of security issues, the couple



of our trip."

Let anyone think you need a new or expensive boat to cruise the world, the McAlarneys' Canadian-built Corbin 39 is 31 years old — and still has some original equipment. For example, the Autohelm 3000, an autopilot that steers via a belt to the wheel. "2 *Extreme* is old, heavy, slow and comfortable," says Henry. "But performance wasn't a problem, in part because of the lack of upwind sailing we had to do. We don't sail upwind. Well, sometimes we had to, but only about 2% of the time. When sailing off the wind, we'd usually use twin headsails — a working jib and a staysail — winged out. Even though we didn't set the main, we'd scream downwind. While it's true we did have a rudder problem, the rudder on our Windpilot self-steering vane got us 1,200 miles from New Zealand to Fiji."

A lot of cruisers are big fans of GRIB files for weather, but Henry isn't one of **Above; A rainforest in Malaysia. Below, Even though it looks like Thailand, it's actually Viet Nam. The McAlarneys did lots of land tours.**



them. "GRIB files might be better than a poke in the eye, but not much, so we did most of our own forecasting. We did end up in some gales, but didn't go through any storms — at least per the definition of storms. We didn't want anything to do with those."

What observations would the couple like to share with others considering a circumnavigation? 1) "Everybody in the cruising community is equal because nobody cares what you did in your 'past life'. But most everyone is caring. While we were in the Chagos Archipelago in the middle of the Indian Ocean, Henry became so sick that after a month he was too weak to lift a glass of water. Nonetheless, a retired German doctor came over from his boat to check in on him every day. For free." 2) "You'll never see better fruits and vegetables than those available in Turkey." 3) "Malaysia is both a wonderful gateway to the Orient and a good place to keep your boat while traveling inland." The couple spent an extra year there. 4) "No matter where you are in the world, the people with the least are the most giving." 5) The worst sticker shock occurred when buying fuel in Turkey after having bought some in Egypt. "It had only been 45 cents/gallon in Egypt, and it was \$12/gallon in our next stop, which was Turkey." 6) "We have a 3-hp outboard and a 5-hp outboard. They filled our needs for 99% of the time." And lastly, 7) "My doctor told me to travel while I could still carry my own baggage," says Mattie. "It was good advice."

— latitude/rs 02/05/09

## Cruise Notes:

Go girls! Last spring, Susan Travers and Elba Borgen, who refer to themselves as "Lucy and Ethel", sailed their co-owned and co-skipped Cape George 31 **Infinity** some 3,000 miles from Mexico to the Marquesas as part of last year's Puddle Jump group. Just before they arrived, their engine crapped out. After dropping the hook at Daniel's Bay, Nuku Hiva, they spent quite a bit of time with the Canadian couple on the Cape George 40 **Mist**, a boat that was about to complete a seven-year circumnavigation. The gals must have developed a strong case of boat envy for *Mist*, because several months later they bought her in the Pa-



cific Northwest, and put *Infinity* on the block.

"We're going to be going across the Pacific again this season," the girls write, "but we'll be leaving from Washington in March, so we'll be doing a different course than the Puddle Jumpers who are leaving from Mexico and Central America. We'll be stopping in Hawaii, Palmyra, Tonga and Fiji. We wanted to fast track to the South Pacific this season in order to pick up where we left off in '08. While we loved our time in Tahiti and the Society Islands — both with and without a working engine — we're going to skip them this time."

For the record, Susan is an East Coast girl who moved to California in the '70s and became mesmerized by the beach culture, which included board surfing and sailing a variety of Hobie Cats. She always knew she'd sail oceans. Elba is a San Francisco native who drew up sailing dinghies on the Bay with her dad, and later competed in the Bird boat class. She knew she was going to get a bluewater boat a dozen years before she and Susan finally bought theirs.



*Spread; Sailing fun at last year's Sea of Cortez Sailing Week. Insets; Susan and Elba of the Cape George 40 'Mist'.*

Last year's revival of **Sea of Cortez Sailing Week** went so well that it's being held again this year, starting on April Fool's Day, with sails to and lay days at Caleta Partida, Isla San Francisco, and La Paz. The 'nothing serious', no-entry-fee event is for cruisers who love to sail, play volleyball, throw biodegradable water balloons, and have costume party potlucks. There is an entry limit of 20 boats because Profligate has a self-imposed limit of 80 people for potlucks and sunset cruises. If anyone wants to enter, they need to contact [richard@latitude38.com](mailto:richard@latitude38.com) ASAP to make sure there is room. As of February 18, the following boats and crews said they would attend the Ha-Ha and Banderas Bay Blast-style event:

1) **Talion**, Gulfstar 50, Patsy Verhoveen, La Paz / Portland; 2) **Dreamseeker**, Beneteau Oceanus 411, Tom Lilienthal and Karen Tenorio, San Francisco; 3) **Full Quiver**, Beneteau First 40.5, Steve and Pam Lannen, San Francisco; 4) **Beach Access**, Lagoon 380, Glenn

Twitchell, Newport Beach; 5) **Bombay**, Pearson 34, Oscar Berven, San Carlos, Mexico; 6) **Waveglider**, Gemini 34, Barry Baird, San Carlos, Mexico; 7) **Escapade**, Catana 52, Greg Dorland & Debbie McCrorie, Lake Tahoe; 8) **Capricorn Cat**, Hughes 45, Wayne Hendryx and Carol Baggerly, Brisbane; 9) **Endless Summer**, Corsair 41 cat, Steve May, Gualala; 11) **Cirque**, Beneteau First 42S7, Louis Kruk and Laura Willerton, Hayward; 12) **Destiny**, Catalina 42, John and Gilly Foy, Alameda/Punta Mita; 13) **Euphrosyne**, Cal 36, David Adleman and Heather Corsaro, Monterey; 14) **Serendipity**, Peterson 44, Barritt Neal and Renee Blaul, San Diego; 15) **Catatude**, Lagoon 42, Tom Wurfl, San Diego; and 16) **Profligate**, Surfin' 63 Cat, Doña de Mallorca, Punta Mita, Mexico.

That first week in April is going to be a pretty busy one for sailors in the La Paz area, as the good folks at Club Cruceros de

La Paz will also be holding their **La Paz Bay Fest** that week. Visit their website at [www.clubcruceros.org](http://www.clubcruceros.org) for complete details. And we might as well take this opportunity to remind everyone that **Loreto Fest**, the big gathering of musicians, cruisers and RV folks, will take place at Puerto Escondido, Baja, from April 30 to May 3. Go to their now un-hijacked website at [www.hiddenpartyachtclub.com](http://www.hiddenpartyachtclub.com) for details.

"If you experienced spotty service from your **Iridium satellite phone** after February 11, you're not alone. The trouble was a result of one of Iridium's 66 in-orbit satellites colliding with a defunct but fully intact Russian military satellite about 485 miles above Siberia. The 2,000-lb Russian satellite slammed into its 1,000-lb counterpart at a mind-boggling speed of 25,200 mph. The collision will likely add hundreds of bits of 'space junk' to the 18,000 pieces of the stuff already tracked by the U.S. Strategic Command's Joint Space Operations Center. Since the collision, Iridium has worked to cover the gap left by the crash with one of eight spares flying in a lower orbit. By the time you read this, the problem should have been solved.

