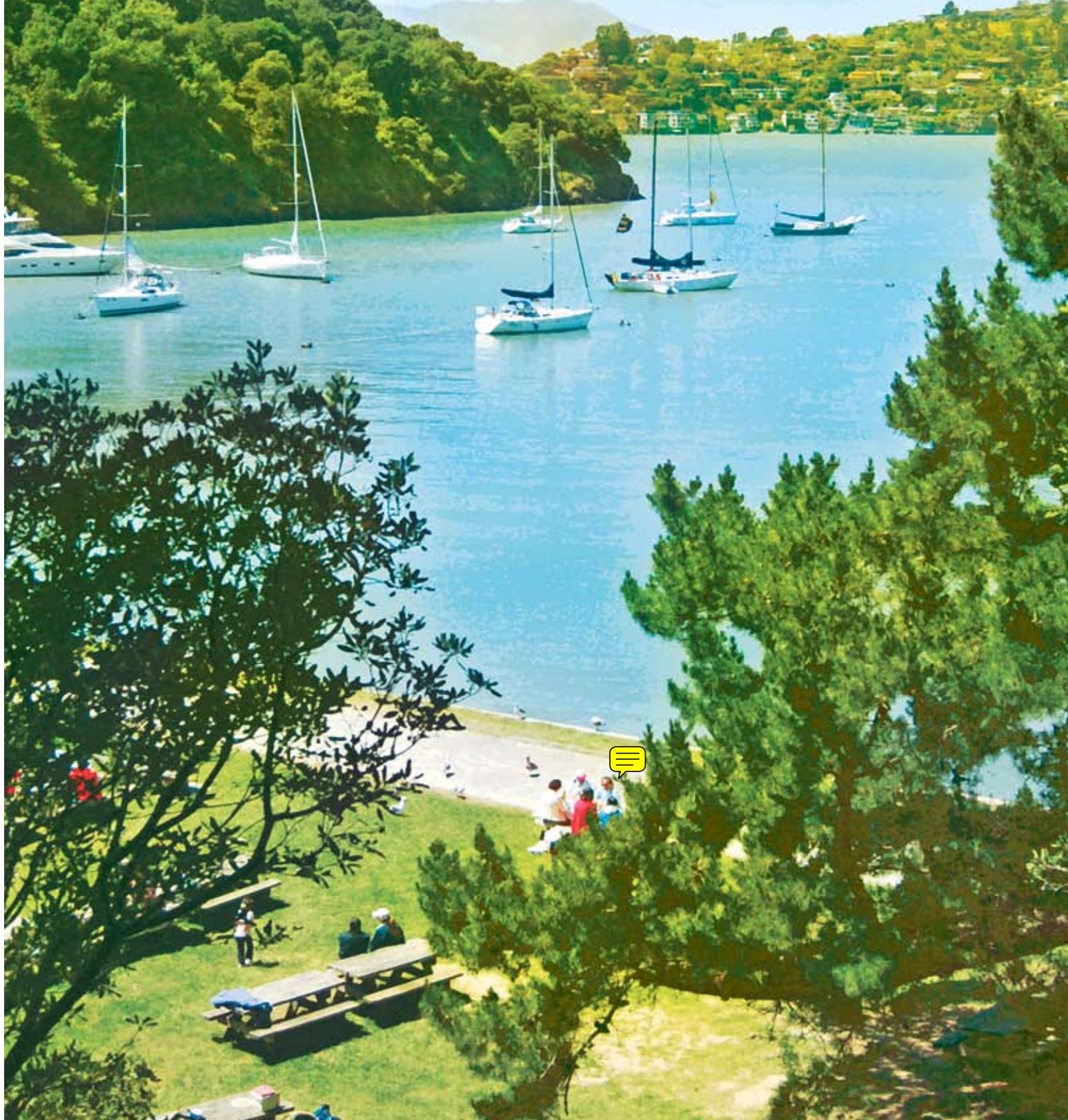


Latitude 38

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VOLUME 384 June 2009

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JUNE 2009

VOLUME 384

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*Cassiopeia, Nancy, Baleineau, Goose, Ditz, Elan, Can o'Whoopass, Kelika**

Last month's Yacht Racing Association's season opener to Vallejo and back divided up 295 boats into 14 divisions. It was a weekend of delightful racing with plenty of wind and challenging current.

Boats powered by Pineapple Sails placed first in 8 of 14 divisions on the Saturday segment. Kit Wiegman won his division on his Islander 36, *Cassiopeia* using a shiny new Dacron main. Patrick Broderick's WylieCat 30, *Nancy*, won his division with his new Pineapple mainsail made of Carbon. Charlie and Candace Brochard's Olson 34, *Baleineau*, won their division with a brand new Dacron Pineapple mainsail.

And there were Pineapple powered winners with not-so-new sails as well: Mike and Lorianna Kastrop on their Catalina 30, *Goose*, won their class on Saturday. Deb Clark and Ralf Morgan on their Alerion Express 28, *Ditsy*. Bill Riess in the Express 37 fleet on *Elan*. Richard von Ehrenkrook on his Cal 20, *Can O' Whoopass*. And Michael Weaver on his Hunter 33.5, *Kelika*.

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Cover: Some of our favorite destinations are the South of France, St. Barth and Angel Island's Ayala Cove.

Photo: Latitude/LaDonna

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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.

Brokerage - Staff Picks



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Call Jim Tull



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\$59,000
Call Chris Corlett



X-412 2001
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\$212,000
Call Torben Bentsen



Beneteau 45f5 1991
Bruce Farr design. Cruise and race equipped. Excellent condition.
\$160,000
Call Jack Woida



Tartan 4400 2005
Loaded. Beautiful interior.
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\$475,000
Call Jim Long



Fantasia 35 1979
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\$74,900
Call Don Wilson

BENETEAU 47.7, '01 228,000
BENETEAU 473 2 from 259,000
EXPLORER 45, '79 130,000
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SUNNFJORD 42, '81 (power).... 118,500
CALIFORNIAN 42, '87 (power).. 119,950
CASCADE 41, '71..... 59,500
CARROLL MARINE 1200, '95 89,000
BENETEAU 400, '94 114,900
BENETEAU 393..... two from 143,000
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CS 36, '84..... 55,000
SEA RAY 340, '06 (power)..... 169,000
TIARA 29, '98 (power)..... 69,900

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Summer Sailstice June 20-21
Open Boat Weekend June 27

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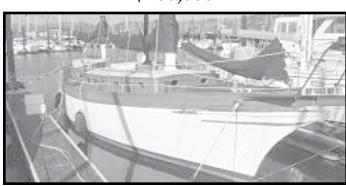
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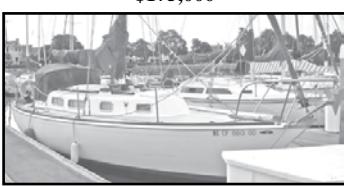
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May 30 — About Boating Safely course by USCGA Flotilla 17 at Yerba Buena CG Station, 8:30 a.m.-5:30 p.m. \$55 fee includes lunch and book. Info, dktalton@comcast.net or (415) 285-1100.

May 31 — Fun in the Delta talk at the Bay Model in Sausalito, 1-3 p.m. Get a bird's eye view of the spots to hit during your Delta cruise. Info, www.spn.usace.army.mil/bmvc.

June, 1959 — Marin Power Squadron begins teaching thousands of boaters the rules of the road and good seamanship.

June 3-24 — 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.

June 6 — Nautical Swap Meet at San Leandro YC, 8 a.m.-1 p.m. Food & live music! Info (510) 975-5220.

June 6, 13, 27 — Sail aboard San Francisco Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$35 adult, \$20 kids 6 & up. Info, www.nps.gov/safr.

June 7 — Howl at the full moon on a Sunday night.

June 7-28 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

June 7, 21 — Cal Sailing Club's free introductory sails at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

June 7 — Minney's Marine Swap Meet, daylight to noon in Costa Mesa. Info, (949) 548-4192 or minneys@aol.com.

June 8 — An Evening with Chris Welsh, owner of 65-ft, 14-time TransPac winner, and winner of the '08 Tahiti Race, *Ragtime*. Dinner starts at 7 p.m., \$25. RYC, (510) 237-2821.

June 8 — World Ocean Day was created at the 1992 Earth Summit to celebrate the stuff that makes up 70% of our planet. Info, www.worldoceansday.com.

June 11 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 6:30 p.m. Info, www.singlesailors.org, www.bbbyc.org or (510) 233-1064.

June 12-21 — The Raymarine Mobile Showroom will be parked at Bay Area West Marines for you to try out new products, 11 a.m.-4 p.m. 6/12: San Carlos; 6/14: South San Francisco; 6/18: Sacramento; 6/20: Sausalito; 6/21: Alameda.

June 13 — Marine Swap Meet at Alameda West Marine, 7 a.m.-2 p.m. Info, (510) 521-4865.

June 13 — Group Open House at Star Marine in Oakland with the Raymarine Mobile Showroom, Sal's Inflatables, Outboard Motor Shop, Diversified Marine Products & Brother's Boats. Discounts, demos & seminars. Info, (510) 533-0121.

June 19-20 — Raymarine Mobile Showroom at Johnson Hicks Marine Electronics in Sausalito, 9 a.m.-5 p.m. Info, (415) 331-3166.

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.

June 20 — Triton One-Design of San Francisco's lunch cruise-in to Quinn's Lighthouse on the Estuary. Former, current and wannabe vintage Alberg owners welcome! Info, <http://albergssfbay.memberlodge.com>.



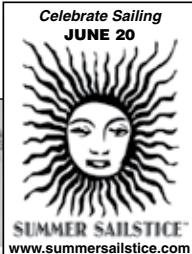
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WHEN: JULY 30 - AUGUST 2, 2009
WHO: ALL POWER & SAIL CLIENTS OF H&S
WHY: TO HAVE A GREAT TIME BOATING!

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1990 Hunter Vision	\$39,900
1995 Catalina 320	\$66,000
1991 Hunter 32	\$42,500
2003 Jeanneau 32	\$89,000
2003 Hunter 326	\$69,900
2005 Hunter 33	\$99,500
1987 Catalina 34	\$49,900
2003 Hunter 326	\$69,900
2005 Hunter 33	\$99,000
1999 Hunter 340	\$83,500
1972 Coronado 34	\$29,900
1985 Irwin 34	\$35,000
2000 Hunter 340	\$79,900
1986 Hunter 34	\$49,500
1997 Catalina 34	\$81,250
2005 Hunter 36	\$129,900
2002 Catalina 36	\$119,500
2005 Catalina 36	\$129,500
1987 Catalina 36	\$55,000
1996 Hunter 376	\$117,000
1987 Hunter 37	\$55,000
1996 Hunter 375	\$92,000
1980 Choate 37	\$39,000
1999 Isld Pckt 380	\$235,000
1994 Catalina 38	\$119,000
1969 Hughes 38	\$27,800
1990 C&C 37+	\$99,000
2003 Beneteau 393	\$149,000
1970 Pearson 39	\$54,900
1994 Beneteau 40	\$118,500
2004 Catalina 400	\$199,000
2000 Jeanneau 40	\$149,000
2004 Jeanneau 40.3	\$199,000
1999 Hunter 410	\$149,000
2005 Hunter 41AC	\$199,000
2007 Hunter 41DS	\$199,500
1999 Hunter 410	\$155,000
2007 Hunter 41DS	\$224,900
2004 Hunter 41AC	\$184,000
1995 Catalina 42	\$130,000
2000 Hunter 42	\$165,000
1998 Catalina 42	\$148,000
1991 Hunter 42	\$124,900
2006 Jeanneau 42	\$269,000
1994 Fountaine 42	\$245,000
2003 Jeanneau 43	\$259,000
1998 Hunter 430	\$157,000
2002 Jeanneau 43	\$235,000
2003 Jeanneau 43	\$198,500
2006 Hunter 44DS	\$238,000
2006 Hunter 456	\$299,500
1992 Catalina 45	\$159,000
2003 Jeanneau 45	\$269,500
2003 Hunter 456	\$239,500
2006 Jeanneau 45	\$329,500
1983 Morgan 45	\$119,000
1998 Hunter 450	\$189,000
2000 Hunter 460	\$219,500
2004 Hunter 466	\$249,000
2002 Hunter 466	\$249,900
2003 Hunter 456	\$249,500
2004 Hunter 466	\$239,000
1979 Ta Shing 47	\$199,000
2007 Beneteau 49	\$350,000
2005 Jeanneau 49	\$419,000
1996 Jeanneau 50	\$238,000
1981 Pearson 530	\$199,000
2005 Jeanneau 54	\$650,000
2005 Jeanneau 54	\$599,000
1992 Tayana 55	\$329,000

CALENDAR

June 20 — Bay sailors are invited to Treasure Island's big Summer Sailstice party, noon-7 p.m. Live music, food, treasure hunts and a boat-building contest will keep the whole family entertained. Anchor in Clipper Cove for the weekend. Find out more at www.summersailstice.com.

June 20-21 — Celebrate with sailors around the world during Summer Sailstice. Sign up for fun prizes and see who'll be sailing in your area at www.summersailstice.com.

June 21 — While you're out celebrating the solstice, be sure to take Dad along for the ride.

June 26 — Free Boat Electrical & Battery class at San Jose West Marine. Call (408) 246-1147 to sign up.

June 27-July 3 — Latitude 38's inaugural Delta Doo Dah, a laid-back rally to the warm Delta waters. Follow the event on Twitter or at www.deltadoodah.com.

June 28 — Master Mariners Wooden Boat Show at Corinthian YC, 10 a.m.-4 p.m. Info, www.mastermariners.org.

July 4 — Celebrate Independence Day at Barron Hilton's Fireworks Extravaganza at Mandeville Tip in the Delta.

July 16 — Free presentation on Modern Sailing Instructor John Connolly's trip from the Canaries to Morocco, Gibraltar and Mallorca at GGYC, 6:30 p.m. Info, (800) 995-1668.

Aug. 1 — Flea Market & Maritime Celebration at Galilee Harbor in Sausalito, 8 a.m.-6 p.m. Info, (415) 332-8554 or www.galileeharbor.org.

Racing

May 29-31 — ICSA Team Race Championship, TISC/Cat Berkeley/Cal Maritime. Info, www.collegesailing.org

May 30 — YRA-HDA/ODCA. SBYC, www.yra.org.

May 30 — YRA-WBRA in Mid-Bay. Info, www.yra.org.

May 30-31 — J/105 Invitational. SFYC, www.sfyyc.org.

May 31 — Spring Series #3 (Lidos) on Fremont's Lake Elizabeth. Info, www.fremonstsailingclub.org.

June 1-3 — ICSA Coed Dinghy National Championship. StFYC, www.collegesailing.org

June 6 — Delta Ditch Run, from Richmond to Stockton. RYC/SSC, www.richmondycc.org, www.stocktonsc.org or (510) 237-2821.

June 6-7 — YRA-OYRA Drake's Bay. CYC, www.yra.org.

June 6-7 — 26th Annual Classic Mariners' Regatta in Port Townsend, WA. For wooden boats of classic designs. Info, www.woodenboat.org.

