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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. Submissions not accompanied by an SASE will not be returned. We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don’t contact us before then by phone or mail. Send all submissions to editorial@latitude38.com, or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers’ guidelines from the above address or see www.latitude38.com/writers.html.
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Introducing the new Island Packet Estero

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March Events Calendar

March 8:
VIP Sailing Day
Come sail with us on our monthly sail at our Pt. Richmond office.

March 28:
Open House 10 am – 5 pm
Tradewinds Sailing School & Club
Marina Bay Yacht Harbor, Pt. Richmond

Jeannieau 39 DS, 2007…$195,000
Cape Dory 36, 1989…$89,500
Bénéteau 473...3 from $259,000
Bénéteau 400, 1994…$114,900

Bénéteau 47.7, ’01 …………... $228,000
Explorer 45, ’79……………… 130,000
Bénéteau 440, ’98……………… 139,900
Tartan 44, ’79………………… 79,000

Bénéteau 333…2 from $148,000
Bénéteau Idylle 37…$52,000
Ericson 30+, 1985…$24,500
Island Packet 370, 2004…$298,000

Save $31,000

May 8:
Bénéteau 31

March 28:
Open House 10 am – 5 pm
Tradewinds Sailing School & Club
Marina Bay Yacht Harbor, Pt. Richmond

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Catalina 380 1998 $127,000
Catalina 36 1997 $63,900
Catalina 36 1990 $75,900
Catalina 36 2003 $139,900
Catalina 36 2000 $100,000
Catalina 36 1989 $59,000
Catalina 375 2008 $218,000
Catalina 350 2004 $149,000
Catalina 350 2003 $124,900
Catalina 34 1989 $57,000
Catalina 320 2006 $120,000
Catalina 320 2000 $88,000
Catalina 320 1997 $74,500
Catalina 320 1998 $74,000

Catalina 320 1996 $78,000
Catalina 320 1999 $75,000
Catalina 30 1983 $18,500
Catalina 30 1984 $26,500
Catalina 30 1995 $57,000
Capri 26 1993 $33,000

Preowned Sailing Yachts

Mikelson 50 1988 $275,000
Beneteau 473 2005 $297,500
Cavlair 45 1985 $255,000
Endeavour 43 1980 $139,000
Hunter 450 2000 $199,000
Hunter 420 2004 $199,000
Choate Racer 40 1979 $39,000
Morgan 38 1979 $57,500
Hunter 36 2004 $130,000
Hunter Vision 36 1994 $67,000
Hunter 35.5 1993 $61,000
Hunter 260 2004 $38,900

Preowned Power Yachts

McKina Pilothouse 57 2001 $550,000
McKina Pilothouse 57 1998 $475,000
Mediterranean 54 2004 $699,999
Carver 466 2004 $469,000
Cranchi Atlantique 40 2003 $327,900
Maxum SCB 41 2000 $215,000
Fairline 37 1999 $169,000
Mediterranean 38 1998 $159,000
Chaparral 350 2003 $119,000
Maxum 2600 SE 2006 $59,000
Trojan II Meter Exps 37 1988 $49,900

Cruising Catamaran

Fountaine Pajot 42 1995 $299,000

New 2009 Ranger Tugs in Stock

NEW R29 Tug 2009 $239,937
R25 Tug 2009 $134,937*
R21-EC Tug 2009 $49,937*
*base price

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<td>28' BRISTOL CHANNEL CUTTER, '78</td>
<td>$73,500</td>
<td>Traditional lines of rugged Falmouth commercial boats. Designed by Lyle Hess to travel the world and finished by Sam L. Morse in Costa Mesa, CA.</td>
</tr>
<tr>
<td>55' CUST. BRUCE ROBERTS CC, '87</td>
<td>$149,900</td>
<td>Custom Bruce Roberts designed as a fast, very seakindly cruiser of medium displacement to meet the most critical tests for bluewater cruising.</td>
</tr>
<tr>
<td>50' SHANNON KETCH, '82</td>
<td>$269,500</td>
<td>Heart Strings is a quality world-class cruiser that has sailed to many parts of the globe. She's been well maintained and is ready to take you away.</td>
</tr>
<tr>
<td>43' ENDEAVOUR CC, '79</td>
<td>$149,000</td>
<td>Dream Ketch'Y has been consistently upgraded and maintained. She has ample headroom and comfortable living space below and lots of modern equipment.</td>
</tr>
<tr>
<td>30' TARTAN, '74</td>
<td>$12,000</td>
<td>Aerie is a great pointer and enjoys a great reputation. She’s a good performer in local races and she’s ready to share the joy of sailing with you.</td>
</tr>
<tr>
<td>44' MORGAN CC, '90</td>
<td>$125,000</td>
<td>Beautifully maintained Nelson/Marek design with proportions that deliver performance in a true offshore design. Go cruising with minimal crew!</td>
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<td>50' SHANNON KETCH, '87</td>
<td>$269,500</td>
<td>A great family boat, perfect for entertaining with a spacious layout and three separate sleeping areas. The boat is ready for Mexico and beyond.</td>
</tr>
<tr>
<td>30' ISLANDER Mk II, '76</td>
<td>$16,900</td>
<td>Don’t let this one go! She’s a fine example of an I30 and will take you on your adventures in comfort. Diesel, roller furling, dinghy and dodger.</td>
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<td>46' BENETEAU M463, '99</td>
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<td>32' KETTENBURG PC, '47</td>
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<td>This design has survived over 77 years and still displays an active presence on the water. Join the PC class or cruise this Kettenburg classic.</td>
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<td>35' ERICSON w/Electric Motor, '74</td>
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1978 TARTAN 30
Clean, well taken care of example of this timeless S&S design. $19,500