Scott and Cindy Stolnitz of the Marina del Rey-based Switch 51 cat **Beach House** recently returned from a lengthy and fully-permitted cruise to Mexico's Revillagigedo Islands, which are about 300 miles south of Cabo San Lucas and home to many huge manta rays and sharks. The couple had a fantastic time swimming with and videoing the fantastic rays and sharks. We hoped to have an article about it for this issue, but we screwed up, so all you get for the time being is the accompanying great photo of Cindy swimming with a big and friendly manta. Unlike in years past, the Mexico government wants responsible private

*Cindy Stolnitz swimming with a spectacular manta ray in the blue waters of the Revillagigedo Islands. What a thrill!*



SCOTT STOLNITZ

# CHANGES

yachts in the islands, believing they can keep an eye out for and report boats fishing illegally.

"We spent a very enjoyable month in Zihua," report Barritt Neal and Renee Blaul of the San Diego-based Peterson 44 **Serendipity**, "and thought *Latitude* readers might enjoy an update. Rick's Bar, which had been the cruiser center for many years, is no longer, as Rick had some problems with Immigration. But the same bar has reopened as El Faro, and is owned by Memo, who was Rick's old partner, and Memo's partner Tarol. When they opened for the first time on Christmas Day, there was a full mariachi band entertaining a full house of locals and cruisers. Only time will tell how successful the operation will be, as Trisha Thompson, an ex-pat Canadian, has been building a nice cruiser following at her Sunset Grill. Unlike El Faro, the Sunset Grill is right on the beach to the south of the basketball court, which is an excellent location. In addition, she has several televisions tuned to sports and news, serves delicious food and drinks at reasonable prices, and provides free wifi, both to patrons of her establishment



SERENDIPITY

**Barritt Neal with Trisha Thompson. The latter seems to really have it going on at her cruiser-pleasing Sunset Grill in Zihua.**

and all the boats anchored in the bay. And it's fast. When it comes to cruiser-pleasing dining, Renee and I would like to put in a good word for the Puerto del Sol restaurant on the hill above Madera

Beach on the road to La Ropa Beach. This place is very special to us, as the food is delicious, entrees and salads are prepared right at your table with flair, and the prices are reasonable. Their *pièce de résistance* is bananas flambé, which is prepared by having flaming Kahlua drip down a long orange peel onto the bananas and ice cream, and makes a truly decadent sauce! As for Zihua itself, it was just as quaint, friendly and enjoyable as ever, leaving us looking forward to our next visit."

We wish all the cruising news we had to report was good, but it's not. In fact, we're about to run a streak of bad news items, so gird yourself, aware that the overwhelming number of cruising experiences are very positive.

Leo Sherman, an educator from Illinois, appears to be the only survivor after the homebuilt 43-ft Hugo Myers designed cat **Queequeg II** capsized 200 miles east of Madagascar in late January. The boat was apparently bound from Durban to Mauritius with three aboard. The other two were owner Quen Cultra, who had built the cat in a barn on his Illinois

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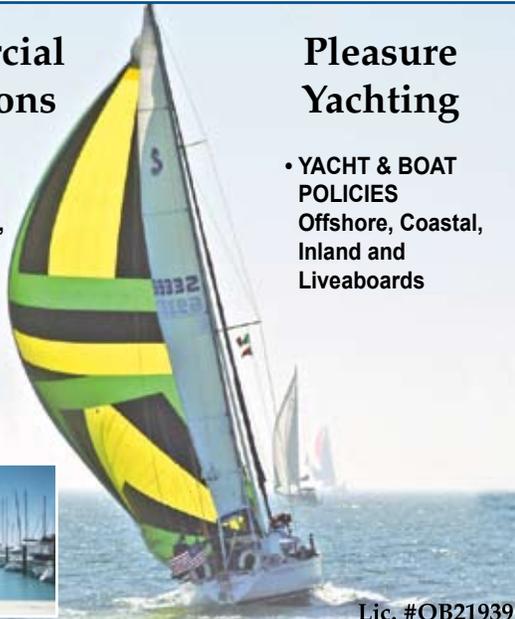
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farm, and crewman Joe Strykowski. Cultra was in the course of retracing an adventure of his from 40 years before, when he built a 35-ft cat in the same barn, took her down the Mississippi River, then around the world. The voyage was documented in his book called *Queequeg's Odyssey*.

According to news reports, *Queequeg II* had been hit by very rough weather. It was tropical cyclone season in that part of the Indian Ocean, but we've not been able to ascertain if they were hit by such a storm. In any event, a large wave knocked Cultra overboard. As he was trying to swim back to the cat, a second even larger wave capsized the boat. Cultra was never seen again. After setting off the EPIRB, Sherman and Strykowski made their way inside the overturned vessel, and stayed inside for 36 hours. When the cat seemed to settle lower in the water, they decided to swim out. Sherman went first and made it out safely. When he surfaced, he gave the rope a tug, indicating he'd made it. Strykowski tugged back. Alas, Strykowski was never seen again. Sherman was rescued 48

hours later, still clinging to the overturned cat. While cut and bruised, he was not seriously injured.

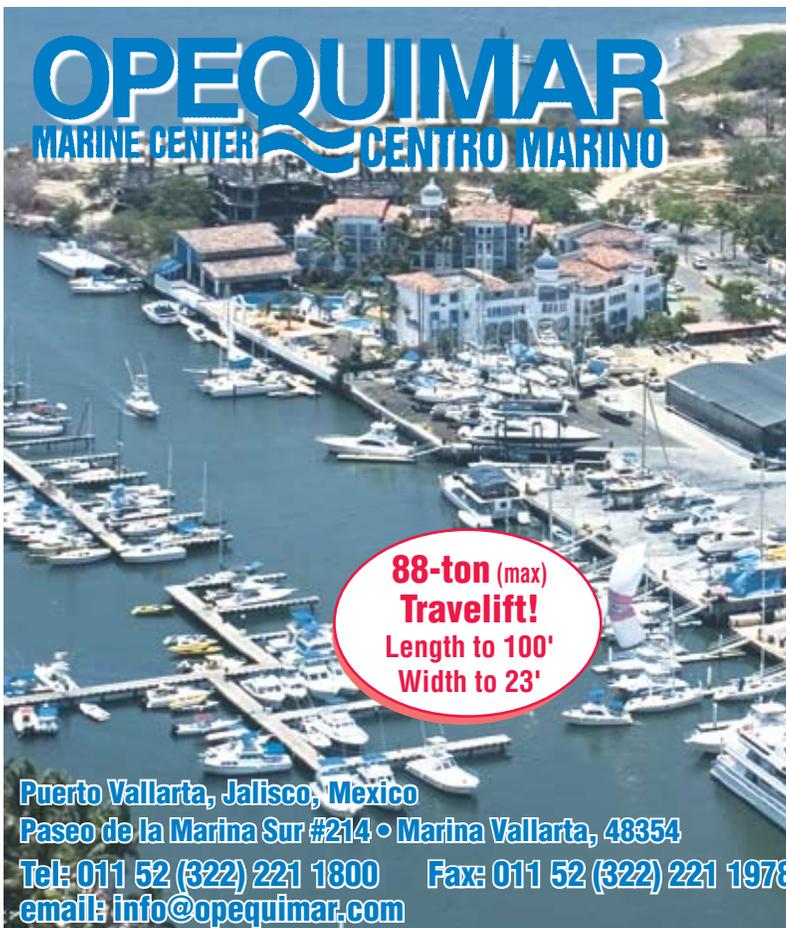
"As we progress down the coast of mainland Mexico, we're still enjoying the wonderful fruits of having done the Ha-Ha," report Scott and Linda Brear of the San Francisco-based Nauticat 38 **Samantha**.