June 12-13 — West Marine/Challenged America Regatta in San Diego. A fundraiser for Challenged America's adaptive sailing program. Paul Cayard will give the keynote speech, with racing on both days. Info, www.wmcaregatta.com.

June 13 — YRA-WBRA City. StFYC, www.yra.org.

June 13-14 — Finn California Championships. SFYC, www.sfyyc.org.

June 13-14 — El Toro Regionals on Clear Lake. Info, www.eltoroysra.org.

June 17 — Coastal Cup Race, from the Bay to Catalina Island. A perfect feeder for the TransPac. EYC, (510) 823-5175 or www.enicnal.org or vicecommodore@enicnal.org.

June 19-21 — Catalina 25, 250, and Capri 25 Nationals at BYC. Info, www.catalina-capri-25s.com.

June 19-21 — Woodies Invite. StFYC, www.stfyyc.com.

June 20 — YRA Spring 3/Summer Sailstice. SBYC, www.yra.org.

June 20-21 — BAYS #2 for 420s, FJs & Lasers; Jr. Olympic Festival; & Summer Sailstice Regatta at TISC. Info, www.bayarea-youthsailing.com.

June 20-21 — Summer Keel 1 & 2. SFYC, www.sfyyc.org.

June 21 — Summer Series #1 (FJs) on Fremont's Lake



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Catalina 42	2006	\$239,500
Catalina 42	1992	\$127,000
Catalina 400	2004	\$197,000
Catalina 400	2001	\$189,000
Catalina 380	1998	\$127,000
Catalina 380	2000	\$129,000
Catalina 380	1999	\$134,500
Catalina 36	1994	\$79,000
Catalina 36	1987	\$59,000
Catalina 36	1990	\$65,900
Catalina 36	2003	\$139,900
Catalina 36	2003	\$119,900
Catalina 36	2000	\$95,000
Catalina 350	2003	\$124,900
Catalina 350	2004	\$139,800
Catalina 34	1989	\$57,500
Catalina 320	2002	\$79,000
Catalina 320	2006	\$120,000
Catalina 320	2000	\$88,000

Preowned Sailing Yachts

Cavalier 45	1985	\$255,000
Bravaria 42	2006	\$199,500
Endeavour 43	1980	\$139,000
C&C Landfall 43	1983	\$104,500
Endeavour 43	1980	\$139,900
Hunter 420	2004	\$185,000
Hunter 450	2000	\$189,000
Hunter 42 CC	1996	\$165,000
Hunter Passage 42	1996	\$154,900
Morgan 38	1979	\$57,500
Hunter 36	2004	\$130,000
Wylie 36	1978	\$67,500
Hunter 35.5	1993	\$61,000
Hunter 31	1985	\$22,500

Preowned Power Yachts

McKinna Pilothouse 57	2001	\$550,000
Mediterranean 54	2004	\$699,999
Carver 466	2004	\$469,000
Maxum SCB 41	2000	\$215,000
Fairline 37	1999	\$169,000
Trojan II Meter Exps 37	1988	\$49,900
Carver Santiago	1990	\$39,000
Regal 2860	2004	\$57,000

Cruising Catamaran

Fountaine Pajot 42	1995	\$299,000
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NEW R29 Tug	2009	\$214,937*
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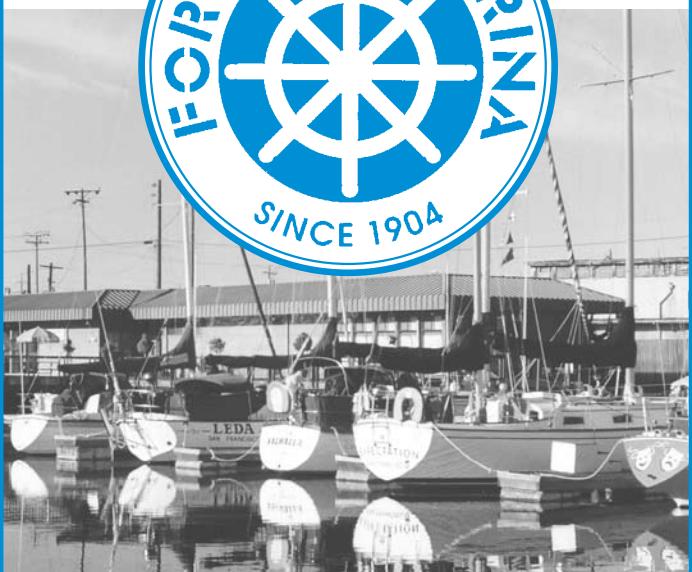
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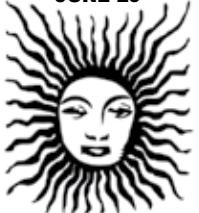
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CALENDAR

Elizabeth. Info, www.fremonstsailingclub.org.

June 24 — Ladies Day Regatta. MPYC, www.mpyc.org.

June 26-28 — South Tower Race, Stockton to YRA #16 and back. SSC, www.stocktonsc.org.

June 26-28 — Acura Ullman Sails Long Beach Race Week, Alamitos YC and Long Beach YC. Info, www.lbw.org.

June 27 — Half Moon Bay Race. SSS, www.sfbaysss.org.

June 28 — Summer Series #2 (Lidos) on Fremont's Lake Elizabeth. Info, www.fremonstsailingclub.org.

June 29-July 5 — 45th L.A. to Honolulu Race, better known as the TransPac, starts. Info, www.transpacrace.com.

July 4 — 61st Annual Boreas Race, Half Moon Bay to Moss Landing. Elkhorn YC and HMBYC, www.elkhornnyc.com.

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

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

July 11 — Silver Eagle Long Distance Race, with a shorter course for boats rating 150 or above. IYC, www.iyc.org.

July 12 — Jack & Jill Race. SSC, www.stocktonsc.org.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 6/12, 6/26, 7/10, 7/24, 8/7, 8/21, 9/4, 9/18, 10/2, 10/16, 10/30. Info, (510) 523-2292 or race@bbyc.org.

BAY VIEW BOAT CLUB — Monday Night Madness Spring: 6/8, 6/15 (make-up). Peter McCool, (415) 864-4334 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights through 6/25 & 7/9-9/24. Mike Munn, (408) 671-1484 or mmunn88@sbcglobal.net.

BERKELEY YC — Every Friday night through 9/25. Bobbi Tosse, (925) 939-9885 or bobbi_john@jfcbat.com.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intraclub only, typically in Laser Bahias and JY15s. Email Gary and Alistair at racing_chair@cal-sailing.org.

CORINTHIAN YC — Every Friday night through 9/4. Donal Botkin, (415) 497-5411 or racing@cyc.org.

COYOTE POINT YC — Every Wednesday night through 10/28. Torin Knorr, (650) 863-2570 or regatta@cpyc.com.

ENCINAL YC — Friday Night Spring Twilight Series: 6/12, 6/26. Matthew Dean, (510) 406-0851 or rearcommodore@encinal.org.

FOLSOM LAKE YC — Every Wednesday night through 9/16. Steve Galeria, (916) 635-3911 or www.flfc.org.

GOLDEN GATE YC — Friday nights: 6/5, 6/19, 7/3, 7/17, 7/31, 8/14, 8/28. Mont McMillen, (209) 481-5158 or ggycracedeck@aol.com.

ISLAND YC — Friday Night Spring Twilight: 6/5, 6/19. Info, (510) 521-7442 or www.iyc.org.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/14. Mike Robinson, (530) 713-9080

LAKE WASHINGTON SC — Every Thursday night through 8/27. Roy Pitts, (530) 908-7160, rpitts@ucdavis.edu or www.lwsailing.org.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 9/30. Ray Ward, (831) 659-2401 or www.mpyc.org.

OAKLAND YC — Wednesday Night Sweet 16 Series through 6/24 & 7/29-9/16. Sheldon Haynie, (510) 368-5427 or shel-donhaynie@gmail.com.

RICHMOND YC — Wednesday nights: 6/3, 6/17, 6/24, 7/1, 7/8, 7/15, 7/22, 7/29, 8/5, 8/12, 8/19, 8/26, 9/2, 9/16, 9/30. Eric Arens, ericarens@comcast.net or (510) 841-6022.

ST. FRANCIS YC — Wednesday Night Series through 6/27 & 8/5-8/26. Thursday Night Kiting Series through September

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CALENDAR

Friday Night Windsurfing Series through September John Craig, (415) 563-6363 or racemgr@stfyc.com.

SANTA CRUZ YC — Wet Wednesdays, every Wednesday night during Daylight Saving Time. Larry Weaver, (831) 423-8111 or lweaver@cruzio.com.

SAUSALITO YC — Tuesday Night Spring Sunset Series: 6/9, 6/23. John Mount, (415) 509-8381 or race@syconline.org.

SEQUOIA YC — Every Wednesday night through 10/7. Rich Butts, (650) 576-3990 or rcbutts@pacbell.net.

SOUTH BAY YRA — Summer Series: 6/6, 7/11, 8/1, 9/5, 10/3. Richard, rjgreenawald@hotmail.com.

SOUTH BEACH YC — Friday Night Series: 6/5, 6/19, 6/26, 7/17, 7/24, 7/31, 8/7, 8/21, 8/28. Nancy DeMauro, (415) 409-1071 or rearcommodore@sbyc.org.

STOCKTON SC — Every Wednesday night: 6/3-8/26. Phil Hendrix, (209) 476-1381 or phil.hendrix@excite.com.

TAHOE YC — Wednesday Night Spring Keelboat Series through 7/8. Monday Night Spring Laser Series through 7/13. Darren Kramer, (530) 581-4700 or www.tahoeyc.com.

TIBURON YC — Every Friday night through 8/11. Gary Proctor, (415) 827-2622 or www.tyc.org.

VALLEJO YC — Every Wednesday night through 9/30. Gordon Smith, (530) 622-8761 or fleetcaptainsail@vyc.org.

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

June Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
6/06Sat	0534/-0.9	1254/4.3	1704/2.9	2309/6.0
6/07Sun	0611/-1.0	1338/4.4	1747/3.0	2344/5.9
	HIGH	LOW	HIGH	LOW
6/13Sat	0303/4.7	0950/0.0	1716/4.7	2242/2.8
6/14Sun	0357/4.3	1030/0.4	1750/4.9	2348/2.4
	LOW	HIGH	LOW	HIGH
6/20Sat	0415/-0.9	1136/4.2	1535/2.8	2154/6.7
6/21Sun	0502/-1.5	1227/4.4	1629/2.9	2244/6.9
	HIGH	LOW	HIGH	LOW
6/27Sat	0317/5.5	0945/-0.4	1657/5.6	2240/1.9
6/28Sun	0424/4.8	1034/0.3	1742/5.8	2354/1.4

June Weekend Currents

date/day	slack	max	slack	max
6/06Sat	0023	0347/ 4.8E	0746	1058/3.8F
	1411	1629/1.9E	1932	2218/2.5F
6/07Sun	0101	0424/ 4.8E	0826	1136/3.8F
	1453	1703/1.9E	2009	2255/2.4F
6/13Sat	0223/1.6F	0455	0720	0827/3.6E
	1212	1519/2.8F	1850	2111/2.1E
6/14Sun	0046	0319/1.5F	0553	0917/3.1E
	1252	1603/2.6F	1930	2203/2.4E
6/20Sat	0230/ 5.0E	0633	0633	0938/3.7F
	1302	1508/2.1E	1807	2105/2.8F
	2349			
6/21Sun	0320/ 5.5E	0720	1027/4.2F	
	1354	1600/2.2E	1857	2154/3.0F
6/27Sat	0221/2.7F	0511	0511	0819/4.4E
	1205	1510/3.7F	1828	2104/3.1E
6/28Sun	0047	0327/2.5F	0621	0914/3.5E
	1256	1600/3.3F	1914	2202/3.3E

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J/124, 2007, Fortuna

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J/105, 2000, Hull #298, Chilaxn

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J/120, 2001, OuiB5

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J/109, 2004, Crazy Diamond

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J/42, 2003, Freedom

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Back Cove 29, 2005, Diamond Lil

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70' Custom Wylie, Rage	\$598,000
56' Andrews, '94, Charisma	Reduced! \$324,900
48' J/145, Hull #9, '03**	\$700,000
48' Kristen, '01, Trinity**	\$629,000
44' J/44, '90, Phoenix	\$219,000
42' J/42, '03, Freedom	\$295,000
41' J/124, '07, Fortuna	New Listing \$349,000
41' Passport, '90, 360**	\$249,900
41' Bianca 414, '80, Avion	Reduced! \$43,500
40' J/120, '01, OuiB5	Reduced! \$199,000
40' J/120, '95, Attitude**	\$189,000
40' J/40, '86, China Cloud	\$159,000
40' Tripp, '92, Snake Oil**	\$85,900
40' Catalina 400 Mk II, '07**	\$279,900
38' Sydney, '00, Howl	\$179,000

34' J/34, '85, The Zoo**	\$29,900
34' MJM 34z, '05**	Reduced! \$384,000
34' Classic Hans Pederson Power Yacht, '63**	\$79,000
33' J/100, '05, J Bird	SOLD \$125,000
33' J/100, Hull #5, '05, Reddie Freddie	\$125,000
30' J/92, '93, J Moto	\$45,000
30' J/30, '84**	\$34,000
29' J/29, '85, Masthead**	\$28,000
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29' Cobalt, '01**	\$69,000
27' Antrim 27, '98, Luna	\$38,000
27' Choate, '79, Allegro Con Brio**	\$9,900
26' J/80, '01, Lay Down Sally	\$32,000
26' J/80, '00, Risky Business**	SOLD \$32,000
24' Boston Whaler, '05, Outrage**	SOLD \$69,000
22' J/22, '93**	SOLD \$12,900
22' Aquapro Raider 665, '04	Reduced! \$39,900

35' J/105, '00, Hull #355, Whisper	Sale Pending \$104,900
35' J/105, '00, Hull #298, Chilaxn	New Listing \$114,000
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LETTERS

↑↑ HOW SAFE ARE ANCHOR SWIVELS?

After a very enjoyable time doing Sea of Cortez Sailing Week in early April, Easter Sunday found us on the hook at San Evaristo in Baja. The wind was blowing at 14 knots when, without warning, we seemed to start to drag. This was a surprise, since it had blown much harder the night before. Plus, it wasn't blowing hard enough for our 55-lb Delta not to hold, since it was well-set in sand with plenty of scope on an all-chain rode. But once we realized that the boat behind us was now next to us and that we were quickly headed for the beach, there was no doubt that we were dragging. We fired up the engine and tried to raise the anchor. Unfortunately, it was no longer at



Gilly holds the recovered anchor as if it were a guitar.

during the night or when we were ashore hiking.

The reason we lost our anchor is that the stainless steel swivel between the anchor and chain had come apart. We'd purchased it 3.5 years before from West Marine for about \$110. Having read several reports in *Latitude* that some swivel shackles of this type seem to be prone to failure, we took it back to West Marine for their opinion. We were assured that ours was one of the "good ones." For the record, our swivel has a logo that looks like 'CKN', and beneath it, 'Italy'. On the other side it says, "INOX AISI 316, SWL Kg 2000". All this comes from the remaining half of the shackle that was attached to the anchor, which we were able to recover.