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1973 C&C 48 SLOOP
Great ex-racer refit at the factory with a new interior, wiring, rod rigging and Perkins MT 80. $175,000

1998 TAYANA 42 CC

1990 GLOBE 46 CC KETCH
Traditional full keel center cockpit cruising ketch in great shape. $95,000

1979 BREWER 43 CC KETCH
Custom center cockpit teak ketch properly maintained by a meticulous owner. $69,000

2008 TAYANA 46 PILOTHOUSE
Cruise in comfort in any climate with inside steering. With only 12 hours on Yanmar 100hp dsl, she's virtually new. Over 1,000-mile range under power. $369,000

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- **2009 Jeanneau 39i**

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- **1991 Hunter 32** $42,500
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- **1999 Hunter 340** $83,500
- **1972 Coronado 34** $35,000
- **1985 Irwin 34** $35,000
- **2000 Hunter 340** $79,900
- **1989 Catalina 34** $49,900
- **1986 Hunter 34** $49,500
- **2005 Hunter 36** $139,900
- **2002 Catalina 36** $119,500
- **2001 Bavaria 37** $140,000
- **1996 Hunter 376** $117,000
- **1996 Hunter 376** $85,000
- **1999 Island Pkt 380** $235,000
- **1994 Catalina 38** $119,000
- **1969 Hughes 38** $27,800
- **1990 C&C 37+** $110,000
- **1994 Beneteau 40** $124,500
- **2004 Catalina 400** $210,000
- **2000 Jeanneau 40** $149,000
- **2004 Jeanneau 40.3** $199,000
- **1999 Hunter 410** $149,000
- **2005 Hunter 41** $208,000
- **2007 Hunter 41** $229,500
- **1999 Hunter 410** $155,000
- **2004 Hunter 420** $199,500
- **2000 Hunter 42** $165,000
- **1998 Catalina 42** $148,000
- **1991 Hunter 42** $119,000
- **2006 Jeanneau 42** $269,000
- **2003 Jeanneau 43** $259,000
- **1998 Hunter 430** $157,000
- **2002 Jeanneau 43** $235,000
- **2006 Hunter 44** $249,000
- **2006 Hunter 456** $299,500
- **2008 Hunter 45** $295,000
- **1992 Catalina 45** $159,000
- **2003 Jeanneau 45.2** $269,500
- **2004 Hunter 466** $249,000
- **2002 Hunter 466** $249,900
- **2003 Hunter 456** $249,500
- **2004 Hunter 466** $245,000
- **2001 Beneteau 47.3** $259,900
- **2007 Beneteau 49** $395,000
- **2005 Jeanneau 49** $419,000
- **1981 Pearson 530** $249,000
- **2005 Jeanneau 54** $650,000
- **2005 Jeanneau 54** $599,000
- **1992 Tayana 55** $329,000

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$219,000

42’ Fountaine Pajot Venezia, 1995, $199,000

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32’ Grand Banks Sedan, 1980, $119,000

Bayliner 3218, 1987
$34,500

27’ Farallon, 1982, enclosed helm, $35,000

37’ Beneteau Oceanis 370, 1991, $69,800

35’ Niagara, 1980
$58,500

46’ Moody, 2000
$399,000

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45’ ANDREWS SLOOP, 1999
Turn key, proven offshore racer! $380,000

54’ HUNTER SLOOP, 1981
New Yanmar diesel. Upgraded & equipped for cruising. Redesigned transom, keel. $99,000

40’ CATALINA 400 MKII, 2002. In-mast furling main & headsail, 200 hrs on 50hp Yanmar, 8kw Panda dsl genset, twin wheels, full electronics. $198,500

40’ NORTH AMERICAN SLOOP, 1979
Perkins diesel, almost everything is new, tons of upgrades! Call for details. $55,000

37’ NAUTOR SWAN, 1971. S&S designed classic. Full LP paint, canvas for all wood, fresh interior varnish, updated ‘trons. $80,000

38’ CATALINA SLOOP, 1982
Original owner, consistently upgraded. New genoa, re-wired and re-plumbed. $49,500

38’ HANS CHRISTIAN, 1986. High quality Telstar underbody cutter with 50hp Westerbeke diesel. World class cruiser. $149,500

32’ ERICSON, ‘90. Very clean/well kept; nicest brokerage sailboat on market in this size/price range. New main, jib and cruising spinnaker. $59,000

28’ CAL SLOOP, ’86. Westerbeke dsl, AP, radar, refrigeration. Gennaker & tabernacle mast. Near new condition; priced for quick sale. $29,500


35’ ISLAND PACKET, 2001. Yanmar diesel, 2 staterooms. Ready for bluewater cruising. Only one for sale on West Coast. $184,000

46’ ERICSON SLOOP, 1973. Flush deck, Bruce King-designed, rare C-model cruiser. 2 staterooms, large salon, Perkins diesel. $99,600

46’ MARINER CENTER COCKPIT KETCH, 1981
Three-stateroom layout, transferable slip to qualified buyer. $175,000