"It was all a great experience until February 12 at Chamela, which is about 15 miles north of Tenacatita Bay. Linda and I were strolling along a paved road from the beach to the small village in the middle of the afternoon, with other people within 100 feet, when a real 'Frito Bandito' jumped out at us from behind a tree with a large caliber revolver in his hand. He was very agitated, so we did not quibble when he asked for our money. He took about



**Scott and Linda Brear of the Nauticat 38 'Samantha' were enjoying Mexico until held up at gunpoint. They still think Mexico is safe.**

950 pesos — about \$60 U.S. — and ran back into the woods. We reported the incident to the local village leader, who got the police involved. Within two hours, a panga was sent out to our boat so Scott could meet with the police and try to identify the suspect. Yes, they said they'd already found him, and that he was an 'outsider.' In fact, they had the guy in shackles in a police pickup.



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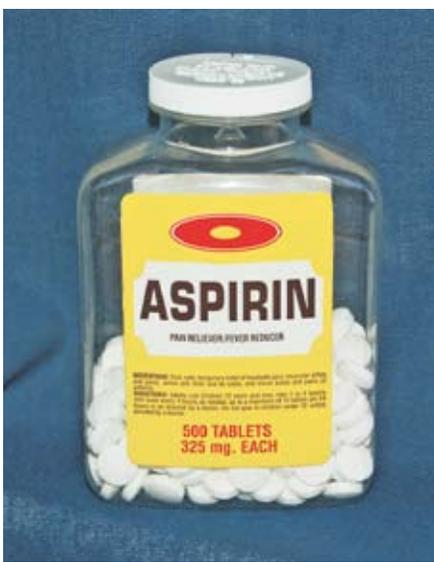
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# CHANGES

Scott told the police that he could not positively identify the thief, but he knew how much money had been taken and that one of the bills was a fairly rare 500 peso note. One is guilty until proven innocent in Mexico, and when the police found a 500 peso note, as well as other money, on the suspect, they were sure they had all they needed to nail the guy. The officials were all very apologetic, and said that things like that never happen in Chamela. We're inclined to believe them. Even though we've never been attacked or robbed before in all our travels, we still consider Mexico to be very safe and would not want to discourage others from travelling there. Perhaps we should have walked in a larger group — Linda and two others had made the same walk only 60 minutes earlier. Or maybe this was just bad luck. If others report this incident, it might get corrupted in some way. Please accept our account as a statement of simple facts."

One of the worst things that can happen to a singlehander offshore is to suffer a heart attack. According to Jack van Ommen of the Gig Harbor, WA-based Naja 29 **Fleetwood**, that's



LATITUDE/ANNIE

**Alone and think you're having a heart attack? Many experts recommend immediately chewing, not swallowing, an uncoated 325-mg aspirin.**

exactly what happened in January to a Brit singlehander named Terry, last name unknown, who was sailing his 37-ft sloop **Marigold** from Preston, England, to Martinique. When at about 14°N 42°

W, or almost 1,000 miles from the Lesser Antilles, Terry contacted Herb Hilgenberg of the Southbound II net to report he'd suffered a mild heart attack. Terry informed Herb that while he was weak, he seemed to be getting better by the day, and wanted to stay aboard to make it to the nearest landfall, which was Barbados. A twice-a-day radio schedule was established, and the Coast Guards in both Martinique and Barbados were alerted. After about two weeks of being in contact, there was a radio silence with Terry for about 10 days. Then, in the middle of February, *Marigold* was found washed up on a beach at Trinidad, the remains of her dead skipper aboard.

Van Ommen writes, "When in Durban, South Africa, I met and did a story on six older men who were doing singlehanded circumnavigations. The second oldest was Frenchman Philippe Blochet, who suffered a heart attack during the long passage between Cape Town and St. Helena during his first singlehanded circumnavigation. He passed out because of the heart attack, then awoke a day later. After making it back to France,

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he had an operation. After several years ashore, he decided to return to the sea, and was on his second singlehanded circumnavigation when I met him in Durban."

As for Van Ommen, he was in Salinas, Puerto Rico, hoping for the wind to lay down before continuing on to Ponce. The completion of his circumnavigation has been delayed by what he expects will be a five-year detour to Europe.

"We had a great cruise along the Pacific coast of Colombia," report Eric Baicy and Sherrell Watson of the Seattle-based Pacific Seacraft Mariah 31 **Sarana**. "Not many boats travel this coast, so we took some notes to share with everyone. In hopes that it will encourage others to give the Pacific Coast of Colombia a try, we are offering our online guide, which we call *The Lesser Known Coast — Pacific Colombia*, free to everyone. Since this guide is free, we didn't put in as much research or as many finishing touches as we did with our Central America guides, but it will definitely get you started as this information isn't available anywhere else."

We perused Eric and Sherrell's guide and found it very informative. One of the reasons that the Pacific coast of Colombia is rarely cruised is that it's long been considered a dangerous place for the following reasons: 1) It's a major narcotics trafficking center; 2) It's home to many former and current FARC rebels; and 3) It's home to large numbers of extremely poor people. Indeed, as was reported in the December '08 issue of *Latitude*, Eric and Sherrell were attacked one night on their boat behind Punta Pedernales. It's likely the only reason they survived the attack was the response of John Gratton and Linda Hill of the Redwood City-based Hans Christian 33 **Nakia**, which was anchored nearby. As a result, Baicy and Watson's thoughts on personal safety along the Pacific coast of Colombia are



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**No matter if you think FARC are freedom fighters or narco-terrorists, they've brought a lot of weapons to the Pacific Coast of Colombia.**

quite interesting.