Some cruisers have speculated that the pin was not properly set, while others believe the pin simply broke. All we can say is that we've periodically inspected the shackle and everything looked to be in good shape. Unlike some swivels, ours was designed to better withstand loads from some directions than others. Whatever the reason for the failure, we now have an old fashioned galvanized shackle that is wired shut, and have no plans to go back to a stainless swivel-type shackle.

We know of two other boats in Mexico this season that have had similar swivels part. Fortunately, there was no serious loss of property, but neither of them was able to recover their anchor. If you haven't looked lately, anchors aren't cheap.

We suggest that anyone with this type of anchor swivel strongly consider whether or not to keep using it. For us, continuing to use it would result in too many sleepless nights.



Detail of the broken anchor swivel.

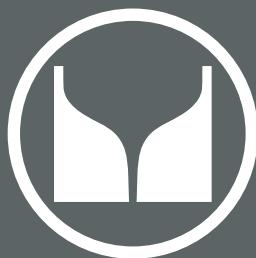


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LETTERS

wondering what's going on at the bottom, even in relatively light winds and current.

John & Gilly Foy
Destiny, Catalina 42
Alameda / Banderas Bay

Readers — Based on the photos John and Gilly sent to us, they had a Kong brand anchor swivel from Italy. There are about 12 different manufacturers of such anchor swivels, and the designs, manufacturing processes, quality and price vary tremendously. For what it's worth, the Kong is one of the less expensive anchor swivels.

We'd always been a little fainthearted when it came to such anchor swivels, so when we ultimately did buy one, it was from a manufacturer whose products cost about three times as much as similar size ones made by Kong. Our cat spends most of the year on the hook, and a swivel failure could easily cause us to lose the boat. Because of this, we weren't going to be penny-wise and pound-foolish.

We're not recommending any particular brand of anchor swivel, or even that one be used. But for what it's worth, we use an Ultra-Swivel that is imported by Quickline USA of Huntington Beach. It's design is very different from the one made by Kong, having far fewer parts and having been designed to accept loads equally no matter the direction. If you're thinking about using such a swivel, we strongly recommend that you do some research into the pros and cons of the different major brands — and be ready to pay top dollar for the best in breed. Anything else would seem to be false economy.

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Our family has owned the Santana 22 *Rick's Place* since 1978. The Santana 22 was designed by Gary Mull specifically for sailing in heavy-air venues such as San Francisco Bay. We purchased her new from Schock Boats, and took delivery in Newport. There were 747 Santanas built of this basic design. The boat came equipped with almost nothing in the way of sail control hardware. For example, there was no cleat for the mainsheet or any backstay control. Over the more than 30 years that we have owned her, we have modified the deck hardware to make her a competitive racer.

Our boat's name, of course, is a shortened version of the night club in the movie Casablanca. We've always kept the boat in dry storage in Santa Cruz, but she's been sailed on San Francisco Bay and up the Delta. She has also been raced with varying degrees of success. Our son Bob skippered her to second place in the '87 Nationals, won a national championship in '90, took third in the '05 Nationals and second in the '08 Nationals. In the last national championship, *Rick's Place* was sailed by three generations of Comstocks. Larry, son Bob, and grandson Chris.

The Santana 22 continues to provide our family with great pleasure, as it can be easily sailed by my wife Marilyn and me. We've never considered upgrading to a larger boat since the cost-fun ratio of *Rick's Place* is unbeatable.

R. Larry Comstock
Rick's Place, Santana 22
Santa Cruz

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We just noticed that *Latitude* has started a '30 Year Club' for people who have owned the same boat for that period of time or longer. We've not only owned our Westsail 32 for 32 years, we've lived aboard her for all that time. We spent our first 12 years in the Antioch Marina, and we've spent the last

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LETTERS

20 years cruising. We're now in the Seychelles in the Indian Ocean, halfway through what we expected — back when we started in '89 — to be a five-year circumnavigation. We're still enjoying the lifestyle, so we have no plans to give it up anytime soon.

Don & Nancy Chism
Bag End, Westsail 32
Seychelles / Antioch

Readers — Living aboard the same boat for more than 30 years — we're giving Don and Nancy a VIP membership in the 'Over 30 Club'. We tried to contact the couple for more details on their trip, but their email address wasn't working. If anybody crosses paths with them, please have them contact us.

↑↓THIS ONE TOPS EVEN THE 'OVER 50 CLUB'!

Members of the 'Over 30 Club' and 'Over 50 Club', for



Maybe 'Doc' has made it to 96 because he goes sailing every week.

people who have owned the same boat for those respective years have my full respect. As for myself, I purchased my 42-ft R-boat *Machree* in 1939. I still sail her every week, year 'round, so I'm a member of the 'Over 70 Club'. If any sailor meets the qualifications, please leave a message courtesy of the Corinthian YC in Tiburon and we'll sign you up. But you'd better hurry up, because I'll be 96 years young on June 26.

Loran 'Doc' Mebine
Machree, R-boat
Corinthian YC, Tiburon

↑↓HOW MUCH DID THAT RESCUE COST US?

I read the April 29 *'Lectronic* item about Stephen Szukics of San Rafael's Loch Lomond Marina and his crew being rescued from his 55-ft wooden Baglietto powerboat *Black Pearl* while 50 miles off the coast of Costa Rica. According to your report, fellow boatowners at Loch Lomond said that *Black Pearl* needed a lot of work to be seaworthy, and that when they expressed their reservations to Szukics, he seemed unconcerned and said, "If I die, I die." Apparently Szukics was only slinging BS when he claimed not to care if he slipped off this mortal coil. For he had an EPIRB on his boat and activated it when he needed help. I can't help wondering how much it cost the U.S. taxpayer to retrieve his lame ass after his known-to-be-leaky boat sank.

Larry Watkins
Moondance
Los Alamitos

Larry — How much such rescues cost the U.S. taxpayer is a very good question, but one for which we unfortunately can't provide a precise answer. The rescue of the Black Pearl required a search by a Coast Guard C-130, which also dropped off expensive gear that was no doubt lost or ruined. The Black Pearl's crew was later picked up by the crew of the 378-ft Coast Guard Cutter Sherman. No matter if the C-130 had come from Sacramento — as most do for rescues in this part of the Pacific — or happened to have been in Costa Rica, there was some expense. But it's likely to have already been in the Coast Guard

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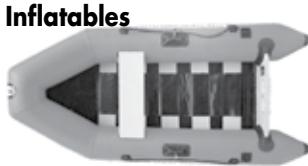
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LETTERS

budget, and if the money hadn't been spent on the rescue, it probably would have been spent on training for such a rescue. In the case of the 378-ft Sherman, the Coast Guard declined to tell us what she was doing down there. Gee, we wonder if maybe they were trying to put a dent in the flow of contraband to the United States. In any event, being diverted so she could rescue the crew of Black Pearl was probably also a relative drop in her operating budget.

Nonetheless, our feeling is that if somebody with a manifestly unsafe boat has to be rescued by the Coast Guard, they, on principle of personal responsibility, should be presented with some kind of bill. Maybe \$5,000 to \$10,000, depending on what it cost. We think this would discourage some folks with manifestly unsafe boats from getting into trouble, and the money could be used to pay the health and life insurance policies of Coasties who have to risk their lives to save such reckless folks.

↑↑A TRULY WONDERFUL EVENT

I want to thank *Latitude* for organizing the Salute to John Guzzwell evening at the Oakland YC on April 16. Although we're seniors and fairly new sailors, we have hopes of doing long passages in the South Pacific. As such, we both thoroughly enjoyed the evening. John's presentation was heartfelt, personal and fascinating, and his film a real treat. In addition, we had interesting tablemates. What a truly wonderful event!

Joyce Gunn
Pittsburg

Joyce — Latitude has received tremendous thanks and praise for putting together the Salute to John Guzzwell, but the person who is really responsible for it is Senior Editor and Assistant Grand Poobah Andy Turpin. While researching an article a year ago, he came across the factoid that 2009 would be the 50th anniversary of Guzzwell's magnificent circumnavigation with the 20.5-ft Trekka. Using this information as a springboard, Turpin put all the pieces together for what was a magical evening.

LATITUDE / JR

Living legend John Guzzwell, a prince among sailors.

John Guzzwell, but the person who is really responsible for it is Senior Editor and Assistant Grand Poobah Andy Turpin. While researching an article a year ago, he came across the factoid that 2009 would be the 50th anniversary of Guzzwell's magnificent circumnavigation with the 20.5-ft Trekka. Using this information as a springboard, Turpin put all the pieces together for what was a magical evening.

↑↑A GATHERING OF SAILING LEGENDS

We just wanted to thank you for the great Salute to John Guzzwell at the Oakland YC, and also for the nice mention about Serge in the latest *Latitude*. We're going to be in the Brisbane, Australia, area for awhile, so stop by!

Robin & Serge Testa
Brisbane, Australia

Robin and Serge — It was our pleasure. By the way, looking over the West Coast Circumnavigator's List, we see that the 25th anniversary of Serge's circumnavigation aboard the breathtakingly small, 12-ft Acrohc Australis. will be in 2011. Maybe we can put on a salute to him also.

↑↑MAMA, PUT MY GUNS IN THE GROUND, I CAN'T SHOOT THEM ANYMORE

I will be leaving San Francisco Bay soon for the cruising

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LETTERS

life in Mexico, and eventually beyond. I'm concerned about personal safety, and therefore wish to take both a United States-legal 12-gauge shotgun and possibly a semiautomatic handgun. Can you provide me with some insight on the pros and cons of carrying weapons as I've described. Input from other cruisers would be great, too.

On a separate note, my gal and I were present at the Salute to John Guzzwell evening at the Oakland YC, and thoroughly enjoyed the presentation. Thanks to *Latitude* and the Oakland YC for putting it on. As a side note, what was up with the prices and 'service fee' for the beverages at the Oakland YC? I'm not a cheap individual, but damn! Whose Ferrari was I paying for?

No Name Because Of The Subject Matter
Sausalito

No Name — We've taken our boats to Mexico for about 24 of the last 32 winters, never carried a gun, and never once felt the need for a gun. We're going to Mexico again this winter, and we'll not be taking a gun this time either. Sure, we know all the stories about the narco wars in Mexico. They are true, but they are just that, wars between different narco groups, and sometimes the police, who are sometimes part of the narco groups themselves. In the highly unlikely event you were confronted with narco gangs, your guns wouldn't mean diddly compared to what they carry. But keep things in perspective. We spent about three months in Mexico last winter, and we never heard cruisers express concern for their personal safety — except to say they felt safer in Mexico than they did in urban areas of the United States.

Guns such as you've mentioned are also illegal in Mexico. In some cases you can get permits for hunting guns, but it's an enormous pain. Boats are being searched more often than before, so if you're carrying them, the chances of your getting caught are greater. We're not sure they would do it, but officials could confiscate your boat.

Furthermore, we see no need whatsoever to carry guns anywhere along the coast of Central America, Panama, Ecuador or on the Milk Run across the Pacific to New Zealand. Parts of Colombia can be dangerous, and parts of



Shotguns like this Remington 870 12-gauge are illegal in Mexico.

Venezuela have seen cruiser murders during the last several years. Much of the Caribbean is dangerous — but only at night and while ashore.

Those are our opinions. Like you, we'd be interested in hearing what other cruisers have to say.

As for what cost what at the John Guzzwell presentation, we're happy to provide full disclosure. The expenses were as follows: \$500 for a speaker's fee, \$217 for Marina Village Inn, \$159 for Alaska Airlines, \$20 for a bottle of champagne at Safeway, and \$50 for John's airport parking in Seattle. That came to \$947.50. The income was as follows: There were \$100 donations from Scanmar Marine, Waypoint Marine, and Fine Edge Publishing, and a \$150 contribution from the Single-handed Sailing Society, which also covered the \$100 fee for the bartender. The cash donations at the door were \$318. That



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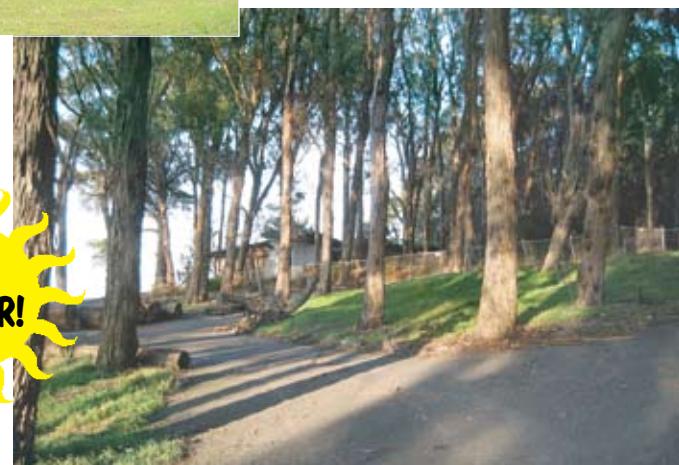


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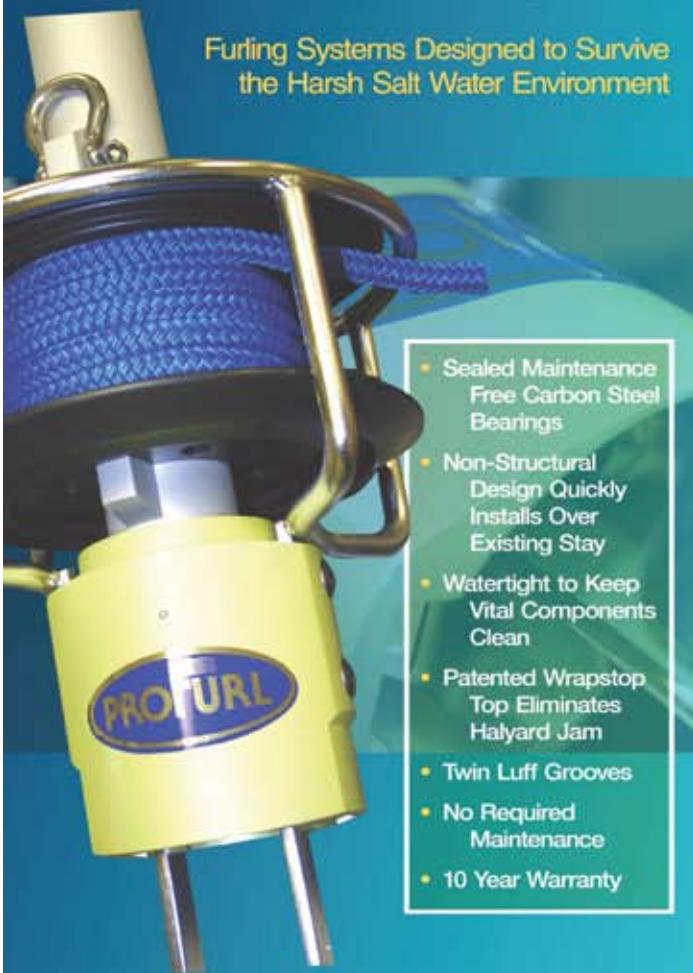
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LETTERS

left a deficit of \$179.50, which was picked up by Latitude. The Oakland YC waived their normal venue rental fee.