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38’ HANS CHRISTIAN SLOOP, 1982
Original owner, consistently upgraded. New genoa, re-wired and re-plumbed. $49,500

41’ CHEOY LEE KETCH, 1979. Cruise equipped with Monitor windvane, radar, color GPS & chart plotter, cruising sail inventory. $79,000

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40’ ANDREWS SLOOP, 1999
Turn key, proven offshore racer! $380,000


45’ ANDREWS SLOOP, 1999
Turn key, proven offshore racer! $380,000

40’ CHOATE, 1979. New Yanmar diesel in 1997, low hours, new fuel tank, sleeps 9. Great racer or fast cruiser. $47,500

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48’ NORTH AMERICAN SLOOP, 1979
Perkins diesel, almost everything is new, tons of upgrades! Call for details. $55,000

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Don’t Miss the Dave Perry Racing Rules Seminar at CPYC Sun., March 15 1:30-4:00!

Join us for CPYC’s Annual Chili Cook Off/Open House Sunday, March 22 and Inaugural Youth Sailing Program on Sat., March 28!
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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.

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.

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 jmontaltillo@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.

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 or (510) 233-1064.


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.

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.


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 or (805) 962-8404.


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 Squalicum 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 or (360) 676-2542.

Apr. 5 — Berkeley YC Annual Swap Meet, 6 a.m. Info. contact Dave Douglas at ddouglas01@aol.com.

Apr. 11 — Encinal YC’s Nautical Flea Market, the largest
Whether you are replacing one stanchion or upgrading your entire boat, we manufacture a complete line of stanchions, bases and gates.

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in the East Bay. Breakfast, lunch and beverages available. 6 a.m.-1 p.m. Info, (510) 522-3272 or www.encinal.org.

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.

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


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 or Steve at (408) 723-0619.

Racing

Mar. 7 — Stockton SC Long Distance Race #1. Info, (209) 476-1381 or 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.


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


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.

Apr. 4 — Spring Tune-Up Race, the mother of all beer can races. RYC, www.richmondyc.org.
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Apr. 4 — Spring Fever Regatta. South Beach YC, (650) 552-9260 or 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.


Apr. 11 — Singlehanded Race #2, SeqYC. Info, John Draeger at 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.


Remaining Midwinter Regattas


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.


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

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


TIBURON YC — Midwinters: 3/21. Info, (415) 789-9294 or 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.

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.clubcuceros.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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35' J/34, '96, The Zoo** Reduced! $300,000
35' Classic Hans Pederson Power Yacht, '93** Reduced! $72,000
33' J/100, '05, J Bird** Reduced! $195,000
33' J/100, Hull 5, '05, Reddie Freddie Reduced! $125,000
30' J/92, J Moto, '93 New Listing $40,000
30' J/30, '94** Reduced! $30,000
30' Sabre, 96, Buena Vida Reduced! $49,900
29' J/99, '95, Masthead Reduced! $99,900
29' Back Cove, '05, Diamond Lil Reduced! $99,900
29' MJM Yachts 29Z, '07 Reduced! $298,000
27' Chalet, '07, Allegro Con Bro Reduced! $19,900
27' J/30, '01, Lay Down Sally Reduced! $32,000
27' J/80, '00, Risky Business Reduced! $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.hiddenportyachtclub.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.pacificpuddlejump.com.

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

March Weekend Tides

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FAST IS FUN!

Debuting at Strictly Sail Pacific:

**SC 37**

Santa Cruz Yachts

Strong 100% Carbon Hull, Deck & Mast

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Fast, comfortable, stable, safe, easy to sail, and fun! The new SC 37 has been called the perfect racer/cruiser.

*The Santa Cruz 37 debuts at Strictly Sail Pacific April 15-19*
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 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!
Congratulations to team Donkey Jack – Winners of the 2008 J105 North Americans and the 2008 Rolex Big Boat Series!

*Donkey Jack’s* bottom is expertly painted with PRO-LINE by Svendsen’s team.

And now, Svendsen’s bottom jobs come with a **FREE** polish and wax!

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**PRO-LINE 1088** – the bottom paint of team *Donkey Jack*.
To get your winning bottom job, call Svendsen’s at 510.522.2886.
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 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.

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
How long will our cruising sails last? We still don’t know. Quantum. The world’s most durable cruising sails.
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 Antigua Sailing Weeks between ’86 and ’97. Indeed, we enjoyed some of the greatest sailing times of our lives at that island. None-theless, 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 in stance, 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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CONVENIENTLY LOCATED, JUST 1 HOUR FROM THE EAST BAY

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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 yachtic in a yachtic 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 Sylvestor 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

ambulance ride in San Francisco costs $1,339.

If those who are uninsured find themselves in the same position and hope to avoid bankruptcy, they should offer to pay a taxi driver $2 a second, which would have saved them over half of the cost of an ambulance.

Name Withheld
By Request
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...
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.

On 13 September ten internationally sponsored ocean racing yachts, including California, will line up on the Humber on the east coast of the UK to begin a 35,000-mile race around the globe. Over the course of ten months the non-professional crews onboard will face the world’s most treacherous oceans and visit five continents as they battle it out to win the prestigious race trophy. Whether it is for the full circumnavigation or one of seven individual legs you could be onboard helping to sail your boat to victory.

A series of presentations are being held across the state of California this month for those wishing to find out more about the Clipper Race.