Sixteen years of cruising, and still loving it! "Greetings from Auckland, where Merima and I are enjoying a beautiful New Zealand summer," writes George Backhus of the Sausalito-based Deerfoot 62-2 **Moonshadow**. "Merima and I are currently planning our itinerary for the 16th year of *Moonshadow's* 'world tour'. Our plan is to return to Croatia — *Moonshadow* is currently

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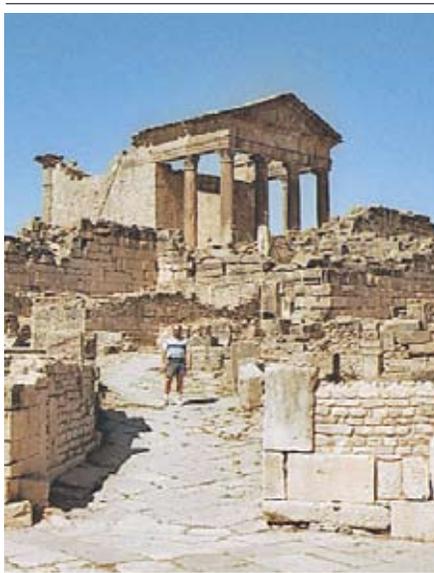
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# CHANGES

tucked away in the ACI Dubrovnik Marina for the northern hemisphere winter — to cruise the Dalmation Coast, the Adriatic coast of Italy, Sicily, and Malta, and finish the cruising season in Tunisia in October. Our tentative long-term plan — which like all our long term plans is drawn in sand at low tide — is to cross the Atlantic Ocean late in '10. For those who have followed our travels for the last 10 years via Steve and Linda Dashew's *www.setsail.com* website, there have been changes. They've informed us they are streamlining the format of the site, and will no longer host bloggers. So after thanking Steve and Linda for their support all these years, we've started our own site at *www.sailmoonshadow.com*. Please visit!"

Lest anyone think that a 16-year partial circumnavigation comes without obstacles or challenges, we'll remind everyone that thanks to a navigation error by one of the crew, *Moonshadow* slammed into and up onto a reef in the Tuamotus in April of '98. Backhus then spent a year in "boatyard and insurance settlement hell." But as they say, it's how you respond to adversity that counts,



THEODORE 'TED' TUNIS

**At the end of this cruising season, George and Merima intend to have 'Moonshadow' in Tunisia and be visiting the ruins.**

and he's responded well.

"I'm having problems finding correct information on doing a **Panama Canal** transit this year from the Caribbean side to the Pacific, my home ocean," writes

Ray Martin of the CT-47 **I'm Dreaming**. "The fee charts from the Canal Authority don't make sense to me. One way looks as though it would cost about \$1,800, and the other way looks like it will cost \$3,800+ — a big difference. Can you help? Also, do you know of an agent in Colon who can handle the paperwork? I already have my four 125-ft lines and linehandlers. I'm looking forward to getting back to the West Coast with my new-to-me CT-47."

According to the Panama Canal Commission site we visited, and which seems accurate to us, there is a \$500 transit fee for boats under 50 feet. This is after the 'damage deposit' is returned, but does not include relatively small fees for admeasuring, cruising permits and so forth. This information was current as of October '08. As for agents, you might try Tina McBride, Pete Stevens or Enrique Plummer. Just Google their names along with 'Panama Canal' and 'agents'. Over the years we've used all three for transit of *Latitude* boats, and found them all to be competent. The last time we came through, Plummer was of-

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fering significantly lower rates for cruisers, but we've since heard that McBride and Stevens have dropped their prices for cruisers, too. If, however, you enjoy life on the wild side, you can hire a taxi driver/guide to walk you through the paperwork process for not much more than the cost of a taxi. To give you a hint of the kind of experience you'd be in for, our driver/guide was a wild-looking guy who went by the name Dracula. But he knew his stuff and was a fun guy.

"Do you think the *Latitude* readership would be interested in a follow-up article on the making of our hybrid electric sailing yacht?" write former Marin residents Russ and Suki Munsell. "We left California in June of '00 to begin retrofitting **Harmony**, our 46-ft cat, which had been designed by Jacques Fioleau and built in Brazil. The March '02 issue of *Latitude* reported on our initial efforts to convert her to an electric drive system. After two failures with that type of system, we hired professionals to assist Russ in the design, engineering and installation of a new electric drive propulsion system. The 'Harmony System' Russ developed

features industrial quality off-the-shelf components for reliability and ease of replacement, and we'll be showing it at the Miami Boat Show. Our *Harmony* now utilizes electricity from solar, wind and diesel sources."

Yes, we'd by all means love to get an article on the electric propulsion system Russ has developed.

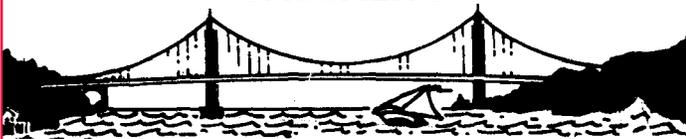
"Ours is a story of a sailboat and two lunatics who somehow came to live and sail on her," write Julie and Slater — no last name(s) given — of the Richmond-based Brent Swain 31 **Xenos**. "Our story starts in a squat in a dodgy Bristol, England, neighborhood that we called home for many years. Life there was good, as it was a fine base for many adventures. In fact, life was so good that we eventually decided that



**Not satisfied with the hybrid propulsion system on 'Harmony', former Marin resident Russ Munsell designed and assembled his own.**

our lives were too easy. We figured the best solution was to buy a sailboat, even though we knew nothing about them. Would it surprise anyone to learn that the idea came to us one particularly drunken evening? When it dawned on us that we love traveling and the sea, getting a cheap sailboat and heading off to sea seemed like the only sensible thing

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# CHANGES

to do. Because we'd been squatters and hadn't paid rent in years, and because we'd worked at various random jobs, we'd managed to save a small amount of money. We figured that we could buy a small but somewhat neglected boat, put a bit of work into her, and then sail off into the sunset. As experienced sailors know, we had no idea.

"We soon discovered that we couldn't afford anything promising in the United Kingdom," the couple continue, "and that the least expensive place to buy a boat was the United States. A few months later, we were in Richmond, California, moving our bags onto *Xenos*, our new boat. Less than a year later, we were thinking of selling her. Slater described her as follows: '1995 Brent Swain steel sloop. Tough as nails, go-anywhere cruiser. Nice lines, sails great. Overhauled, upgraded, ready to go. New in 04/05: Rig, mainsail, Camberspar jib, Garmin 188C, new bottom, topsides and deck, Volvo MD2, Monitor, windlass, much more.' Julie described her this way: '1995 Brent Swain sloop. Pathetic cooker w/o standing room, half a head, galley,



COURTESY XENOS

**When Julie gave up squatting for sailing, she had no idea what she was getting herself into. But now, there are so many options.**

v-berth, nightmare engine, dings in the varnish, antiquated VHF, new chart plotter, noisy new rig and dismantled windvane, smeary paint job (decks, top and bottom sides). Work, money and love

black hole. Yours for merely \$ money."

"Some months the only things that kept us going were the *Letters* and the *Changes in Latitude* sections of *Latitude*. But by the end of '05, and after a tremendous learning curve, we set sail for Mexico. We enjoyed a couple of fantastic years cruising down the Pacific Coast to Panama, then transited to the Caribbean in '07. *Xenos* is currently in Isla Mujeres, Mexico, and we're not sure where we're headed next. For now, it's fun to just kick back and think of the possibilities. There's a whole world of them out there!"