As for the price of drinks, as we remember beer, was \$6 and wine was \$7. That doesn't seem out of line for what yacht clubs are charging these days, and in light of the fact that the Oakland YC donated the use of their facility, we think it was reasonable. Want some good news? When you get down to Mexico, prices are going to be much cheaper.

↑↑ HOW DO THOSE PIRATES GET ABOARD?

When Somali pirates hijack a 500-ft ship, how the hell do they get up the side of the hull?

John Daigh
Oddie, Lehman 12
Newport Beach

John — The pirates throw grappling hooks over the transom of the ship, and then, protected by fellow pirates with AK-47s and other weapons, just pull themselves up and aboard. Apparently it's not very difficult, and many ship owners instruct their crews not to put up a fight.

It's hard to imagine that world governments can allow such piracy to flourish, as it can't help but give similar ideas to the equally impoverished locals in other areas of the world. The argument against carrying arms so the crews can defend themselves has been that there are too many legal problems when the ships call on ports. Maybe the ships should apply pressure on those ports by not calling on them anymore unless they are allowed to carry weapons. Or better yet, maybe military teams with powerful weapons should join ships at each end of the

danger zone for the passages through the zone. If any vessel violates a safety zone of something like two miles, they get one shot across the bow, then they get blown out of the water. Once the ship made it to the other end of the danger zone, the military team would get off and board a ship headed in the opposite direction. No doubt some lives would be lost in the short run, but probably a lot fewer than if the situation were allowed to fester and the pirates allowed to profit wildly.



A grappling hook gets the job done.

NINJA
lot fewer than if the situation were allowed to fester and the pirates allowed to profit wildly.

↑↑ STOLEN DINGHIES

You might remember we had a spate of dinghy thefts here in Mazatlan about five years ago. As a group, we did manage to recover all five dinghies. But we ran into a problem — proving that each dinghy and outboard belonged to us in the first place.

My suggestion is that someone with computer skills could put together a database of all outboards and dinghies, such as an engine serial numbers, dinghy hull numbers and a digital photo, and post it on *'Lectronic Latitude*. It would be a valuable tool for port captains and the Navy down here in the event of a dinghy and/or outboard theft. Stolen boat details could be posted on the site with a desktop alert so all cruisers could be on the lookout.

A few days back, I noticed a local in a *panga* with a nearly new 10 h.p. Yamaha four-stroke outboard. Curious about the

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fuel consumption because I'm planning an outboard upgrade, we chatted in Spanish about it. When it came to price, he told me he'd just paid 10,000 pesos — about \$770 U.S. — and that it had come from *el otro lado* — meaning the other side — of Puerto Vallarta. I just priced such an outboard from a dealer and was quoted \$2,500 U.S. Anyone out there missing a 10-hp Yamaha four-stroke?

Mike Wilson
Mexicolder
Mazatlan

Mike — Although almost nobody has taken advantage of it, we've always offered space on Lectronic so sailors could post notices of things stolen from their boats. That offer still stands.

Cruisers to Mexico should have the serial numbers of their dinghy and outboard in the paperwork for their Temporary Import Permit (TIP), thereby proving ownership.

People should also remember that the more unique your dinghy looks, the less likely it is to be stolen. For example, if you have a yellow Carib inflatable as opposed to a gray one, and you've painted the gray Yamaha outboard cover pink, thieves are likely to go for something less-conspicuous.

↑↑IS THERE SOMETHING MISSING?

I can't help thinking there is something missing in all the stories about the Clear Lake boating disaster story. Shouldn't a sailboat under sail have the right-of-way over any motorboat — except in the case of ships that are confined to shipping lanes?

Latitude's description of the event seems to imply that the incident took place at night. There was no mention of running lights, leading one to wonder whether or not *Beats Workin' II* was displaying running lights at the time of the collision. If they had no lights, they might be guilty of some sort of contributory negligence — although Deputy Perdock's reckless speed was still the primary cause of the accident.

P.S. I've been reading *Latitude* since the first issue. We were at the San Francisco YC's Opti Regatta in April as spectators, and *Latitude's* description was spot on.

Charles Gay
Inverness / Kathmandu, Nepal

*Charles — The tragic manslaughter incident on Clear Lake did indeed take place on a pitch black night. In all our many early stories on the case, we mentioned that there are claims and counter claims about whether the sailboat's running lights had been on. The prosecution claims that the sailboat's running lights were off. This is going to be tough to prove to a jury of 12 when everyone on *Beats Workin' II* says they were on, and even more important, so do independent witnesses on shore, including a retired law enforcement officer.*

As we've written a number of times before, if the sailboat's running lights had not been on, we think it would have been a contributing factor in Lynn Thornton's death. In fact, we'd assign the responsibility for Thornton's death on a 80-19-1 basis. It would have been 80% the fault of Deputy Perdock, for the completely reckless operation of his boat and violation of numerous rules of the road. It would have been 19% percent the fault of Mark Weber, the owner of the sailboat, who was awake and presumably in charge of his craft. And at most, it would have been 1% the fault of Bismarck Dinius, who just happened to be sitting at the helmsman's position of the drifting sailboat when it was rammed by Perdock.

That Dinius, the least responsible of the three, is the only



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LETTERS

one to have been charged with the death of Lynn Thornton has outraged her family. In our view, Bismarck has been set up as the scapegoat for this tragic accident, and it's cost him a fortune. Since no jury on earth is going to convict him of vehicular manslaughter, it's wasted untold amounts of taxpayer money, too. We're disgusted by crap government.



COURTESY KGO ABC 7 NEWS
Inexplicably, the deputy who caused this destruction has not been charged.

There were alcohol issues, too. Deputy Perdock admits to having drunk alcohol earlier in the evening, and there has been no good explanation for why he wasn't tested until hours after the accident. Furthermore, the deputy who testified that he was ordered not to give Perdock a Breathalyzer at the scene is curiously no longer with the department. Weber, the owner of the sailboat, was well over the legal limit. Bismarck was also over the limit, but just slightly. In fact, up until a couple of years ago, he could have legally operated a motor vehicle on California highways at his level of intoxication. In any event, Perdock's boat was coming at them so fast that nobody on the sailboat had time to react.

↑↑DOES A BADGE AND GUN EQUAL IMMUNITY?

I am a prior duty U.S. Coast Guardsman. I'm also a sea captain. In over 500,000 nautical miles, I've had no accidents or major injuries. Over the past three years, I have closely followed the fatal boating accident that occurred on Clear Lake in April of '06. This is the one in which Lake County Chief Deputy Russell Perdock slammed his powerboat into the nearly stationary sailboat *Beats Workin' II*, resulting in the death of Lynn Thornton, a guest on the sailboat. I personally don't know any of these individuals, but I have a strong feeling that justice is not being done.

First of all, after conscientiously reviewing the available reports, I must conclude that the wrong person — Bismarck Dinius, who was sitting at the helmsman's position of *Beats Workin' II* — has been charged with vehicular manslaughter. Since the powerboat was being operated in the dark of night, it was the responsibility of the operator of that vessel — Deputy Perdock — to not hit the other vessel. Why isn't he on trial? Operating a powerboat at high speed — at least 40 mph — in the dark of night without running lights was, in my opinion, not only stupid, it was criminal. And you have to wonder why Perdock was not tested for alcohol within an hour of the accident.

Second, *Beats Workin' II* was under sail so, under the COLREGS of the United States Coast Guard, which applies to all inland waterways, had the right of way. Perdock had the obligation to not only avoid the sailboat, but provide it clear passage while it was under sail and he was under power.

After reviewing the writings of Lake County Deputy Attorney John Langen in regard to this prosecution of Dinius, the skipper of the sailboat, I must ask myself and others what is going on in Lake County? Does the possession of a badge and a gun mean you're above the law?

In the opinion of this experienced skipper, Lynn Thornton was killed due to the direct and malicious actions of Chief

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Deputy Perdock. Until this officer is prosecuted, I will be wondering if the pond scum from the shallows of Clear Lake has not permanently washed into the offices of the Lake County District Attorney and Sheriff.

Captain Rory Kremer
Alika
Monterey

Capt Roy — For the record, nobody is claiming that Perdock was operating his boat without its running lights on. The prosecution is claiming that Beats Workin' II didn't have running lights on, and that it was therefore a cause, or the cause of the accident. According to those aboard Beats Workin' II, both the running lights and cabin lights were on. Even more significantly, witnesses on shore, including a retired marine safety officer, said the sailboat's running lights were on just prior to the collision.

To most people, what's going on seems to be very clear. The Lake County District Attorney has charged Bismarck Dinius with vehicular manslaughter in order to take attention away from and protect the truly guilty party, Deputy Perdock, who, after all, is part of the law enforcement community in Lake County. Why didn't the District Attorney charge Perdock? He told Latitude it was because he couldn't prove beyond a reasonable doubt that Perdock was operating his boat recklessly. This despite the fact that Perdock himself testified that he was doing over 40 mph on the lake in the black of night — and regularly made such reckless speed runs.

The safeguard to prevent such things from happening is that the State Attorney General can step in. That Attorney General Jerry Brown has failed to take any action in this case, while collecting lord knows how many state and municipal pensions, is pretty much all that needs to be said about the quality of public servants in the State of California these days.

It's noteworthy that the extended family of victim Lynn Thornton is convinced that Perdock, not Dinius, is responsible for her death.

Check out this month's Sightings for the latest details.

↑↑YOU MUST BE YOUR OWN 911

Here's my two cents' worth about your recent article on the Coast Guard's response to an EPIRB signal being received. When my young son Andy and I left for Oregon from San Francisco, I had a rental EPIRB from The Sailing Foundation aboard. Unfortunately, it wasn't hooked up to the GPS when my son went overboard 36 miles west of Pt. Reyes. The Coast Guard — which I will always hold in high regard for risking life and limb while trying to find my son alive — couldn't find our boat for several hours, and therefore couldn't find my son in time to save his life.

The terrible lesson for me is that all sailors have to be proactive in emergencies. You simply can't rely on anyone but yourself and your crew, and you have to train for the unthinkable. Yes, you should have all the latest safety gear, but you must be prepared to be your own 911.

And thank you, *Latitude*, for your kind thoughts over the past few years.

K.D. Brinkley
Andy's Dad

Readers — To summarize, the Coast Guard told us that it can take up to an hour for them to receive an EPIRB signal. Although the average time is a little over an hour, it can take them as long as three hours to know the position of the EPIRB. So yes, it only makes sense to assume that you are entirely

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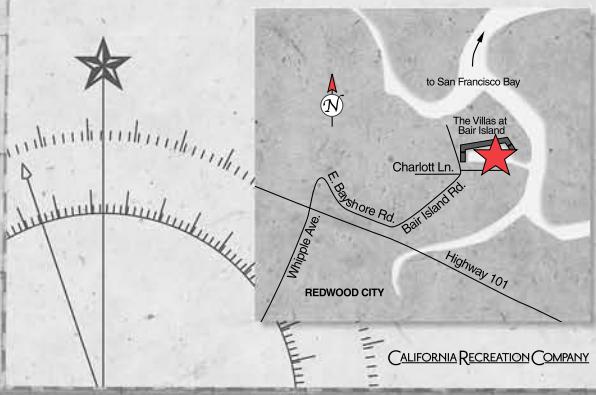
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K.D. — We've never met you, and we never had a chance to meet your son. Nonetheless, we continue to think good thoughts about him.

↑↓THE DUXSHIP SHOULDN'T HAVE BEEN CANCELLED

We at Team DB agree with John Liebenberg in his May letter, that the Duxbury Lightship Race should not have been cancelled at the last moment. As past president of OYRA (Ocean Yacht Racing Association) for four years and a current member of the YRA (Yacht Racing Association) board, I think the cancellation was a huge mistake on many levels.

First, were the predicted light winds going to present a danger to the participants? No. If there was a concern about the risk of having a 'bumper boat' start, the race committee should have known that all participants were required to carry two anchors and have a working motor with sufficient fuel. The same could be said about the risk of "the fleet sailing into a huge flood." If that had turned out to be the case, each skipper could have decided whether to anchor or turn the motor on. If the race had gone into the night and even the next morning, it still wouldn't have been a problem, as we were all required to carry sufficient provisions, emergency water reserves, multiple communication devices, emergency lighting devices, and various types of flares exceeding the U.S. Coast Guard minimum boating requirements.

Second, the race was completely doable. Bob Gardiner and his crew on the Olson 40 *Spellbound* proved it by going ahead and sailing the course anyway. They finished that afternoon, well before what would have been the 24-hour time limit.

Third, based on information from NOAA, the race committee said there was "little prospect of wind until much later in the day." They did not, however, mention what the NOAA forecast was for Saturday evening or Sunday morning. Indeed, a boat could have been becalmed for eight hours at the start, then averaged only two knots, and still finished the 31.8-mile race within the deadline. The Duxship is a 24-hour race, so the race committee should have been prepared for that possibility.

The race committee also should have known that there is no way to predict the weather off the coast of Northern California. Two weeks after the cancelled Duxship, there were similar light air conditions for the start of the Farallones Race. It turned out to be a very challenging event, with light air at the start followed by heavy air later on. In fact, we hit 18.1 knots — our fastest inside-the-Bay speed ever — on the way back in. And there was a J/105 in the Lightship Race that must have been doing over 20 knots.

Liebenberg asked, "Why did a race committee of three or four people deny this group of 200 sailors the opportunity to race?" The question was not adequately addressed by PRO Charles Hodgkins, nor by YRA President Pat Broderick, who endorsed abandoning the race. My understanding is that it was just Hodgkins and Broderick who made the decision. The '09 Duxship Race is not the first time a president of the OYRA has tried to interfere with a race committee's decision to run or not to run an ocean race. Unfortunately, this time his opinion prevailed for all the wrong reasons. I formally requested (points) redress from the YRA for the boats in the series that took the time and effort to show up at the starting line, but have received no answer to date.

With the exception of extreme and hazardous sea conditions, race committees should start races and let each competing skipper decide if he/she wants to continue — this is the race committee's obligation to racers. Last year's Windjam-



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mers was another good example of a light-wind race. Thirty-three boats signed up, 12 boats finished, 13 boats motored off to a DNF, and eight boats elected not to start. After doing some math, we on TeamDB, despite our rating of -36, decided not to leave the dock that day, even though we'd done a day of prep work and had paid the entry fee and for bottom cleaning. It was our decision, as it should have been, not the race committee's.

Douglas Storkovich, Skipper, TeamDB
Delicate Balance
Monterey Peninsula YC

↑↑LATITUDE'S PUBLISHER IS AN OLD FART

Give me a break! Liz Clark of the Cal 40 Swell is begging online, and you're her helper. And her urgent need seems to stem from the fact that she has an aversion to getting a job — and a [unprintable]. The publisher of *Latitude* is an old fart, and there is nothing chivalrous about his being her agent in seeking the easy way out.

Why would I call the publisher an old fart? Because he never took his catamaran to the Pacific. Oh — too much trouble! It's so much easier to sit in St. Barth and write about the Pacific. You old fart!