Saturday 7 March 5.00pm
Club Nautique – Alameda

Sunday 8 March 5.00pm
Golden Gate Yacht Club – San Francisco

Tuesday 10 March 7.00pm
Club Nautique - Sausalito

To register your attendance at one of the presentations or to request an application form email oceanracer@clipperroundtheworld.com, or call +44 2392 526000 www.clipperroundtheworld.com
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 loooong time. But we’re a little confused, as the first issue of Latitude was in March of ’77, not March of ’78. It 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 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 spryly 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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★ Optional dual membership with Golden Gate Yacht Club for one monthly fee
★ Frequent club sail, parties, BBQs, events and more...

Member Charter Rates (9am - 5pm)

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| weekend                     | $150           | $295  | $325             | $340

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April 20 - 26

Celebrating Our 26th Anniversary!
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 other. 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

‘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 eighties 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 Shosholoza 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 produce corporate signage — in fact, just about every team did.

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.

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

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 spent 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. 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
Doyle designs have proven themselves with big victories. White Dove dominated the season winning the 2008 SF-IRC season, Aldo Alessio Regatta, the West Coast IRC Championship, and a Rolex for their class win in the St. Francis Yacht Club’s Rolex Big Boat Series.

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BETTER ENGINEERED SAILS
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 outboard, as our 4.5-hp wasn’t safe going through the surf with two dogs; 4) $4,000 maintenance, including refrigeration repairs, a new rudder and watermaker parts, autopilot 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?

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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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 comment I would like to 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 users 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 horsepower — 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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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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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 Space’, used a modern wrist rocket slingshot. 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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**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.

I now live in south-west 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

**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 Murendittro’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 left is Rose, our daughter, with Coral Sierra. On the right is our daughter-in-law Heather, with Onyx Silver Paw. The photo was taken aboard our Islander 36 Honey on a very mild weekend day in February. Probably the last time mothers 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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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 satellite phone — 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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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 Corossol 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, 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 Chancler
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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

have been played since ancient times to announce the beginning and ending of a ceremony, and to honor royalty and famous people. 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 Haaleo 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:

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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. 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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Two boats at the show

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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 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 can be 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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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 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?

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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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 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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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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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 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.
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**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 damaged 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 Delta 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 Delta 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 its 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.

* 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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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 Towodi 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

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.

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.
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 souffled 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

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. 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
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 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

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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

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SIGHTINGS

gotb — cont’d

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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...
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 Hawkises, 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,
Karen Thorndike was honored at the Smithsonian for her achievements.

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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...
sightings — 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.

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 and 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 horse-power 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...
— 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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**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
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

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 harbor club at mean low water was somewhere in the 4-ft range, forcing a large number of racers to find 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.
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 $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 Door Slammers 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 — 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 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 Tanazsa 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.
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.

Folks don’t go to the Delta to get from

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
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 and click the British flag.

— ladonna

dooh dahn

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.
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

**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 Kostecki, 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 Morell 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
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 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.

continued on outside column of next sightings page
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.deltadoo dah.com for the latest details and to register. It’s probably the only time we’ll tell you to hurry!

— ladonna

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.

— 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.'
What 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-anchor 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.
"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 attractive, 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..."
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
William Quigley (crew name n/a) (310 boats)

DH 1 Multi — 1) Peregrine; 2) Adrenaline; 3) Papillon.

DH 2 (PHRF <104) — 1) Yucca; 2) Adrenaline; 3) Papillon.

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.


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) Uagain. (5 boats)

DOUBLEHANDED OVERALL — 1) Peregrine

For complete results, see: www.sfbaysss.org
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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. Incroyable! 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 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...
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 actually 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.

There were also two boats that were vets of the ‘05 Ha-Ha. One was Damien and DeborahMcCullough’s Newport Beach-based Celestial 50 Ticket to
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.

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 Ringgeis 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 Caribbean 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 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

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.”

O
do 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. Virginis, 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-foot 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 Barbian 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 Govenour’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, 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 Virginis, 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 VelsJeda, and his girlfriend Lori. 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 Malolola, 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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How 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 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 students 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.

They way he tells it, Simon Bell got ‘drafted’ into sailing. When he was a youngster in grammar school in England, 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
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 Valley. By now he has a wealth of dinghy sailing and racing experience, having, among other things, campaigned a Fireball 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 the 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 shipment: 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 training 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."

Neither 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 prospective 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
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

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

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 Kessinger, 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.
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 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 dingly 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
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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 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 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?

“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 ways. “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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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. 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; 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.

“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 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 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 boat- ers 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...
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 Someday, 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 honors in the cruising division, while Steve and Pam Lannen's San Francisco-based Beneteau 405 Full Quitter 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
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'.
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...
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 gigged 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 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. If you’d like to earn some karma points — and a US tax deduction — consider donating via: www.losninos.us, or www.porlosninos.info.

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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 Pinot-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 vangs — 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...
— 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 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, 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 container — 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 — taking third by just over an hour.

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.

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.’
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, 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, thedaily sail.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 spinnakers.

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 spirt 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 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.

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!
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 its original skipper, Mike Sanderson, was tapped to head the British America’s 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 Vérandas 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.

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LIMITED TO CURRENT INVENTORY
First Come, First Served!
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 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.
"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.

We cruised by the table of top-end pupus to replenish our plates, then admired 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
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 discussing 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.'"

"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 about 24 by 48 inches. How much do you think it’s worth?"