For anyone interested in learning more about this couple and their unusual adventures, visit [www.svxenos.com](http://www.svxenos.com). And if you find their last name on the site, drop us a line.

**Want to be a hero** to your cruising friends? It's easy. The next time you fly out to meet them in 'bongo-bongo', remember to bring along a bundle of the latest issue of *Latitude* — or better still, an assortment of the last five or so issues. Trust us, they'll love you for it, and their cruising friends will almost always stand you for a drink in return.

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**BEAR BOAT #52, 1949.** \$5,000 or best offer to secure a good home for *Juno*. 90% restored, but now needs regular maintenance. Restoration included keel bolts, sistered ribs, refastened hull, new deck structure, new cabin, new deck glassed canvas and sanded, new boom, original hardware. In need of paint and varnish. Decent sails, one main, two jibs, old and new spinnakers. Terrific upwind Sausalito Yacht Harbor berth. Bruce (415) 581-2617.

## 25 TO 28 FEET

**ERICSON, 27, 1971.** Includes VHF, GPS, sails. Gas Atomic 4. \$1,750. need to sell. Call for details (760) 413-8152.

**PRECISION 28, 2000.** \$15,000 in upgrades. Located in and chartered from Hope Town, Bahamas until recently. Check websites, links for specs. Replacement cost \$76,000+-. Price \$38,000. (541) 535-1326. First serious buyer to see will buy. Bahamas, Mon. Tink about it.

**CAL 27 POP-TOP WITH TRAILER.** Gas inboard, needs work, on trailer, full set of sails, lines led aft. Located Manteca. \$1,500. Call Larry (209) 823-1779.

**1987 BRISTOL CHANNEL CUTTER.** Sam L Morse factory-finished, standard layout. Radar, AIS, ICOM SSB, Pactor modem, liferaft, Espar heater, EPIRB, solar, windvane, generator, Zodiac dinghy, Yamaha outboard. \$149,000. Photos and specs: [www.johnpurins.net/Adventure.html](http://www.johnpurins.net/Adventure.html) Email: [johnpurins@comcast.net](mailto:johnpurins@comcast.net) or (650) 430-0731.

**RANGER 26-1 SM, 1971.** Fresh sails, good bottom paint, roller furling, st winches, GPS, 8-hp Honda. Well-outfitted and clean. \$4,750. (831) 840-0200 or [jkhwtv@sbglobal.net](mailto:jkhwtv@sbglobal.net).

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## 29 TO 31 FEET



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**MORGAN 30 SLOOP, 1974.** Beautiful boat. 12-ft beam. Atomic 4. No blisters. Martec folding propeller. Stove, sleeps 4, onboard toilet. See at Berkeley Marina, A-18. \$12,500. Will consider partnership. Call for a sea trial (510) 684-8024.



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**ISLANDER BAHAMA 30, 1979.** Volvo Penta diesel, knotmeter, depthfinder, Harken roller furler. Very nice interior. Sausalito berth. \$15,000. 9.5 Zodiac and ob also available. Call (415) 388-5780.



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**CHEETAH 30, 1996.** This well-kept boat is located in drydock at the Marina Seco in San Carlos, Mexico. For more info and photo visit the website: <[www.swissshade.com/cheetah30.htm](http://www.swissshade.com/cheetah30.htm)> Franz Brun (520) 822-1982.

**OLSON 911SE, 1989. Borderline.** Great performing 30-ft racer/cruiser. Universal 3-cylinder diesel, Harken roller furler, Martec folding prop, 2 sets of sails, 2 spinnakers, 5'10" standing headroom. We've moved too far away. \$35,000. Call (831) 726-7188 or email: billchar1@aol.com.



**J/92, 1993, HULL #29.** Fast, fun sportboat, PHRF 105. Two mains, four headsails, two asymmetric spinnakers, fair to very good. Harken furler. Autohelm autopilot, wind, speed and depth. KVH digital compass. Reliable inboard diesel. New bottom. \$44,300. (650) 325-1147 or danhaynes@earthlink.net.

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**VINDO 40. 30-FT SWEDISH-BUILT** blue-water yacht. Fiberglass hull, teak decks, Volvo Penta, sloop rigging with roller furler. Photos on craigslist. Appraised 2005 at \$28k, asking \$16,000. Andy (650) 804-0240.



**CAL 3-30, 1975.** Strong Lapworth design, lots of sails, good ground tackle, Volvo Penta diesel. Large dodger, extensive re-fit. \$6,800. Call Josh for more info (831) 809-0320.

**ISLANDER BAHAMA 30, 1984.** Like new Yanmar, new canvas, fridge, microwave, flat-screen TV, stereo, cushions, flooring, electric head, roller furler, wheel steering, shower. \$29,900/obo. (510) 917-7749.

## 32 TO 35 FEET

**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, 25w marine radio. New: 19-gallon 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 best reasonable offer. (510) 525-2754.

**NOR'WEST 33.** Classic bluewater racer/cruiser featured in November, 2006 *Cruising World Classic Plastics*. 1978, hull #6. Cruising ready. Full complement of sails, wind generator, solar panel, new bimini and interior upholstery, radar, GPS, Monitor self-steering vane, autopilot, new standing rigging and Harken Mk IV roller furler at headsail. LectraSan waste treatment system, all new head plumbing, bottom paint, new multi-stage battery charger. Most systems replaced in past 10 years. 2006 survey available. Currently berthed in San Diego. Asking \$55,000. Call (510) 301-3431 or email: sailskye@pocketmail.com.

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**J/BOATS J/100, 2005.** Fast, fun, ultimate singlehander. Extensively equipped with B&G instruments/autopilot. Furuno GPS, electric halyard winch, jib boom. Thoughtfully and thoroughly rigged for easy handling. Meticulously maintained. \$124,900. Contact Steve for detailed specs and pictures: (415) 931-7983 or SteveR.sf@gmail.com.

**RANGER 33, 1978.** 16-hp Universal diesel. Full set Pineapple sails, including stormsail. Monitor windvane, lines led aft for singlehanded. 3 anchors. Hot water, fridge, LectraSan head. Charts: CA to Mexico. New dodger. New bottom. \$19,400/obo. La Paz, Baja. (415) 902-1061.

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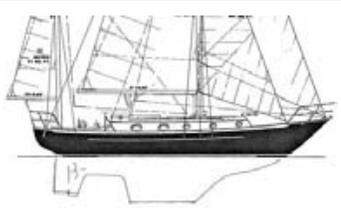


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**CREALOCK 37 YAWL, 1978.** Hull #7. Traditional layout, the way W.I.B. Crealock designed it. Volvo MD11 with 120S saildrive, 8-sail inventory. \$75,000/offer. Currently out of water, Port San Luis. Email: blecha@charter.net for pictures, etc. (805) 773-1178.

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**ISLAND PACKET 45, 1998.** \$265,000 US. Live your dream. We did aboard *Southern Star*, and now you can too. This particular vessel was originally owned by Chuck Riley, noted America's Cup skipper Dawn Riley's father. Her current owners sailed her from San Francisco to New Zealand via Mexico and the Marquesas. The vessel is well equipped and is competitively priced, especially for someone able to take offshore delivery. Given the fact that the vessel is still US-documented, this represents a real opportunity for an American buyer to take offshore delivery (no sales tax and you'll be in position to cruise the South Pacific for the 2009 season). Email for photos and more information: mark\_w\_rogers@hotmail.com.