Gary
Cyberspace

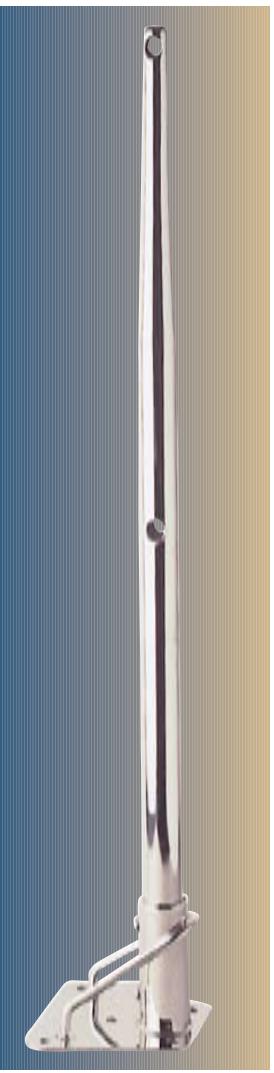
Gary — You've got a reasonable point to make, so why undermine it with such misogyny and vitriol? Besides, that kind of talk brings shame to your mother.

The following surely won't affect you, but might provide a context for others with more open minds. We met Liz about five years ago in Santa Barbara while getting ready to do a race. Thanks to a patron, she'd acquired her Cal 40 on attractive terms in order for her to pursue a dream of a surfing-sailing safari. Such an idea wasn't out of the blue. She'd cruised Mexico with her parents, and she'd been a collegiate surfing champion at UCSB.

Some people have issues with the concept of somebody having a patron. Usually they are people who never had a patron, so that's somewhat understandable. But if you have a problem with Clark ending up in the position she's in, what do you have to say about someone like Paul Cayard, who would not have achieved the tremendous success he has without the benefit of patrons when he was young? (And if you want to know about having to beg for money to sail, we're sure Cayard could give you an earfull on what it's like trying to fund an America's Cup campaign.)

But even more to the point, what are your feelings about the following sailors who didn't earn the money for their boats and/or expenses: B.J. Caldwell of Honolulu, who circumnavigated when he was 19 aboard the Contessa 26 Mai Miti. Robin Lee Graham, went around on the Gladiator 24 Dove when he was in his teens. Teenager Zac Sunderland, who is nearing the completion of a terrific solo circumnavigation aboard the Marina del Rey-based Islander 36 Intrepid. Or even Bruce Schwab with the Wylie 60 Ocean Planet, who has been relying on the funds of others for many years? Does it make a difference to you that Liz Clark is a young woman? That she's attractive? What are your thoughts about the money that was given to Ellen MacArthur for her various sailing exploits? Or Sam Davies? And does it matter that Clark is adventuring rather than racing?

The truth of the matter is that many sailors have benefitted from patrons, be they their parents or others. Does it make a difference if it was a parent or friend? You tell us. And patronage is hardly limited to the world of sailing. We'll remind you



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that there are huge patrons in the world of sport, sometimes also known as universities. Patronage is rampant in the world of education, the arts, and just about every other field you can think of.

When we first met Liz, she was in her early 20s and in no way ready for such an adventure. But she was attractive in the sense that she had a dream, she had experience that lent credence to the dream, and was busting her ass as a waitress to try to help make it happen. Her trip got postponed for a year because neither the boat nor she was ready, and that was a good thing. In January of '06, she finally took off. We didn't encourage anybody to chip in any money to her effort at the time because we figured there was only a 50-50 chance that she'd make it to Cabo without wanting to turn back. After all, she was still a novice cruiser and was naïve about the challenges she'd face.

In the three years since then, Liz has faced many personal and sailing challenges. She's had help along the way to be sure, but who among us hasn't? During this time she's provided a lot of entertainment and inspiration to readers of Latitude and many other magazines and websites. As guys, it's impossible for us to fully appreciate the adversities that women experience while cruising, particularly women who are singlehanding. Many women readers have told us that Liz has made them proud and/or inspired them. But to be fair, some women agree with you, and say she should get a job.

Anyway, when we heard about Liz's recent problem with the leak, we offered to put a request on 'Lectronic for people who might want to contribute. She agreed. We didn't make a forceful request, just said that if people wanted to contribute, they could. It's a free world, man. And we're happy that we put the word out. By the way, it's far from the first time that we've mentioned there were sailors in need of funds.

As for us, the publisher of Latitude, we're always amazed at the number of people who are certain they know how to run this magazine better than we do. Indeed, the less they know about publishing and business in general, the more sure they are of themselves.

There are a number of reasons that we haven't taken Profligate to the South Pacific. First, we don't have the time.

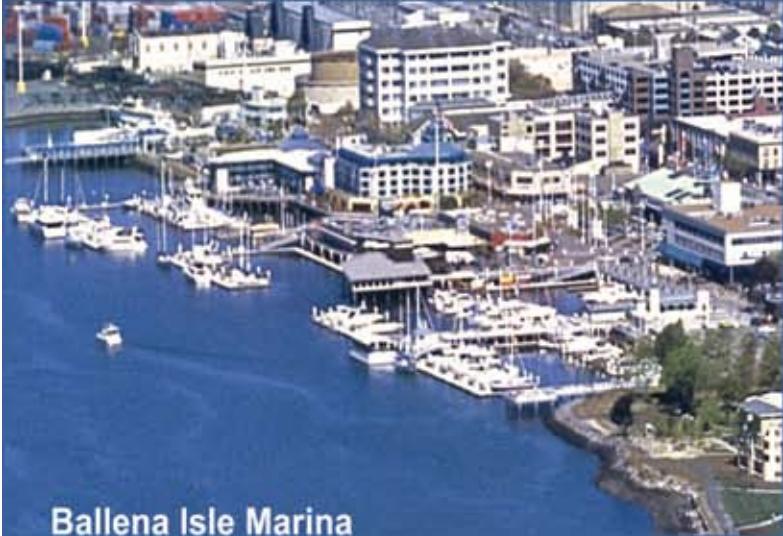


LATITUDE / NICK
We make no apology for taking Profligate to the Caribbean as opposed to the South Pacific.

Speaking as the publisher, we produce over 30 pages of editorial a month, including many photos and layouts. That's an average of a finished page a day, weekends in-

cluded, not counting all the stuff we do for 'Lectronic and the general running of the business. It's difficult enough to accomplish this during a Ha-Ha, where we at least have access to high speed internet in Turtle Bay after three days, and then again in Cabo after five or six more days. Perhaps you could explain to us how we'd keep the magazine going while doing an 18-day crossing to the South Pacific. And what we'd do without broadband internet in the Marquesas and Tuamotus. The longest crossing we've done was a fabulous 16-day crossing of the Atlantic aboard Big O, our previous boat. Combined with the downtime before we started and after we arrived, it

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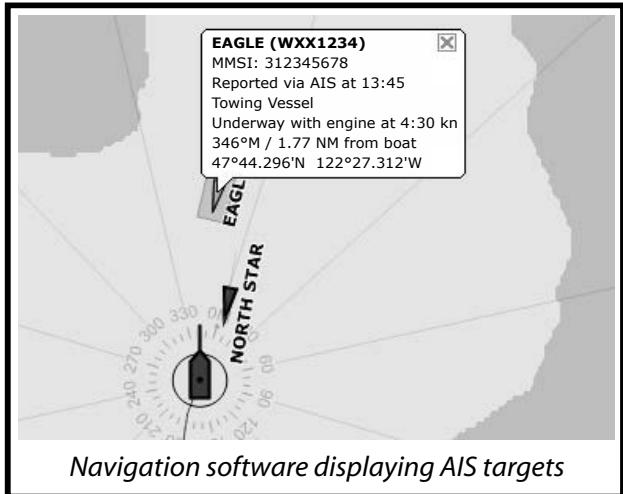


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was very hard on us. Indeed, it meant that we had to miss the start of the Atlantic Rally for Cruisers by two days. Lack of time is the same reason we've never been able to do a TransPac, Singlehanded TransPac or Pacific Cup.

A second reason that we haven't taken our cat to the South Pacific is that — and this may shock you — we're not so crazy about the South Pacific. We've been to Tonga, Fiji, Tahiti, Moorea and New Zealand a couple of times. These places are beautiful, and we understand why they are the favorites of many circumnavigators, but they are not at the top of the list of places we want to cruise. The best explanation we can give is that we're not 'primitivists'. We're just too Type A to be fascinated by Polynesian culture. The place that whets our cruising appetite is Southeast Asia — Malaysia, Vietnam, Thailand, Bali and the like. So, for the first time in more than a decade, we're not be spending New Year's in St. Barth, but rather Southeast Asia. Our goal is to be cruising there the winter after this one aboard a Thailand-based F-31 trimaran that we plan to own with two or three partners. Our inspiration is Peter Carr, whom you can read about elsewhere in this issue.

The last, but not least, reason we haven't taken Profligate to the South Pacific is that it's Senior Editor Andy Turpin's territory. He knows it far better than we do and he knows the people, so why wouldn't we have him in charge? Because of his knowledge and connections, he was able to pull off the incredible coup of getting the very expensive bonds in French Polynesia waived for members of the Puddle Jump fleet.

Apparently you have a problem with our spending two months at St. Barth in the winter. Well, that's just too damn bad, because we've got plenty of good reasons for doing it. First, it's a crossroads of the Caribbean, with notable boats and sailors from all over the world stopping by. As such, there is no end to the number of great stories that come out of there. Second, because we have a charter boat in a yacht management program, we can spend all that time in St. Barth for almost nothing. Third, because we're able to set up a small office there, we can still get in five to eight hours of productive work done most every day. And finally, because St. Barth is the cleanest and safest island in the Caribbean, has some of the most spectacular beaches and sailing conditions, and because we have so many good friends there.

That said, we feel no need to answer to you for what we do and how and why we do it. If the result of our busting our asses every month doesn't result in a magazine that's up to your standards, don't read it. God knows you could use the extra time to clean out your potty mouth and change your attitude toward women.

↑↓THE POST-TRANSPAC RACE TO KAUAI

With a big fleet sailing to Hawaii in the TransPac this year, I'd like everyone to know that the Nawiliwili YC of Kauai will again be hosting the Kauai Channel Race. It will start at 7 a.m. on July 31 from the Ko 'Olina Marina and Re-



For TransPac boats, the Nawiliwili Yacht Club is practically on the way home.

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LETTERS

Kauai. The first finishers are expected to cross the line that afternoon. Last year we had 22 entries, but we're expecting even more this year. After all, the best way to sail back to California from Hawaii is via Kauai. For more info, contact Rear Commodore Terry Wells at (808) 828-1011.

MaryAnn Holden
Nawiliwili YC, Kauai, Hawaii

↑↑I EXPECT TO TAKE AT LEAST THIRD IN CLASS

Come hell or high water, I'm going to do the Ha-Ha this year. In fact, I plan on doing no worse than third in class. Participants in last year's Ha-Ha may recall that I intended to do last year's Ha-Ha — until two hours before the skipper's meeting, when I fell off a scaffold in a boatyard and broke my wrist. I showed up at the skipper's meeting with my arm in a cast to ask other skippers in the Ha-Ha fleet to please find berths for the four people who were going to crew for me. In what I believe is true Ha-Ha tradition, my entire crew got rides on boats. Thank you skippers!

Tom Christensen
Julia Morgan, Morgan O/I 41
Long Beach

↑↑A RESPITE FROM VERY TOUGH DUTY

Do you know what this little six-meter vessel in the accompanying photograph is? She's *Nomad*, ocean weather station number 46005 in NOAA's Ocean Data Acquisition System. Since '76, she's spent her entire solitary life on the North Pacific, one of the world's roughest oceans. *Nomad* was anchored in over 9,000 feet of water some 315 nautical miles west of Aberdeen, WA. Her job was to signal back all sorts of ocean data to NOAA, which then used it to provide us mariners with important weather information. *Nomad* is equipped with sensors that provide data on barometric pressure, wind speed and direction, wave height (using an accelerometer), wave direction, and air and sea temperature. Over the years she's survived winds of well over hurricane strength and seas in excess of 50 feet.



ARNSTEIN MUSTAD
After all those years of service, 'Nomad' took a break.

told that she'll be restored to service when it can be worked into the Coast Guard's schedule. For more information on NOAA's Dial-a-buoy and ODAS services, readers should visit <http://seaboard.ndbc.noaa.gov/dial.shtml>.

Arnstein Mustad
Mustad Marine

↑↑I USED THE SAME PDF FOR 20 YEARS

Hey, why not help your readers out here, especially those who equip themselves and their boats with 'the latest' in gear and accessories? There is now a little-known device available that will solve the PFD problem that you wrote about in your May issue. The device is called a life jacket or PFD. I've owned many of these. Twice, I have worn one particular jacket for as



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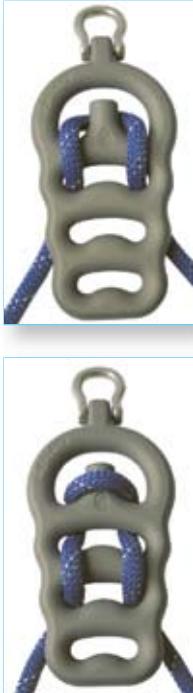


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LETTERS

long as 20 years without really testing it. So, after about 20 years, I put on my stylish life jacket and jumped into a warm swimming pool. Voila! Just as I had hoped, the lighter-than-water material that was sewn into the jacket's outer skin was still lighter than water and still, after all those years, kept me afloat. And looking good, too!

Hey, why don't you suggest to your readers that they think for a few minutes before purchasing the 'latest crap'?

Dave Vickland
Alameda

Dave — Most of us are no longer sailing boats and using gear from the '70s, so evidently some of the "latest crap" is superior to the old crap. Not all of what's new is good, but it seems to us that a lot of the new stuff — particularly if we take the time to educate ourselves about why — might actually be better. While there is certainly nothing wrong with wearing a traditional PFD, many sailors prefer the inflatable type due to their comfort and the ease of maneuverability that they allow.

↑↓RESURRECTING A VINTAGE DESIGN

I work for a boatbuilding company in downeast Maine, and was offered a potential project for my own small boat shop. The project involved my taking a complete pair of molds off their hands and putting them back into production. The molds are the Lippincott 30 and Lippincott 36, boats which were built between '79 and the '80s.

I'm a very driven person and have been mulling the proposal for a year or two. I'm interested in your feedback as to whether it would be a good business move for me to acquire these molds for my first undertaking. I've read reviews about the two boats and there seem to be waiting lists on forums for used boats. But as I said, I'm interested in an independent point of view from someone who knows the boat business inside out. What do you and your colleagues think of a revival of what could be a family-budgeted sailboat with a small touch of style and nostalgia?

Peter Taylor
Downeast Maine

Peter — Yours is one of the easiest questions we've ever had to answer. We may not know the boat business inside out, but we know for sure you shouldn't even remotely consider such a proposal. Even in the best of times, building boats is an extremely risky business proposition that requires lots of capital. And you're thinking about trying to revive a design from the '70s and going up against the likes of Catalina and Hunter in terms of bang for the buck? It's not going to happen. We can imagine that being offered a complete set of molds for two boats might sound tempting, but it shouldn't. After the heyday of boatbuilding in Southern California, some boatbuilders offered complete molds for free to anyone who would take them off their hands. Being driven is a very good thing, but make sure you're being driven in the right direction.