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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 waves 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 from deeper water as solitary waves."

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
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 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, 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.

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, 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.

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 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.louisvuittonpacificseries.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.

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 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
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 Issacson’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 Motley 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.

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.

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 photograhic documentation of the weekend.
As for results from the other series, well, you’ll find selected ones in the Box Scores located on pages 141-142.

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’.

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)
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 Wotton, 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 Braturing, 16 points; 2) Min Flicks, Hansa 370, Magnus Julie LeVicki, 20; 3) Basic Instinct, Elliott 1050, Jan Borjeson, 20. (11 boats)

NON-SPINNAKER 2 — 1) Windhover, Pear- son 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 Sellers, 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 (Roeboat); Aotea Team Trophy: Richmond YC.

Complete results: 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 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 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 esc- ort powerboat had to cancel at the last minute, three guys jumped in Marty Fle- gel’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) Bahia Santa Maria! Full results and photos can be found at: www.pv09.com

Pineapple Cup

Dan Woolery’s Pt. Richmond-based, brand-spankin’-new Soozal arrived in Montego Bay just before midnight Feb- ruary 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 Ti- tan 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-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 itera- tion of this race. going all the way back to its first running as the Whitbread Round the World Race in 1973. Punta 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 sec- ond in overall points to leader Ericsson 4, went aground just minutes before the start. Skipper Bouwe Bekking sus- pended 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 re- moved 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 evenful Leg Four. Several days after the Leg Three start in Singapore, they had experienced flooding and discovered...
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 ($850 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 following results are cumulative unless otherwise noted.](image)

**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) Jeannedette, 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)


**ULTIMATE 20** — 1) Salsa, Matt & Steve Bough, 11 points; 2) UFO, Trent Watkins, 16; 3) Babe, Phil Kaneberg/Denise Hammond, 16. (9 boats)

**MOORE 24** — 1) Topper II, Conrad Holbrook, 5 points; 2) Flying Tiger, Vaughn Selfers, 8; 3) Moorigami, John Siegel, 20. (9 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)

**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)

**J/105** — 1) Blackhawk, Scooter Simmons, 8 points; 2) Wonder, Tom Kennelly, 13; 3) Wannoo, 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)
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.

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.

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-

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**THE BOX SCORES — contd.**

<table>
<thead>
<tr>
<th>Boat Class</th>
<th>Name</th>
<th>Owner</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OPTIMIST</strong> (4 races) — 1) Jack Barton, 6 points; 2) Will Cefali, 7; 3) Julius Hallstrom, 14. (26 boats)</td>
<td>TNP, 25</td>
<td>Torsten Hagen, 7</td>
<td>1st</td>
</tr>
<tr>
<td><strong>SNIPER</strong> (5 races) — 1) Doug Howson, 10 points; 2) Andy Pontious, 17; 3) Alberto Amengual, 17. (3 boats)</td>
<td>J/225</td>
<td>Yvonne Cochrane, 18</td>
<td>2nd</td>
</tr>
<tr>
<td><strong>SOUTHAMPTON OPEN CLASS</strong> (2 races) — 1) Dan Brandt, 6 points; 2) Del Olsen, 7; 3) Cristoph Rutz, 7. (12 boats)</td>
<td>J/246</td>
<td>Todd Bitting, 16</td>
<td>3rd</td>
</tr>
<tr>
<td><strong>BYTE</strong> (6 races) — 1) Michele Logan, 15 points; 2) Caitlin Hanavan, 22; 3) Bill Tieman, 25. (9 boats)</td>
<td>J/238</td>
<td>Paul Croll, 23</td>
<td>4th</td>
</tr>
<tr>
<td><strong>WYLIE WABBIT</strong> (2 races) — 1) Bear Wabbitt, Jim Malloy, 5 points; 2) Keala, Ron Tosstenson, 5; 3) Furrocious, Pete Rowland, 5. (6 boats)</td>
<td>J/229</td>
<td>Steve Louden, 7</td>
<td>5th</td>
</tr>
<tr>
<td><strong>29ER</strong> (2 races) — 1) Max Fraser/David Liebenberg, 2 points; 2) Julia Paxton, 4; 3) Jessica Bernhard. (7 boats)</td>
<td>J/229</td>
<td>Steve Louden, 7</td>
<td>6th</td>
</tr>
<tr>
<td><strong>LASER</strong> (2 races) — 1) Drake Jensen, 2 points; 2) Ryan Nelson, 7; 3) James Vernon, 10; 4) Tom Burden, 12; 5) Veijo Suorsa, 13. (21 boats)</td>
<td>J/229</td>
<td>Steve Louden, 7</td>
<td>7th</td>
</tr>
<tr>
<td><strong>BREAKWATER OPEN CLASS</strong> (6 races) — 1) Greg Miller, 10 points; 2) Doug Kidder, 12; 3) Steve Cameron, 13. (12 boats)</td>
<td>J/229</td>
<td>Steve Louden, 7</td>
<td>8th</td>
</tr>
<tr>
<td><strong>FLYING DUTCHMAN</strong> (2 races) — 1) Zhenya Kiruehbin-Stepanoff, 2 points; 2) Buzz Ballenger, 4; 3) Doug McWilliams, 6. (6 boats)</td>
<td>J/229</td>
<td>Steve Louden, 7</td>
<td>9th</td>
</tr>
</tbody>
</table>