**BENETEAU 423, 2003.** Excellent condition, like new, deep keel, 2br/2ba, color GPS, Raymarine instruments, LINK 1000 inverter, folding MaxProp, engine under 200 hours, 2nd anchor, EPIRB, full dodger, extras. Haulout 3/07. \$184,500/obo. Can email pics: hcben88@gmail.com.

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**CAL 40 #64, 1966.** Yanmar 3-cylinder, roller furling, companion dodger, full cover, propane galley, forced air heat, Autohelm, VHF, WS/WD, GPS, KM, DS, teak and holly cabin sole, bronze portlights. A special boat. Seattle. Information: (425) 649-9167, (206) 304-7936 or (206) 963-8198.



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**CATALINA 42 Mk II, 2001.** Good racer, great cruiser, 2 staterooms, 2 heads, electric halyard winch, RL80C GPS/chartplotter/radar with 10" color monitor, Waltz radar leveling system, Navtec hydraulic backstay, 3-blade MaxProp. 2 mains, 2 jibs, 3 kites, spinnaker pole stowed on mast. \$195,000. For additional upgrades and photos go to: <www.benicaiyachtclub.com/boats/glory.html> or call Rob (707) 746-1128.

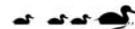


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**HERRESHOFF 45 KETCH, GIPSY JAC.** Built by renowned boat builder John Clark, Oregon, 1989. See *Wooden Boat* article Jan/Feb, 1991 for details of construction. Sailed 2008 several times to Drakes, Tomales and Half Moon Bay. \$180,000. (510) 486-0103.

**HUNTER 40, 1986.** Roomy, comfortable and fast. Great liveaboard. Yanmar diesel. 6 sails. New: Instruments, running rigging, canvas covers, cockpit cushions, batteries, shaftseal, outlass bearing, more. Really nice. \$79,000. <http://hunter40.bravehost.com> Tim (650) 534-4795 or tcsmith00@gmail.com.



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**CAL 2-46 KETCH, 1974.** Liveaboard, 2 staterooms, 2 heads, engine room/workshop, heavy stainless dodger. Upgrades: shaft, propeller, Raymarine E120 radar, VHF, Schaefer furler, dual Racor filters, upholstery, Force 10 3-burner stove, dinghy, 9.9 Merc and more. \$65,000/obo. Info/pictures: <www.StillCrazySailing.com> (831) 708-2144.

**40-FT CRUISING CUTTER, 1980.** Samson design. Sea of Cortez veteran. Professional ferro hull. Volvo diesel, 1/2-gal/hr, 600 hours since rebuild. Newer sails and rigging. See <www.svpatriarch.com> \$36,000. (707) 961-2080 or email: rich@svpatriarch.com.

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**HANS CHRISTIAN 44 PILOTHOUSE** motorsailer, 1981. \$290,000. A great cruising boat for all locales and ready to go. Excellent condition. Currently in San Diego Bay. More photos & info: <[www.geocities.com/svwandrinstar](http://www.geocities.com/svwandrinstar)> or (248) 376-6672.

**HYLAS 44, 1989.** If you are looking for a proven cruising boat, check this one. Too much equipment to list. Two-boat owner must sell. \$170,000/obo. (707) 253-9147 or [caladesi@pacbell.net](mailto:caladesi@pacbell.net) for specs and pictures.



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**PETERSON 44 CENTER-COCKPIT** cutter, 1977. Two staterooms, two heads. New Yanmar, LP, fuel tanks. Robertson autopilot, radar, dinghy, outboard. \$109,000. San Carlos, Mexico. For complete list and photos: (520) 742-2727 or (520) 235-6695 or [svubetcha@aol.com](mailto:svubetcha@aol.com).



**SERENDIPITY 43 BY PETERSON.** High performance cruising boat. Sale or trade. Details by email: [svlonestar@yahoo.com](mailto:svlonestar@yahoo.com).



**SLOCUM 43 PILOTHOUSE, 1987.** \$159,000. The Slocum's pilothouse is bright and cheerful with good visibility and is great for cruising and entertaining. You can keep watch from the aft cockpit or inside the pilothouse. Don't miss this one. Robert (925) 484-4629.



**MORGAN 43, 1985.** Catalina tall rig. Total refit completed. Haulout and new bottom paint. New rigging including Hi-Mod turnbuckles, new interior, ports, wiring. Engine room re-insulated, low hours on Perkins 108. New lifelines, plumbing, and Raymarine electronics. Autohelm autopilot, A/C, refrigeration, windlass. Completely enclosing dodger. Two large berths, two large heads with shower. Comprehensive renovation. Well-respected cruising boat. Great liveaboard. Turnkey and ready to sail. Pictures: <[www.capitolareef.com](http://www.capitolareef.com)> \$110,000. Jay (831) 464-0234 or Jim (831) 840-4609 or email: [capitolareef@yahoo.com](mailto:capitolareef@yahoo.com).

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## 51 FEET & OVER



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**64-Ft KETCH BERTHED ON** Stockton Delta. Livable and sailable as-is with many improvements in process. Detroit diesel engine, generator. Pilothouse, salon, full galley, bedroom with head and shower, additional room. Pictures, appointments available. \$39,000/negotiable. Jim (209) 786-6001.

## CLASSICS



**39-Ft HANNAH KETCH.** Very well maintained. Profurl jib, electric anchor winch, deck wash, new dodger, Pathfinder radar, GPS, autopilot. 4/107, 176 hours since rebuilt. Good sails. Age forces sale. Asking \$29,500. Email Toni: ianswtmuck@me.com.

**CHEOY LEE VERTUE #138.** Laurent Giles' masterpiece. 25'3"; 9,000-lbs of solid craftsmanship. Teak planking riveted to Ipol frames. Newer epoxy/plywood deck. Low hour 12-hp Westerbeke diesel. Vertue info at: <www.vertueowners.org.uk/index.htm> \$15,000. In Alameda. (707) 832-6223 or mike@hanggoose.com.

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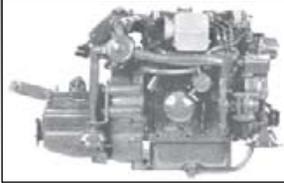
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**BOATING ACCIDENTS.** Santa Clara Power Squadron promotes safe boating. America's Boating Course: Wilcox High School, 3250 Monroe St., Santa Clara. Five Tuesdays, 7-9 pm, starting April 28, 2009. Materials \$35.00. Information: <www.usps.org/localusps/santaclara> or Steve (408) 723-0619.