↑↓WORKING FOR THE PUBLIC GOOD

Reading your editorial response to the May letter of M. Lee Fowler, in which you stated your views on life, including the importance of personal responsibility, reinforced my decision to drop my subscription to *Cruising World*. *Latitude* is the only sailing magazine for sailors interested in some serious philosophical ideas, and I'd rather read about them than lots of reviews of expensive boats.

I'm an 84-year-old retired engineer/systems analyst, and a sailor of 43 years — who still sails my '83 Catalina 30 ev-

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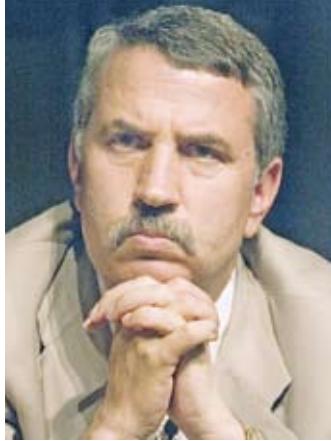
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LETTERS

ery week along the coast. I say politics is only necessary for politicians, and I'll bet that you agree. To go from an oligarchy — which is what we have now — to a real representative democracy — which would be nice, would require publicly funded elections and deliberative polling. This would allow successful career people — such as the publisher of *Latitude* — to serve one term as a representative of the people as opposed to the regular political hacks. Instead of making policies based on special interests, you'd be doing what you do now, which is working for the public good. Furthermore, your loyal readers would stick with *Latitude* while we followed your service to humanity.

Walter C. Tice
San Diego

Walter — Thank you for the very kind words. Alas, being an effective representative of a citizenry requires a skill set — including patience and willingness to wade through endless details — that we don't possess. While we'd be a terrible representative — doing things like daydreaming about cruising in the Sea of Cortez during policy discussions — we have no doubt that we'd make a splendid benevolent dictator. For example, upon learning that in these most of difficult financial times the Bay Area Air Quality Management District just blew \$75,000 to have New York Times columnist Thomas Friedman give a two-hour talk — which was already available online — the heads of those responsible would have rolled right down Broadway and into the Oakland Estuary. Figuratively speaking, of course. But they would be shit-canned and made to pick up the tab for Friedman's speech, his first-class plane ticket, and time at the Claremont Resort. As for the additional \$125,000 that was spent to put on the shindig, it would be taken from BAAQMD's salary budget for the following year. You could be pretty confident that the BAAQMD wouldn't piss away taxpayer money like that again anytime soon, and that other taxpayer-funded boards would take notice.



Thomas Friedman, looking a little puzzled.

Plato had it right when he wrote that the best recipe for public servants was for them to be paid "the expenses of the year, but no more." In other words, public servants should be true public servants, rather than pigs at the public trough for themselves and their extended families, friends and the pack of special interest groups they actually work for.

Hilarious Update: After the Chronicle's Phil Matier and Andy Ross broke the story of that preposterous fee, James Rainey of the L.A. Times wrote an article taking Fried-

man to the editorial woodshed for his major ethical flub. Before you could say 'The World Is Flat', Friedman returned the money — which amounted to nearly 50% of what he's paid a year by the New York Times. Through a spokesman — journalist Friedman was apparently too embarrassed to comment to the L.A. Times — he gave the pathetic excuse that he thought he was going to be speaking before a group that wasn't heavily involved in politics or lobbying. Who does he think is going to buy that nonsense? In any event, if BAAQMD is listening, our LaDonna Bubak would be happy to give a presentation on how

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LETTERS

green it is to live on boats for a fraction of Friedman's fee.

↑↑CRUISING B.C. DOESN'T HAVE TO BE EXPENSIVE

In the February issue of *Latitude*, there was a letter by Richard Drechsler of the Catalina 470 *Last Resort* titled *Cruising British Columbia Isn't So Cheap*. There was no mention made that he spent the winter at the Port Sidney Marina, which is probably the most expensive marina in all of British Columbia. All the local cruisers I know avoid that place like the plague. There are a number of other less-expensive marinas only a few miles around the corner, as well as the free anchorage in Tsehum Harbour. All are within a few blocks of the public transit system that can take riders the 10 blocks to downtown Sidney or 15-mile distant Victoria.

Bob Beda

LaBoo

Vancouver, British Columbia

Bob — Thanks for the heads up.

Many first-time cruisers take off with the notion that marinas in the Third World — not that Canada is the Third World — will be less expensive than in the States. That's usually not true, because Third World countries normally don't have a sailing tradition, and therefore don't have marinas that were built and paid for many years ago. Most Third World marinas are relatively new, and they are often part of high end resorts — both of which spell high berth fees. For those cruisers who stay in a marina, the slip fees are often the largest monthly expense. So if you'll be cruising on a budget, you might want to spend extra money on a slightly larger anchor, rode and windlass.

↑↑GOING IT ALONE IS VERY TOUGH

Latitude's singling out "some nurse" in San Francisco, who allegedly was paid over \$330,000 in one year, is, in my book, not much different than citing Bernie Madoff as representative of every investment manager. One individual does not necessarily represent a system that employs many thousands.

Speaking as a person who cannot obtain private insurance of any kind due to that wonderful insurance industry 'out' called "pre-existing conditions," going it alone is very tough. Imagine yourself with treatable cancer and a regime that will cost you \$250,000 or more out of pocket. If you can afford this, and continue on as rugged sailors, things must be very cushy in your world.

I don't own a sailboat because I can't begin to afford such a luxury. I do have friends with a modest old Cal 30 who are kind enough to include me in their adventures from time to time, for which I am grateful for both their experience and company. Their boat is moored in Shilshole Bay Marina, a 1,400-slip facility here in Seattle that was built by the City of Seattle in 1963 with — oh my gosh — taxpayer funds after the receipt of a federal grant — more taxpayer funds — to construct the breakwater. Should I ask for my share back so that I can use it for my health care?

My point is that there is nothing 'rugged' about having to go it alone. It's the stuff of B-movies and dime store novels. It is the type of bravura expressed by those who have never faced an extreme personal financial crisis where their very lives were at stake. We have a responsibility for and to ourselves, and for and to our tribe — which in this case is my fellow Americans.

To live as you suggest, you would need to own your own private island. So the next time you travel on public roads, send children and grandchildren to public schools, or moor your boat in a public marina and so forth, be grateful that

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LETTERS

there are many out there who have helped pay for you to enjoy these privileges, who may themselves never use them.

Steve Hunter
Seattle, Washington

Steve — The pay for the nurse we referred to was not "alleged," it's a matter of public record. Go to www.sfgate.com and muck around, and you'll find a list of the salaries and overtime pay for government employees in many cities around the Bay Area. It's eye-popping enough without any mention of the lavish benefits. In the City of San Francisco, for example, it's not unusual for employees to get 44 days off a year. Maybe that's why the City of San Francisco is now facing a \$575 million budget deficit. Unfortunately for the city, it's not like the old days when 7,000 different entities in the United States printed their own currency, or else they could continue to party on while sticking everyone's children and children's children with the tab.

Lest you think the individual in San Francisco was the only nurse who was paid over \$300,000 a year, let us call your attention to Linda Manglicmot, a nurse working for the state at a prison facility in Monterey County. She earned \$108,000 in base pay and nearly double that — \$198,000 — in overtime, for a total of \$316,000. It's also a matter of public record that 18 nurses, 23 prison guards and 274 shrinks working for the State of California made over \$200,000 a year. Who said working for the government wasn't as lucrative as it is easy? And you can only imagine the pensions they'll receive.

Not that many people have heard of the city of Vernon, and probably even fewer have heard of Bruce Malkenhorst, who served as mayor and in other capacities there. But get this, old Bruce pulls in \$500,000 — yes, a half million smackers! — each year as his state pension. Hilariously, he's collecting this ungodly amount while under indictment for embezzling public funds, a charge that ironically has nothing to do with his pension. As one L.A. Times reader commented, you don't have to be Sherlock Holmes to figure out why California is bankrupt. You're up in Washington, so maybe you're not aware that the once Golden State is facing an annual shortfall of \$21 billion. The state can't print money any more than the city of San Francisco can, or you know they'd be at it 24/7.

When it comes to single-payer insurance, you'd think we'd be the biggest supporters. After all, since day one we've provided health insurance for all employees, despite the fact it's cost a fortune and put us at a competitive disadvantage to competitors who don't provide such coverage. But for us it's been a moral imperative, a case of company and personal responsibility. So why wouldn't we simply want to turn the whole problem over to the state? Because to the depths of our soul, we believe that government programs at all levels are so corrupt, incompetently managed and inefficient, that it would be irresponsible to do so. Mind you, we're not lathered up or wild-eyed when we say this, but rather calmly stating a belief based on all the evidence we've seen. Note that our city, state and federal governments are already wildly in debt, and it's getting worse by the minute even if you don't take into account Social Security, which is the world's biggest Ponzi scheme. Despite these problems, there has been no effort to align spending with income. Surely you've heard about the \$2.6 million the National Institute of Health is getting to study ways to help Chinese prostitutes drink more responsibly?

You might think twice about how well single-payer health insurance would work out for your "tribe." The April 16 edition of the Los Angeles Times had a fascinating story about the case of Ana Puente. She was born in Mexico, but brought to the

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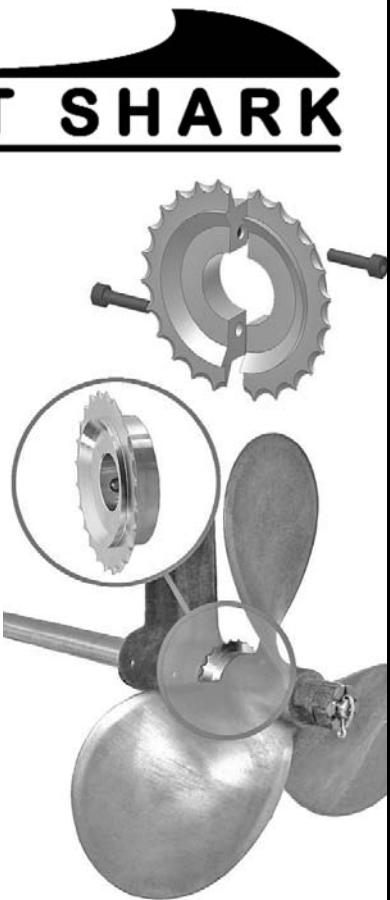
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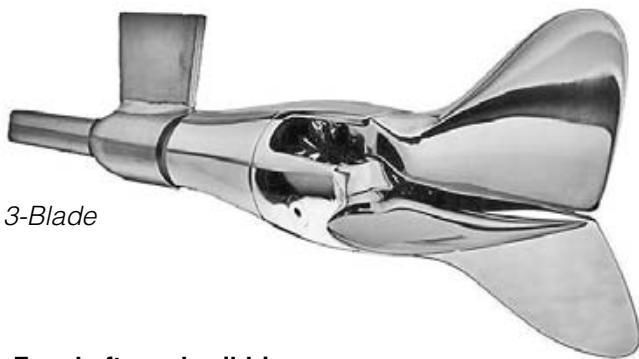
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LETTERS

States as an infant by her aunt because she had a liver ailment. She received a liver transplant, which is a rationed procedure, at a cost to California taxpayers of \$490,000, plus \$30,000 a year in medicine. Then she had another liver transplant, and yet another, both again costing state taxpayers \$490,000 each. Now she needs a fourth liver transplant, but she'd 'aged out' of the state health insurance system. But lucky for her, she then learned that if she notified the U.S. Citizenship and Immigration Services that she was in the country illegally, state health officials might grant her full Medi-Cal coverage. It sounds like an insane idea if you'd already cost taxpayers \$2 million and were looking for another half a million in treatment, but here in California, where profligacy is the state's middle name, officials naturally granted her the coverage. California citizens better duck, because here comes another bill for \$490,000.

We have tremendous sympathy for the unfortunate Ms. Puente, but we can't help wonder what you would think if Washington state officials were so generous to members of another "tribe" — and, to at least some degree, at your expense. And how long do you think California taxpayers — the numbers of which are dropping all the time — can fund ultra-sophisticated treatment for the rest of the world? We hate coming back to it, but the state is already facing a \$21 billion shortfall, and that only after legislators have performed all the smoke and mirrors tricks they could think of. Imagine the interest on \$21 billion, every dollar of which can't be used to pay for legitimate programs. And you want to turn the health system over to bureaucracy with a track record like that? And with absolutely no motivation to improve on it?

As for your not being able to get health insurance because of a pre-existing condition, we don't know any of the details of your personal situation, but we can't help wonder why you didn't have health insurance in the first place. If you had, you couldn't be opted out. We've gone to huge expense during our entire adult lives to make sure that we, our kids and our employees have at least had catastrophic health insurance to prevent finding ourselves in the situation you find yourself in. We didn't buy new cars every couple of years, we didn't buy furniture or jewelry, we didn't live in fancy digs, we didn't hire more employees so we could work less — all because those things are of a lower priority than health insurance.

The problem with the 'tribe' or 'it takes a village' concepts is that they assume most people will contribute their fair share. Alas, human nature doesn't work that way. When some members of a tribe realize that others will take care of them if they don't take care of themselves, you end up with — well, the budget deficits you see in San Francisco and California. Contrary to what so many people believe, there is no free lunch. And there is a limited amount of money.