**THE END**

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**THE RACING**

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**SAUSALITO YC (2/8)**

**SPINNAKER** — 1) Gammon, Tartan 10, Jeff Hutter; 7 points; 2) Zazzberries, Olson 34, Bruce Nesbit; 13; 3) Trasher, Merit 25, Harriet Lehmans; 15. (7 boats)

**NON-SPINNAKER <143** — 1) Q, Schumacher 40, Glenn Isaason, 4 points; 2) Grey Ghost, Hanse 342, Doug Grant; 10; 3) True North, Baltic 42, Jeff Dunnavant, 10. (6 boats)

**NON-SPINNAKER >143** — 1) Roebot, Catalina 30, Rod Decker, 7 points; 2) Tres Bien, Beneteau 320, Don Holden; 15; 3) French Kiss, Beneteau 350, Dave Botton; 15. (9 boats)

**SANTANA 22 — 1) Tackful, Frank Lawler and Cathy Sterhoff, 15 points; 2) Bonito, Michael Andrews, 18; 3) Chopped Liver, Clyde Niezen, 24. (15 boats)

**ENCINCYCAL YC JACK FROST** (1/24)

**DIVISION 1** (PHRF <130) — 1) Golden Moon, Express 37, Kame Richards, 3 points; 2) Angler, Antrim 27, Bryce Griffith, 8; 3) Uno, WylyeCat 30, Steve Wonner, 9. (12 boats)

**DIVISION 2** (PHRF >131) — 1) Eclipse, Hawktaam, Fred Hoffman, 4 points; 2) Osituki, Cal 28, Rodney Pimentel, 5; 3) Wired, Choate 27, Larry Westlund, 8. (3 boats)
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.

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. 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 summer crew!

Save the Dates!

Friday Night Series: April 24 – August 28
13 fun races throughout the summer.

Jazz Cup: September 5
The legendary 26-mile downwind fun run to Benicia.

For race information, contact Roger at rearcommodore@southbeachyachtclub.org (650) 799-1445, or visit our Web site at: www.southbeachyachtclub.org

South Beach Yacht Club
Pier 40 on the Embarcadero
San Francisco
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 luxurious 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, 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 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 longtime 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
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

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, either 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.

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— latitude/andy

The 209-ft megayacht ‘Turmoil’ dwarfs smaller motoryachts and cruisers at Paradise Village. You wouldn’t want to pay its power bill.
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 wifi 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.

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 it’s 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

At the base’s opening celebration, a conga line snaked across the new plaza, while Mocko Jumbies on stilts danced to reggae.
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 processed 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 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 appropriate to chartering. Years later, Beneteau became the prime producer 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
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.

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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Life On The Gold Coast
Bill and Karen Vaccaro

Tenacatita Bay remains one of our favorite places in Mexico. The anchorage 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 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 needlefish 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

Cruise Notes

Miela — Moody 44
Bill and Karen Vaccaro

Karen, not looking a day over 29, holds up bonita caught near Tenacatita Bay. She later bought a BMW 650 for riding in Mexico.

For the Gold Coast — 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.
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 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...
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 thought 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 license, 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 singlehanding 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-reeled both sails, centered 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 unarmored 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
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 recover."

"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."

Evans 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.
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 surfaced 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 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 peeled 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 surface 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
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 identity 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..."
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
staples with them, as if there were some
But according to Henry McAlarney, that’s
‘01, a month before we took off on
staples with them, as if there were some
bits of ignorance was somehow assum-
ing 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 no-	hing 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
McAlareys, 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 ex-
eriences were at regional cultural reviv-
als — 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 Is-
lands, 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 un-
usual 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 yachtsies
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 McAlareys’ preference is
to anchor out rather than stay in mar-
inas, to sail whenever there is any wind,
and to eschew tourist hot-spots, they
cruised comfortably on $1,500/month.
IN LATITUDES

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 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 circumnavigators, 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, and then exit underwater."
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 only had one minor incident in all their travels. “We were anchored near Mafia Island, Tanzania, when somebody tried to board our boat at 2 a.m. and then again at 4 a.m. We chased him away. But we loved Tanzania, and seeing the great animals was another highlight of our trip.”

Lest anyone thinks 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 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-skirpered 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 have developed a strong case of boat envy for Mist, because several months later they bought her in the Pacific 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.
La Paz will also be holding their La Paz Bay Fest that week. Visit their website at 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.hiddenportyachtclub.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 Revilla-gigedo Islands. What a thrill!

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 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:


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
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 wi-fi, both to patrons of her establishment 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. 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 flambe, 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 Beach on the road to La Ropa Beach.
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 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.
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 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 Hilenberg 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,
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.

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 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 March, 2009 • Latitude 38 • Page 163

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CHANGES

At the end of this cruising season, George and Merima intend to have 'Moonshadow' in Tunisia and be visiting the ruins.

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' 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-
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 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..."
When Julie gave up squatting for sailing, she had no idea what she was getting herself into. But now, there are so many options.

“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, 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.suxenos.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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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- 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. $15,000. Owner recently moved too far away, $35,000. Call (831) 726-7188 or email: bilichar1@aol.com.


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VINDO 40, 30-FT SWEDISH-BUILT blue-water yacht. Fiberglass hull, teak deck, Volvo Penta, sloop rigging with roller furler. Photos on craigslist. As rumored 2005 at $28k, asking $16,000. Andy (650) 804-2024.