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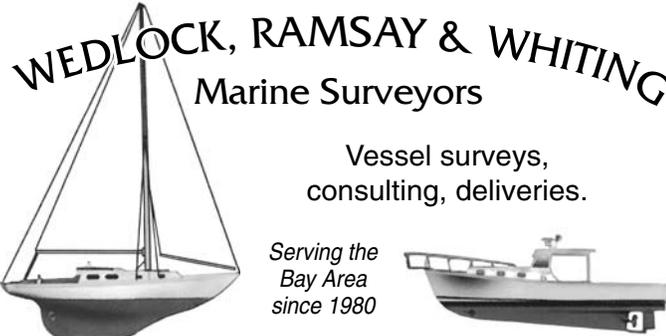
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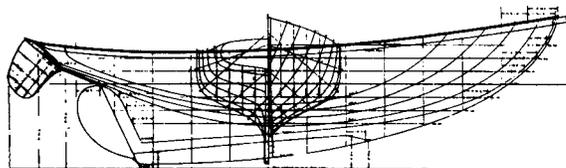
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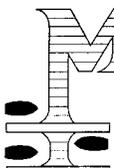
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		35' Maxum 3500 SF, 2003	\$139,000
		33' Chris Craft Catalina, 1980	\$34,900
		32' Grand Banks trawler, 1973	\$49,000
		31' Maxum 3100 SCR, 2002	\$81,000
		30' Mainship Pilot Sedan, 2000	\$76,000



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**45' HUNTER 450, 1998** All the amenities one would expect from Hunter with two spacious strms, two heads, very functional galley area & HUGE comfortable salon. This low time vessel is in nice shape overall & lying in a transferable Sausalito Yacht Harbor slip. She'll make an ideal Sausalito pied-a-terre. All in all a great turn-key package & competitively priced to boot! **\$169,500**



**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**

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[www.marottayachts.com](http://www.marottayachts.com)



**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**

**REDUCED**

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**40' CATALINA 400, 1997**  
Maintained bristol, this boat has been only lightly sailed and literally shows as new inside and out. High-lights: Extensive suite of fully integrated electronics, sails show no wear whatsoever, beautiful custom dodger, interior perfect, much more, must see. One of the nicest on the market. **\$129,000**

**REDUCED**

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[www.marottayachts.com](http://www.marottayachts.com)



**36' CASCADE CUTTER, 1989** Custom-built raised cabintop cutter that was designed specifically for a cruise that was never taken, almost \$30,000 spent over the past couple of years. She shows very nicely today – new electronics, new sails and rigging, low time on the Yanmar diesel and a hard dodger that's a work of art. She's ready to head anywhere you see fit. **\$89,000**

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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**

**SALE PENDING**



**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**

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**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**

**REDUCED**

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**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. **\$64,000**

**REDUCED**

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**35' SANTANA, 1979** Deep lead keel and fractional rig make for a stable ride on the Bay whether racing or daysailing and this particular example is in fine shape with an \$18k refit in '04 – all new rigging, reworked mast/boom, new Navman wind instruments, new batteries. Additional work done since incl. new: depthsounder, stereo, exhaust elbow, cushion covers. **\$17,000**

See at:  
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**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**

**27' CATALINA, 1984**

One of the most popular small sailboats ever launched! This is a very clean example with diesel engine, dodger, roller furler, self-tailing winches, tiller steering and boom tent. Note lying transferable Sausalito YH slip right off the boardwalk. Nice inexpensive turn-key package! **\$16,000**

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New elec. panel. New fuel tanks. **\$99,000**



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Built in Australia. 3 strm + capt. **\$155,000**  
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**65' CUSTOM CC PH CUTTER, 1994**  
Fiberglass. Diesel. Passagemaker.  
**\$139,500**



**47' PERRY, '80**  
Drastic reduction!  
**\$99,000 to \$65,000**

SAIL		Inquire	
65' Custom CC PH.....	94	67' Stephens, alum.....	80 675,000
59' Custom KT.....	78 155,000	65' Nordland.....	71 225,000
54' Alden yawl.....	70 75,000	65' Pacemaker, cert.....	74 299,000
54' Hanse.....	08 690,000	65' Eco Classic MY.....	26 450,000
53' Norseman 535.....	88 549,000	65' Madden Brothers.....	39 45,000
52' Hartog schooner.....	99 195,000	58' Hatteras.....	73 235,000
51' Aleutian.....	80 125,000	57' Junk, surveyed.....	72 70,000
50' Gulfstar.....	79 124,000	57' Chris Craft.....	65 135,000
50' Santa Cruz.....	82 175,000	53' Hatteras MY, new engines.....	76 259,000
50' FD 12.....	81 65,000	50' Delever, steel.....	71 198,500
49' Reliant ketch.....	91 129,500	50' Stephens (2).....	'63 & '65 from 135,000
48' C&C L.F.....	80 135,000	50' Whitcraft (bluewater).....	79 118,000
47' Perry cutter.....	80 99,000	48' Ocean Alexander.....	06 599,000
46' Swan CB.....	84 279,000	48' Offshore.....	91 359,000
45' Downeast.....	77 89,000	48' Dutch canal barge.....	50 219,000
45' Noble CC steel.....	05 150,000	47' Taylor MY.....	82 125,000
44' Islander schooner.....	80 85,000	47' Christ Craft.....	68 89,900
44' Brewer CC KT.....	88 99,000	46' Grand Banks Classic.....	91 475,000
43' Corten steel SS.....	'84/'08 88,000	45' Chris Craft.....	73 120,000
43' Hans Christian.....	89 210,000	44' Marine Trader CP.....	84 149,000
42' Passport PH.....	84 130,000	44' Delever.....	82 175,000
42' Baltic DP.....	84 189,000	44' Gulfstar MV.....	79 119,000
42' Howard Chapelle schooner.....	79 59,000	44' Bestways.....	84 105,000
41' CT.....	76 79,000	42' Unifite, nice.....	84 159,900
40' Columbia.....	64 29,000	41' Hatteras, nice.....	'65 & '61 from 149,000
40' Bristol.....	74 83,000	40' Marine Trader.....	84 94,000
40' Passport Pullman.....	86 183,900	40' Kha Shing.....	81 89,500
40' Cheoy Lee MS.....	75 73,900	39' Cruizon.....	61 39,000
40' Cheoy Lee Offshore.....	73 99,000	39' CHB, aft cabin.....	79 99,950
40' Challenger.....	73 59,000	39' Mainship.....	89 70,000
38' Morgan (2).....	'78 & '84 from 44,000	39' Donzi ZSC.....	02 219,000
38' Ingrid (2).....	'76 & '84 from 61,000	38' Chris Craft.....	64 39,000
38T Hans Christian.....	78 80,000	38' Holiday Mansion.....	89 38,500
37' Rafiki, new engine '07.....	77 49,000	35' Cooper Prowler.....	86 55,000
37' Esprit (Panama).....	78 78,950	34' Atlantic SF.....	89 79,000
36' Islander Freeport.....	81 65,000	34' Sea Ray Sundancer, diesel.....	01 155,000
36' Catalina, nice.....	93 85,000	34' Kevlacad.....	97 125,000
36' Palmer Johnson.....	74 46,000	32' Silverton FB, 370 hrs.....	97 55,500
36' Swain, steel.....	97 98,000	31' Fishing boat, steel.....	89 28,000
36' Islander (2).....	'77 & '79 from 46,000	30' Sea Ray.....	88 29,500
36' Lyle Hess cutter, steel.....	88 41,500	29' Boston Whaler.....	99,000
35' Hanse.....	08 159,000	29' Monterey.....	95 29,000
35' Baba.....	79 69,500	28' Silverton FB.....	78 17,500
35' Jason.....	75 50,000	28' Bayliner 2855 w/trailer.....	99 32,900
34' Sabre.....	83 46,000	28' Boston Whaler, twin Merc.....	99 59,000
34' Catalina.....	87 54,500	28' Mako CC.....	96 32,500
33' Hans Christian.....	86 112,000	28' Cruiser, nice.....	86 30,000
32' Targa, center cockpit.....	78 34,500	27' Skagit Orca XLC.....	98 85,000
32' Westsail (3).....	'75, '77 & '79 from 30,000	27' Seaport w/trailer.....	96 90,000
32' Odyssey, nice.....	67 75,000	26' Osprey long cabin.....	03 85,000
32' Coronado.....	73 26,000	26' Osprey.....	02 98,000
31' Pacific Seacraft Mariah.....	79 59,000	25' Albin.....	75 26,000
31' Cape George Cutter.....	00 142,500	25' Skipjack.....	85 50,000
31' Cal w/trailer.....	79 23,999	24' Chaparral, trailer.....	94 19,000
30' Catalina (2).....	'75 & '81 from 16,500	24' Orca, inboard.....	99 30,995
30' Islander (2).....	'74 & '75 from 15,000	24' Osprey.....	96 69,500
30' Islander Bahama.....	24,000	24' Grady White 240.....	03 49,500
30' Lancer.....	80 32,500	22' Grady White 222 w/trailer.....	01 59,000
27' Nor'Sea w/trailer.....	77 39,900	22' Grady White (2).....	87 Call
26' Alden.....	33 11,000	22' Boston Whaler w/trailer.....	04 40,000
22' Boston Whaler Ventura.....	05 45,000	21' Mako w/trailer.....	90 22,500
21' Mako w/trailer.....	90 22,500	20' Shamrock.....	25,000
20' Shamrock.....	25,000	17' Marlin, '91 w/OB, '02 w/trailer.....	29,500