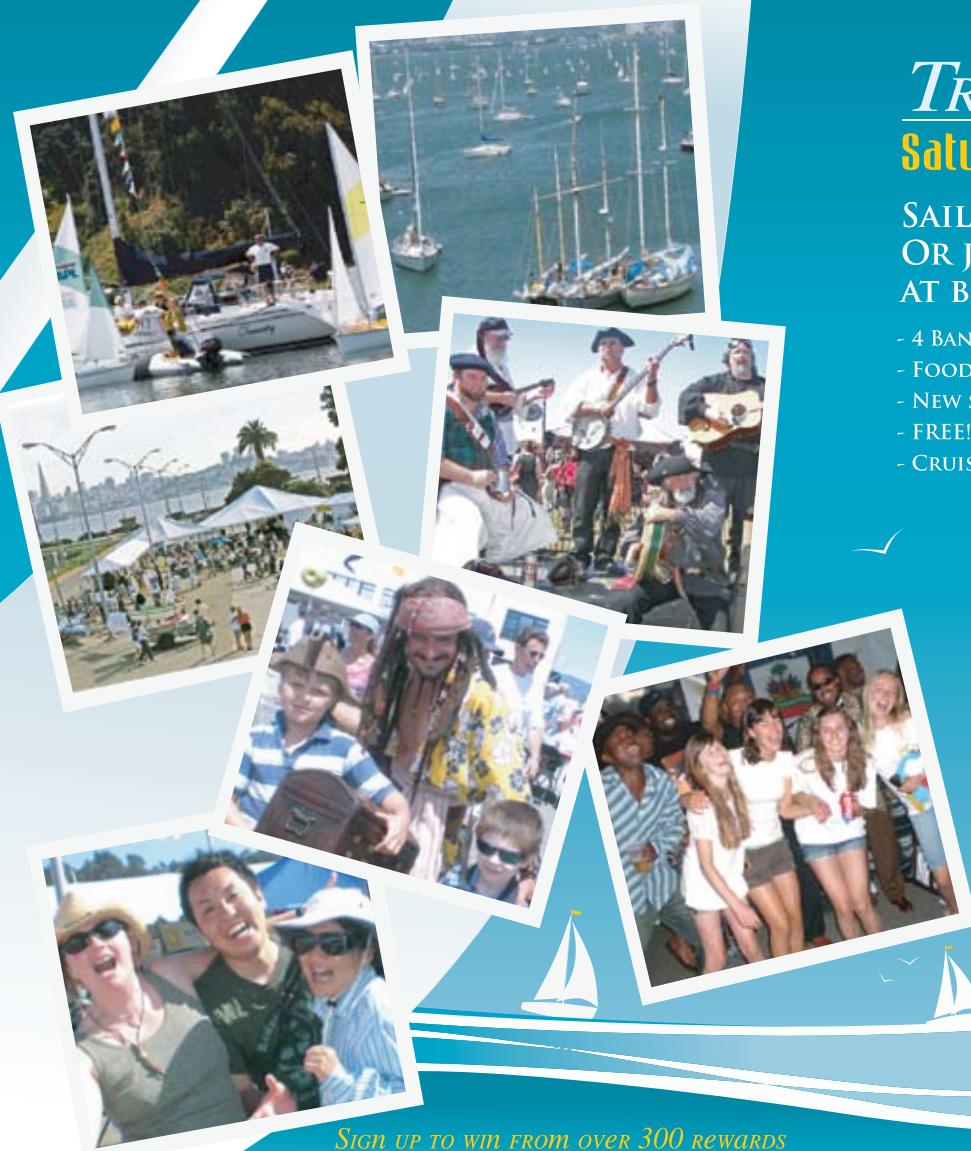
Thankfully, your example of the Shilsole Bay Marina, and the taxpayer funds used to build it, brings us back to the world of sailing. Let us take a wild guess, but we bet that the loaned money was paid back, with plenty of interest, ages ago by the tenants, and that the marina has continued to generate a bundle of revenue for the state. We say that because that's how it's worked in California, where boatowners, via the Department of Boating and Waterways, have been paying their way for so long that the agency has been the object of never-ending raids to make up for shortfalls in the General Fund, which has never been able to pay for itself no matter how high taxes have been increased.

There's nothing you've said that makes us believe any less in the importance — to both the individual and "tribe" — of personal responsibility and its sidekick, rugged individualism. For if the vast majority of people were truly personally respon-



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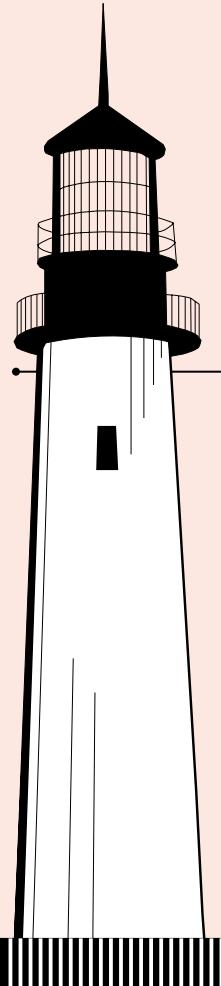
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LETTERS

sible — and/or the government operated with a modicum of efficiency — we believe the few who are genuinely in need could get most of the help they deserve.

We're going to end with the suggestion that perhaps you look to Mexico for a solution to your personal medical problem. Bill Vaccaro of the Chico-based Moody 44 Miela suffered a bad case of kidney stones about a decade ago while living in Chico. By the time it was all over, it had set his insurance company back \$70,000. Poor Bill had a case of 'stones' again this winter while living on his boat in Puerto Vallarta, so he decided to get treatment in Mexico. The bill for the same procedure and treatment he'd gotten in Chico, 10 years later, mind you, was just \$7,000. And we're not talking about some wacko mystical treatment at the border, but excellent treatment at the hands of a well-trained physician with top equipment at a fine facility.

↑↓THE ALLURE OF SAILING

I'm not a sailor, but that will change in the next six months as I fulfill the dream of learning to sail and experiencing the cruising lifestyle. I work as an outdoor educator for the Yosemite Institute in Yosemite National Park, and each day I take students on hikes in the park to teach them about ecology, stewardship, teamwork and respect for the human and natural worlds.

Every year the Yosemite Institute remembers Matthew Baxter, a particularly inspiring educator who died in a climbing accident 14 years ago, by awarding Matt Baxter grants to employees who propose life-changing experiences for themselves. After doing some research and submitting a proposal on sailing — cruising in particular — I became the '09 recipient of that grant. I love the ocean and have enjoyed many forms of ocean recreation over the course of my life, but have never lived on or navigated a boat before. After all, my life in the Sierra Nevada mountains doesn't afford me contact with saltwater. However, I was reminded of the allure of sailing in

January when I passed the Santa Rosalia Marina in Baja at the end of a sea kayaking expedition. I was inspired by the culture of exploring seldom-visited places using just wind energy, and by the independence and complexity of sailing.

In June I'll be taking Basic and Intermediate Coastal Cruising classes in the 'cruise and learn' format at the Vancouver Sailing Club. I'll devote the rest of the summer to a crew position with an experienced skipper on a private boat. Nothing has been finalized, but I

trust something suitable will materialize for July and August, which is the time I've taken off work in order to focus on this experience. In November, my entry into the world of cruising will culminate in the Exuma Islands where I'll be chartering a 21-ft Sea Pearl for eight days of sailing.

The prospect of pursuing something so far outside my comfort zone is thrilling. The more I learn, the more confident I become. One of the goals of my project to make contacts in the sailing world, so if *Latitude* publishes this letter, perhaps



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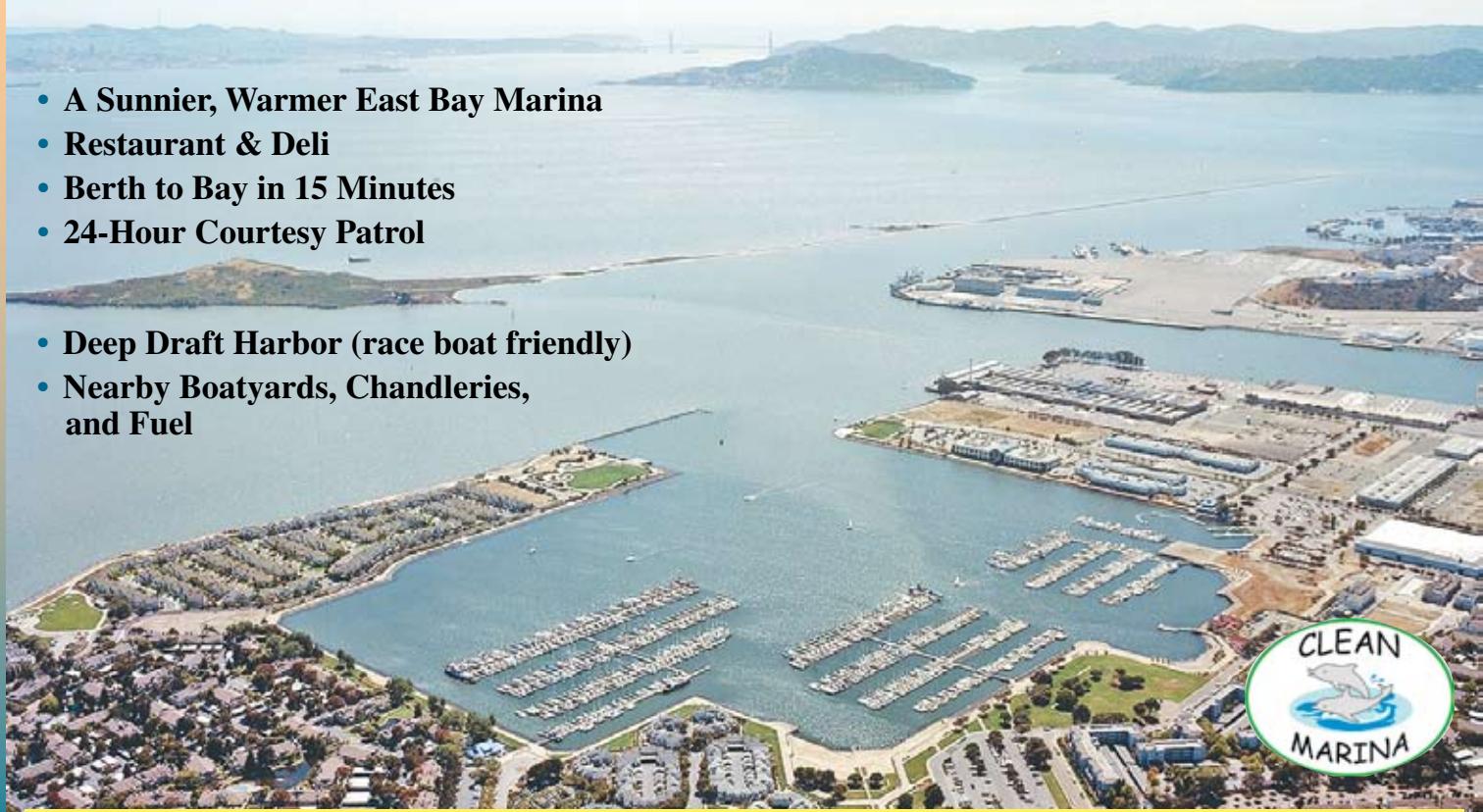


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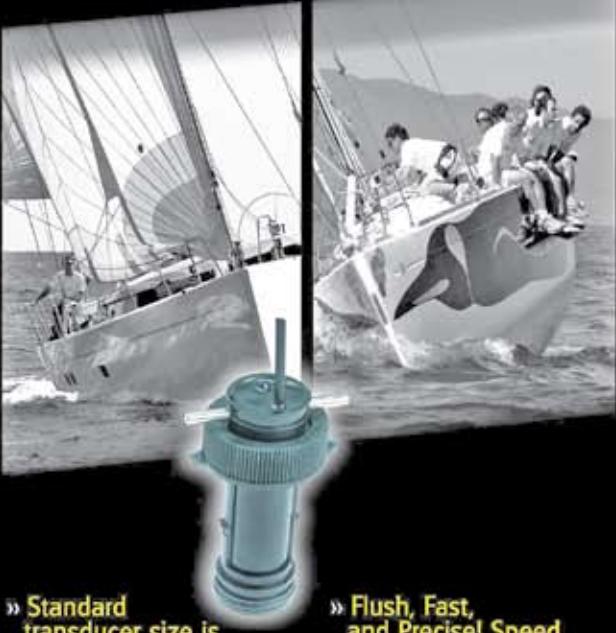
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LETTERS

folks needing crew for cruises in July and August might be interested in considering having me along as crew. I'm 28, work hard and am good company. I can be contacted at bsbatdor@gmail.com.

Bryan Batdorf
Yosemite

Bryan — Congratulations on your winning the award. The skills and attitudes necessary to be successful out in the wilds of Yosemite aren't that different from being on the ocean, so we're sure you'll have little trouble with the transition. In fact, lots of people do the mountains of California in the summer and cruise in Mexico in the winter. Good luck!

↑↓AUSTRALIA, THE EPITOME OF THE NANNY STATE

I'm starting to get the firm impression that the mainspring of most people's lives is to die in some nursing home after drooling on their plastic pillows and pissing themselves for several years. I'm a sailor. I've been living on boats and going to sea in small boats with my partner Lisa for about 16 years and 60,000 miles now. We have a strong, safe boat, but we don't have an EPIRB, a designated liferaft, a SSB radio, satphone or other long-range communication ability. Nonetheless, we have good common sense and a cautious, conservative approach to offshore safety.

We've met very few others who take a similar approach. Most of them have all of the safety gear mentioned above, and most are willing — if not eager — to put it to use. Safety is a hot topic among cruisers. I think cruisers have, since they were little kids, heard stories about wild storms at sea, pirate attacks, shipwrecks, and sailors adrift in liferafts. And I think those stories sparked a kind of primordial fear in their hearts. As these people grew older, the words 'sailor' and 'seagoing' became synonymous with 'tragedy' and 'rescue'.

As I write this, we're anchored near Hobart, Tasmania. Yesterday I stopped at a shop to buy some insulation for our exhaust system. An older guy, probably in his late 50s, waited on me. As he cut my insulation wrap to length, he asked me what it was for. I told him it was for my sailboat. He right away asked if I'd done much offshore sailing. I told him that I had. He then asked me if I had a good EPIRB. I told him no, that I didn't have one. By then we'd spoken long enough for him to ascertain that I was an American — or at least not an Australian. "You'd better not get caught without that stuff by the Australian authorities," he warned me. I replied that as mine was a foreign boat, those Aussie laws didn't apply to me. He then said something that never fails to surprise me — even though, after hearing it for all these years, I should have expected it. In a loud and indignant voice, he asked, "Well, who do you think is going to rescue you?"

There it was, the seemingly indelible connection between going to sea and being rescued. I smiled, trying to defuse the situation, and told him that I really didn't figure on anybody rescuing me. I said the idea is not to need to be rescued, and that should I ever have a real emergency, I'd either deal with it myself or die trying. "Aren't you required to have an EPIRB to go offshore in the United States?" he asked. I told him that no, that it wasn't a requirement. After huffing and puffing, he looked me in the eye and said, "I guess that's why the U.S. is in such a mess then, isn't it?" Our conversation deteriorated from that point on, so I won't get into the particulars.

The important thing for me was that it once again confirmed my suspicions about people's approach to safety and security where boating is concerned. And it's really starting to bug me. Since arriving in Australia some five months ago, and



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having cruised down its East Coast, I've been shocked to the lengths the Aussies go to in boating safety and security. It's absurd! With few exceptions, Aussies going out on the water for as little as a two-hour jaunt around the buoys, radio their intentions to one of thousands of Coast Guardsmen maintaining hundreds of little stations along the coast. They tell them where they're going, all their boat registration details, cell phone numbers, alternate phone numbers of friends or family ashore, ETA's, ETD's, POB's, blah, blah, blah. All of this is recorded on a Tracking Sheet held by the Coasties until the trip is concluded, or is passed on — by fax? — down the coast to the next station. At that point, the skipper again checks in to give them course, speed, POB, ETA, ETD, blah, blah, blah, all over again. I have never seen anything so ridiculous in all my years of boating, and find it to be the epitome of the nanny state on the water.

What is always surprising to me is that those who go to the most extremes about their safety and security, both at sea and in general, are relatively old people. I'm not here to say that you can't have some really good times in your life after you're say 65 or 70 years old, but let's face it, those years are no longer even close to your prime. Regardless of how many EPIRBs, liferafts, satphones, seat belts, bicycle helmets, health insurance policies and First World hospitals are at your fingertips, you are going to die. To state such an obvious fact seems like it should be unnecessary, given all the years everyone's had to think about it. But people seem obsessed with trying to guarantee that nothing is going to interrupt that appointment with the plastic pillows and those bed-wetting, drug-induced years awaiting them in an expensive nursing home. It's downright weird.