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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. (513) 713-0537 or email: info@gsyx.com.


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<table>
<thead>
<tr>
<th>Model</th>
<th>Year</th>
<th>Price (in $)</th>
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<td>J/123, '00</td>
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<td>40' DELPHIA, 2007 New</td>
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<td>36'</td>
<td>$399,900</td>
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Beneteau First 40.7 (2001)
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Swan 42 (2007)
Nautor Club Swan 42 Amelia has a winning record and has been prepared for racing at the highest level. All class legal rigging modifications completed. Asking $700,000

Grand Banks Eastbay 38 HX (2003)
A premier designer and quality builder make the Eastbay a first class motor yacht. Extensive factory options, comprehensive electronics and superbly maintained. $365,000

Swan 53 (1987)
Mistress has been exceptionally well maintained by a professional crew and is a beautiful Swan 53. Her factory-installed aft companionway makes her much more accessible than the standard 53. She has a new teak deck and is in excellent shape. Asking $575,000

Swan 43 (1977)
S&S-designed motorsailer is a very comfortable and spacious two cabin, two head cruising yacht. A one-owner yacht that is immaculate and in absolutely Bristol condition. Asking $199,000

Swan 411 (1979)
With essentially every aspect of the yacht upgraded or replaced, this S&S-designed racer/cruiser is arguably the best mid-size vintage Swan on the market. Winner of the San Diego YC’s prestigious ‘Best Maintained Yacht Overall’. $190,000

Mumm 30 (1996)
A turn-key race boat immediately available on the West Coast. Well maintained with fresh sails and trailer. Asking $75,000

Swan 53 Blue Swan Hydraulic lifting daggerboard, twin-rudder version. Extensively equipped and ready for bluewater cruising. The three-cabin layout makes her one of the most versatile and comfortable Swans ever built. Asking $1,350,405

Swan 45 (2003)
Race or cruise. Rancho Deluxe won her class in the TransPac and was second twice in the Big Boat Series. This boat has all the gear to go cruising and is in perfect condition. $625,000

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### Power & Sail Listings

<table>
<thead>
<tr>
<th>Description</th>
<th>24/7 ext.</th>
<th>24/7 ext.</th>
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<tbody>
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<td>52' Tayana CC cutter</td>
<td>1991</td>
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<tr>
<td>48' Liberty 458</td>
<td>1983</td>
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<tr>
<td>42' Catalina tri-cabin</td>
<td>1989</td>
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<td>41' Beneteau First 41S</td>
<td>1990</td>
<td>$124,900</td>
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<tr>
<td>41' Hunter 410</td>
<td>2004</td>
<td>$224,900</td>
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<tr>
<td>37' Pquot Snowgoose</td>
<td>1987</td>
<td>$124,900</td>
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<tr>
<td>36' Catalina MkII</td>
<td>2000</td>
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<tr>
<td>34' Catalina MkII</td>
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<tr>
<td>34' Catalina sloop</td>
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<table>
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<th>Description</th>
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<td>31' Prout cat</td>
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### Sail Listings

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### Benefit Listings

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<tr>
<th>Description</th>
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<tbody>
<tr>
<td>38' HANS CHRISTIAN, 1985</td>
<td>1992</td>
</tr>
</tbody>
</table>

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**Our Two Best Buys!**

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**38’ HANS CHRISTIAN, 1985**
Wow, you can’t find this kind of boat at this kind of price anywhere. Cruise ready and cruise tested, she’s solid, beautiful and ready. Asking $114,900

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45’ HUNTER 450, 1998. All the amenities one would expect from Hunter with two spacious staterooms, 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 clean lines & 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

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 in 2001. $134,900

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

36’ CASCADE CUTTER, 1989. Custom-built raised cabin 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

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. $69,900

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 winches, new custom hard dodger, winch, perfect exterior brightwork, new cushions below, bottom just painted August 2008. Plus transferable Sausalito YH slip. $16,000

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

39’ COLUMBIA CENTER COCKPIT, 1979. This yacht had more than $30,000 spent since 2002. Rebuilt engine, masts, rigging, repainted, rewired, new cushions, plumbed, etc. $69,000/Offers Encouraged

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, reconditioned mast/boom, new navin wind instruments, new batteries. Additional work done since incl. new depthsounder, stereo, exhaust elbow, cushion covers. $17,000

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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59' Custom KT..............................78 155,000
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50' Hanse 530................................88 449,000
49' Harting schooner.......................99 185,000
51' Alertan...................................90 125,000
59' Gullstream................................97 124,000
50' Santa Cruz...............................92 175,000
49' Reliant ketch............................91 129,500
46' C&C 45.................................100,000
47' Perry cutter..............................90 99,000
46' Swan 42................................84 275,000
45' Downeast................................77 89,000
45' Sabre CC steel...........................105,000
44' Islander schooner........................85 89,000
43' Bristol Channel Ketch.................99 99,000
42' Ranger P35.............................160,000
42' Howard Chapelle schooner............79 59,000
41' CT........................................76 79,000
41' Columbia................................64 29,000
39' Broadwater..............................74 83,000
39' Passport Pilot............................96 183,900
39' Chris Ley MS............................75 73,900
39' Chris Ley offshore......................73 99,000
39' Challenger..............................79 59,000
38' Morgan (2)..............................78 & 89 from
37' Lyman Alert (2).........................76 & 86 from
37' Hall Christian...........................80 40,000
37' Profile, new engine '07............85,000
37' Esprit (Panama).........................78 78,900
36' Islander Freepost......................46,000
35' Catalina, race...........................85 89,000
35' Ponder Johnson.........................74 46,000
35' Swain, steel.............................98,000
34' Ranger (2)..............................72 & 79 from
34' Lyle Hess cutter, steel............41,500
34' Princess................................98 199,000
34' Laff.......................................75 65,500
33' Kryten.....................................95 52,000
33' Catalina.................................94 54,500
33' Hall Christian...........................112,000
32' Targa, center cockpit..............34,500
32' Westsail (3)............................75, 77 & 79 from
32' Obsession, nick..........................95 75,000
31' Pacific Seacraft Mariner..............79 59,000
31' Cape George Cutter.................142,500
30' Cut w/trailer............................23,900
30' Manta (2).................................75 & 91 from
30' Islander (2).............................74 & 75 from
29' Ranger Bahama........................15,000
29' Lancer...................................32,500
27' Nor Sea w/trailer......................30,900
26' Alden.....................................33 11,000