**44' BREWER CC KETCH, 1985**  
Great for passages or liveaboard. Sausalito slip.  
**\$99,000**



**PASSPORT 42 PH, 1984**  
Nicely equipped & clean.  
**\$130,000**



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Super clean! Cruise or race mode. Still one of the fastest downwind. **\$175,000**



**43' HANS CHRISTIAN, 1989**  
Cutter, Telstar, low hours. **\$210,000**  
Also: 38T, '78, \$80k • 33' HC, '86, \$112k



**GULFSTAR 50, 1979**  
Two staterooms. Major upgrades: SSB, liferaft, AP, diesel heat, more. **\$124,000**



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Classic. Bristol. **\$475,000**

Also: 48' OCEAN ALEXANDER 2006, \$599,000  
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**57' CHINESE JUNK.** Teak const. Huge, very comfortable, well lit and well appointed interior. Outstanding liveaboard cruiser with lug rig and highly desirable Gardner diesel. Charm, character. Genset, washer/dryer. Possible liveaboard ship and more! Ask **\$79,950**



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**82' FAIRMILE M/Y** by Burwick Shipyard of Tweed, Scotland. Unusually robust. Twin CAT diesels, 2 gensets, Vesper stabilizers, 5 strms, 4 heads, lg salon, W/H, sheltered aft deck & MUCH MORE! Operational, partially refit, but unfinished. A wonderful ship at a very reasonable \$400,000 asking price.



**STROMA OF MEY**  
**38' CLASSIC ENGLISH KETCH.** Award winning beauty in fine condition. Pitch pine over oak, copper riveted. Dsl, dodger, new teak decks, RADAR, gorgeous interior & MORE! Designed by Reg Freeman, built 1936 by Wm King & Son. Ask **\$124,950**



**40 SAMPSON C-Ghost Cutter, F/C, Mexico.** Vet and ready to go again. Excellent cruiser. Diesel, wheel, dodger, enclosed marine head, shower, galley, AP, GPS, + MORE! Very nice condition and a GREAT VALUE! Asking **\$39,000**



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19' CHRIS CRAFT CONCEPT 119 Bowrider Runabout, '93. With canvas, inboard 40 mph low hours, drystored inside. Good looking fiberglass fun machine... Try 55,000/offers.  
19' CHRIS CRAFT Barrel-Steer Runabout. New cold-mold repl. w/trl. A beaut.....Ask 24,950



**34' ALUMINUM-constructed BRISE DE MER** aux. sloop by Leguen Hemidy. European craftsmanship. Volvo dsl, blue-water performance cruiser. Roller furler, AP, 3-speed winches, internal halyards, lines led aft for short-handed passages, double course lifelines w/pulpits & more. Ask **\$35,000**



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27' CAL 2-27 Slp. Extra nice, 1/B. Ask 5,750  
23' HERRESHOFF Classic PRUDENCE Sloop with 2003 Honda..... 7,500



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**50' TRUMPY** raised pilothouse LRC trawler. Strong, comfortable, seekindly & economical, radar, AP, Detroit 671-N main, Aux, genset, 2 heads, shower, tub, dbl & queen strms, full galley, lg salon, dbl plank. Built by famous John Trumpy & Sons yard of Chesapeake Bay. MUST SEE. Ask **\$65,000**



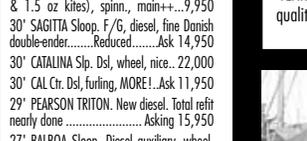
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**34' LOD Wm. GARDEN KETCH** by FELLOWS & STEWART, 1976. An outstanding vessel by an outstanding architect and an outstanding builder in outstanding condition. Diesel, roller furling, carved planked. GREAT BUY in a beautiful traditional yacht. Ask **\$19,500**



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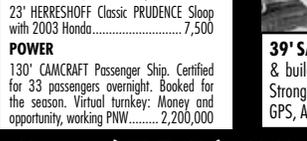
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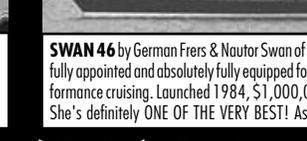
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Just four boatyards were mentioned in the *Beacon*, the publication of the Coast Guard Auxiliary Association, and we're happy to report that Nelson's Marine was one of them. With more than 20 years serving boaters on San Francisco Bay, Nelson's Marine has provided thousands of clients with our exceptional services.

And we keep improving... Nelson's has been one of the most progressive yards on the Bay, making sure we're doing everything we can to keep our yard and the surrounding environment clean. It's just part of serving our customers and preserving the Bay we all share.



*One of the first things Nelson's did upon moving to our Alameda Naval Air Station location was to plant a garden. It's been growing ever since. In addition to other continuous improvements, we've recently added sheds for storm drain filtration stations over each of our storm drains.*



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