POWER

140' Canadian Vickers..................1,200,000
85' Exford, ultram.........................91,990,000
72' Landing Craft..........................150,000

Hanse

HANSE 350
Last year's model (2008). $139,000

40' CHEYOE LEE RHODES OFFSHORE, 1973
New teak deck. New blue Awlgrip. $99,000

40' BRISTOL CLASSIC, '74
New Awlgrip. New electronics. New ultra suede. Saussoild slip. $83,000

59' CUSTOM CB KETCH PH, '78
Built in Australia. 3mtr + capt. $155,000
Also: 48' C&C LF.

65' CUSTOM CC PH CUTTER, 1994
Fiberglass. Diesel. Passagemaker. $139,500

44' BREWER CC KETCH, '85
Great for passage or liveaboard. Saussoild slip. $99,000

GULFSTAR 50, '79
Two staterooms. Major upgrades: SS, Harken, AP, diesel heat, more. $124,000

Hanse Dealer Report

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California Vessel

43' D.M. CALLIS CLASSIC 1976 Call Express Cruiser. Made from mahogany and teak. She has a large cockpit, a spacious salon, and a fully equipped galley. The boat has been extensively refitted with modern amenities. It is a great opportunity for cruising or liveaboard living. Asking $569,000.


57' CHINESE JUNK Not a cruiser! Very Comfortable, well lit and well appointed interior. Outstanding bluewater cruiser. rugs, leather, etc. Now exquisitely & totally refit with modern every-thing. Excellent opportunity. And she is fast! Asking $79,500.

40' CHALLENGER Keith Gourley, Sparkling Performance Cruiser in excellent condition. Diesel, fuel, water, sails, radio, gauges, radar, furler, etc. $99,000.

31' MONTEREY BAY Powerhouse Express with trailer. High-quality, excellent condition. Twin 130 hp Yamahas. USC documented. AP, heads, water, etc. $29,950.

34' DUFORD sloop. Diesel, enclosed head and shower. Full galley, spinnaker, new cushions, wheel steering. $32,500.

34' DUFORD sloop. Diesel, enclosed head and shower. Full galley, spinnaker, new cushions, wheel steering. $32,500.

30' TRUMPY raised pilothouse CR. Weekender. Strong, comfortable, cabin cruiser, economic. AP, diesel, water, galley, head, etc. $29,900.

50' LOD Wm. Garden Ketch by Fellow & Stewart. An outstanding vessel by an outstanding owner and an outstanding builder in outstanding condition. Diesel, roller furling, sail plan designed. GREAT BUY in a beautiful traditional yacht. Asking $11,500.

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Huge, comfortable, simple and stylish.
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46’ FORMOSA PETERSON CUTTER, 1981
$125,000

WYLIE 44, 2006
Sail away from the fleet.
$325,000

45’ EXPLORER, 1979
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SAILBOATS
54’ SKALLARUD STEEL, ’61 $46,900
50’ REICHEL PUGH, ’94 $275,000
49’ CONCRETE KETCH $30,000
45’ EXPLORER, ’79 $125,000
44’ C&C, ’86 $150,000
41’ CORONADO SLOOP, ’72 $19,000
40’ OLSON, ’84 $80,000
40’ SCHOCK, ’90 $85,000
37’ RANGER CUSTOM, ’74 $29,000
36’ ISLANDER SLOOP, ’78 $32,500
35’ ERICSON, ’72 $21,000
34’ PETERSON 400, ’79 $32,500
32’ COLUMBIA 5.5 Sabre, ’67 $5,000
32’ ERICSON 5.5 METER, ’67 $9,000
31’ ISLAND PACKET, ’89 $39,000
30’ SANTANA SLOOP, ’76 $19,400
30’ CARTER SLOOP, ’76 $19,950
28’ CAPE DORY SLOOP, ’77 $28,000
21’ HUNTER 216 $16,000
14’ HUNTER 140 $4,000

POWER BOATS
57’ CUSTOM STEEL TRAWLER, ’80 $39,000
34’ MAINSHIP TRAWLER, ’80 $29,000
32’ UNIFLTE SEDAN, ’76 $24,400
32’ BOUNTY, ’02 $185,000
32’ BAYLINER, ’90 $45,000
19’ REINELL RUNABOUT, ’77 $3,500
17’ CHRIS CRAFT, ’59 $14,999

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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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