I don't have a death wish and would like to live longer. But when I say live, I really mean live. I know that someday

I could die at sea. In fact, I've thought about it a lot. It seems to me it wouldn't be all that bad a way to go. I could also die on one of my treks into the wilderness, where I also refuse to carry a radio, EPIRB and so forth. I could be killed by a grizzly, drowned in some wild river or die by falling through the ice on some lonely lake. I could also die in an automobile crash, of some disease or even by some maniac going 'postal' with a gun. But I can guarantee one thing — before I die I will have really lived. And I will continue to really live right up until the time

For more of Deering's insights, check out his book.

I stop living. I'm not going to work my entire life at making damned sure I live to a ripe old age. Some of that 'ripe old age' stuff really doesn't sound too appealing to me.

So maybe it's time to ease up a little on all the safety and security stuff. Maybe it's time to start concentrating a little more on life and liberty, and a little less on security. Maybe it's time to accept a little risk. To try to eliminate risk is not only an effort in futility, it's also a sure fire way to forfeit a good chunk of your time for genuine living. Don't forget, you're going to die. There's no question about it. The question is how much living are you going to do before it happens? Come on, live a little!

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LETTERS

As Abraham Lincoln so eloquently put it: In the end, it's not the years in your life that count. It's the life in your years.

Andy Deering
Author of *The Best Life Money Can't Buy*
Alaska

Andy — While we're generally in agreement with your the-only-thing-worse-than-dying-is-having-never-lived point of view, it seems to us you're being unnecessarily callous in making your point — and in some respects are just plain wrong. You say you are going to live life to the hilt right up until just before you die. We hope you do, but it might not be possible. If you end up suffering from the early stages of the four leading causes of death — heart disease, cancer, vascular diseases of the brain, and lower respiratory diseases — or any other number of ailments, your mind might be willing to live vigorously, but your body won't be able to follow through. And don't you realize that it's insulting to exhort people who are no longer mentally or physically able to live life to the hilt? Our father spent the last few months of his life in a debilitated state in a nursing home, but we can assure you he would much rather have been playing in the park with his grandchildren.

Your assertion that "old people" are the most likely to be obsessed with safety is also curious. In the first place, we don't think that's necessarily true. There are all kinds of geezers singlehanding the oceans of the world who pick and chose among the safety gear they keep on their boats. In some cases it's because they are on tight budgets, in other cases it's because they no longer give a hoot about listening to what others tell them to do. Furthermore, it only makes more sense for older folks to be more concerned with safety gear, as they are physically less likely to be able to prevent or withstand mishaps than are younger folks.

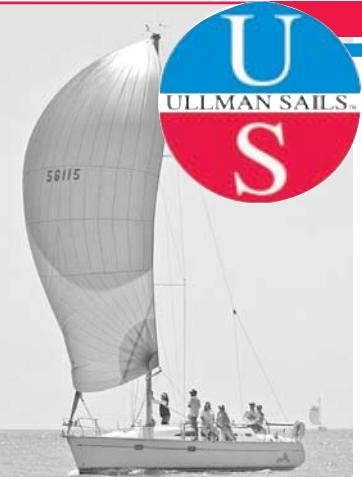
Nonetheless, we agree that most modern cruisers would do better to devote their time and money to skills and gear that would make it less likely that they'd ever have to call for help, rather than with safety gear and ways to call for help. The old 'stitch in time saves nine' philosophy.

It is interesting, however, to see how dramatically society's perspective toward safety at sea has changed over the years. We just read Captain Irving Johnson's *The Peking Battles Cape*



Australia has an iconic opera house and some great people, but it has a lot of crazy rules, too.

during that 1929 passage would strike any modern sailor as being completely insane. For example, if the captain, a huge man with the largest hands Johnson had ever seen, was unhappy with the steering by one of the two helmsmen, he'd sucker punch the man in the stomach with all his might. But that's just mild insanity compared to the astonishing risks the crewmen took on a regular basis, and with what little concern there was for their life and limbs. As for Johnson, he thought it was fun to scramble to the top of the 171-ft mast in the worst



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LETTERS

weather just to see if he could do it. And no, there was no bosun's chair or safety line. If he fell, he was dead, it was just that simple. Complete sissies, that's what we sailors of today are compared to those guys. And that goes for all but the very ballsiest of the modern offshore racers.

If we were on a very tight budget, our major emergency gear would consist of a quality inflatable dinghy to double as a liferaft, and an Iridium satphone. While we do have a dedicated liferaft, an EPIRB, strobes, a million flares, DSC, AIS and god knows what else on Profligate, we think the inflatable and satphone would handle 95% of all emergency situations quite well.

Readers may be interested to learn that Deering is the author of *The Best Life Money Can't Buy*. Here's an excerpt from J. Lewis' review of the book on Amazon: "I had the privilege of meeting Mr. Deering, and I must say he knows what he is talking about! In a modern world where we are told that happiness is achieved through acquiring more stuff, and where we have less and less free time, even though we are overwhelmed with modern conveniences, Andy Deering proves there is a better way to happiness. His thoughtful analysis of owning a home versus renting is an eye-opener, and if this is the only part of the book you read, then you have gotten your money's worth! I think this is a wonderful message for our time and it is very entertaining as well!"

▲ A LESSON LEARNED THE HARD WAY

Thanks for publishing the April issue photo of my Cal 20 *Asagao* on the sand east of the Golden Gate YC. Perhaps a few words of clarification are in order as to how my boat ended up there on that Friday the 13th in March.

I'd been singlehanding my Cal 20 into the West Basin of the San Francisco Marina in about 18 to 22 knots of wind from the west. I'd taken in the jib and luffed the boat into the wind, which meant she wasn't moving very fast. On port tack, and having cleared the pilings southeast of the narrowest part of the opening, I tried to tack back to starboard as I approached the shoal so obvious in your photo. But as I passed through the eye of the wind, I missed stays. *Asagao* fell back onto the port tack and began moving backwards. Although I released the main sheet and the rudder answered to my putting the helm up, the westerly was too strong and still drove her onto the sand.

The grounding was gentle, and as the picture shows, she was heeled toward the beach. This meant that as the tide came back in, she gradually came back upright without any damage.

After I refitted the rudder — which I had removed to prevent damage — I took in on the anchor rode of the anchor that had been so kindly set for me by the crew of *Templeton Crocker*, the inflatable from the St. Francis YC that had come to help. Just before midnight, *Asagao*, with the help of the anchor and an outboard, broke free of the sand.

What did I do wrong? I carried the jib too long, which

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LATITUDE / JR

When aground on a low tide, you've got a lot of time to think about how to avoid a repeat performance.

Crocker, the inflatable from the St. Francis YC that had come to help. Just before midnight, *Asagao*, with the help of the anchor and an outboard, broke free of the sand.

What did I do wrong? I carried the jib too long, which

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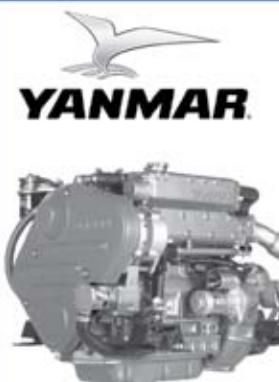
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LETTERS

meant I didn't have enough sea room to properly secure it on the foredeck. This is what caused the bow to blow off at just the wrong time, preventing me from being able to head up. I probably could have used a reef in the main, too. A more prudent sailor would have started the outboard, taken in the sail, and powered into the marina. The downside to that is that outboards often choose the worst times to stall.

What did I do right? I kept my cool. It was an unpleasant situation to be sure, but not really dangerous unless I did something to make it so. I simply waited for the tide to come back in and refloat my Cal 20.

By the way, five days later, after a singlehanded adventure to the South Bay, I sailed her back into the marina successfully. I started by taking in the jib off the Fort Mason piers, which gave me plenty of time. When I got to the pumpout dock, I took in the main, then started my outboard to reach my inside slip. Doing it this way took a little longer than normal, but nowhere near the eight hours I spent on the beach with Asagao just five days before.

Mike Farrell
Asagao, Cal 20 #1709

↑↓WILL THE FLU SCARE AFFECT THE HA-HA?

Given the swine flu outbreak and scare, are you still going to do the Ha-Ha this fall?

Mark Slemmons
Cyberspace

Mark — The most recent expert opinion seems to be that the H1N1 flu isn't as virulent or transmitted as rapidly or easily as had first been feared. Nonetheless, there has been a rush to develop a vaccine, and health agencies are being cautioned to be on guard for its return in the fall. Naturally, we'll be monitoring the situation, but we do intend to hold the Ha-Ha again this fall. Although the flu season usually starts well after the Ha-Ha, for what it's worth we plan to cruise in Mexico for much of the rest of the winter, too. We hope you can join us.

↑↓UNFORGETTABLE MEMORIES OF SEA RUNNER

Although I can't contribute to the search for the current location of *Sea Runner*, a schooner that's been written about a lot lately in *Latitude*, I can tell you of an adventurous night we shared with her and her owners George and Judy Knab. This was back in August of '71, when Geoff and I, and our two children — Lisa, then 12, and Nate, then 11 — were in Port San Luis on our way back to Newport Beach from a cruise to the Sacramento Delta aboard our Ericson 35 MK I *Natalie*. The San Francisco-based *Sea Runner* came in after us. The Knabs told us they'd originally taken off from San Francisco for Canada, but had to give up at Pt. Arena because the conditions were just too difficult. So they were headed to the Channel Islands and San Diego.

My brother Dick joined us for the trip to San Miguel and the rest of the Channel Islands, where we'd cruised every summer for 20 years. We met *Sea Runner* again at Cojo, where the Knabs decided to follow us to windy San Miguel Island, as. Once at Cojo, the Knabs had some trouble getting their anchor to bite, but she finally seemed secure a short distance downwind of us. It was a typical day at San Miguel Island, with white caps in the harbor and our *Natalie* heeling under bare poles in the gusts. We put the outboard on one of our dinghies, and Geoff ferried us and the Knabs ashore for an afternoon of hiking.

Later in the day, when the sun approached the yardarm, the Knabs rowed over for a drink. We had a delightful gather-

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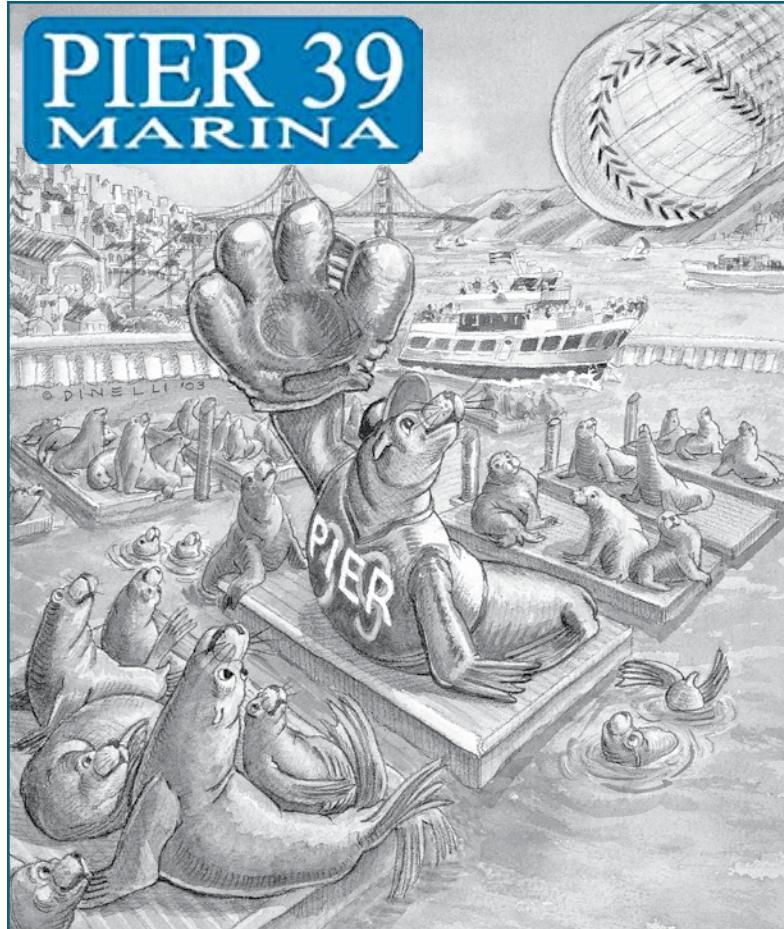
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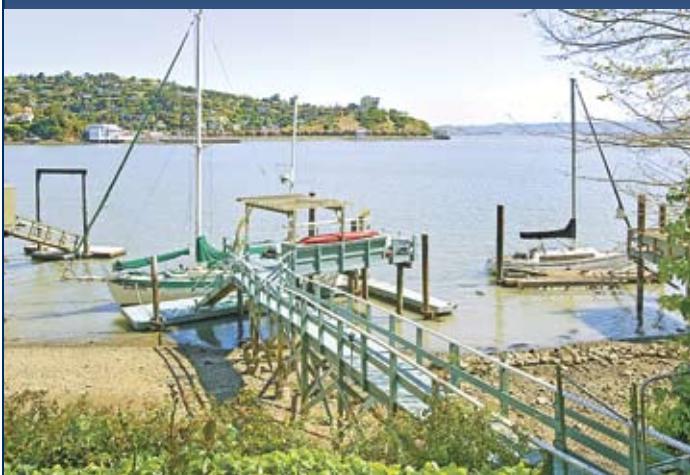
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LETTERS

ing in our cozy cabin until I happened to look astern. From my log: "... *Sea Runner* dragging sideways toward Judge Rock! The Knabs took our outboard dinghy — and swamped it almost immediately. There they sat in the dinghy underwater (52° water! 40-kt winds!) as their boat progressed rapidly toward the rock. Geoff jumped into their rowing dinghy, picked up George, and they went to save the boat. Dick took our little dinghy and extra flotation and went to help Judy and Jay — who were clinging to the outboard dinghy, which had now turned turtle. At the last minute, *Sea Runner*'s anchor bit, she headed up, and slowed enough for George and Geoff to get aboard and start the engine. An abalone boat saw Dick and went to rescue him, and wound up saving Jay, Judy, the outboard dinghy, and assorted floating gear and, incidentally, Dick and his dinghy."

It took several attempts to finally get *Sea Runner* securely anchored. I need to elaborate on the 'several attempts.' With George at the helm, Geoff was forward in about 45 knots of wind, handling the anchor — and all 400 feet of chain — with one of those manual windlasses that brings in about four links a crank. Every time they tried to reanchor without success, all 400 feet of chain had to be brought back in. It just about did Geoff in.

It was after 9 p.m. before *Sea Runner* was secure, and Geoff, Dick and our outboard were back aboard *Natalie*. After dinner, Geoff dismantled the drowned outboard and had it running by midnight. Though we've spent a lot of nights in Cuyler Harbor, the evening's events kept us on edge with whitecaps dolloping on board and the boat swinging to her anchor. Nobody got much sleep. The abalone boat came by the next morning with our dinghies and all the floating gear they'd rescued. Dick rowed ashore and combed the beach, finding our gas can, life ring, and a cushion.

Log: "Tucked in a reef and after breakfast we weighed our lovable — how she held! — anchor and headed for northwest anchorage on Santa Rosa, and anchored at our favorite place inside the kelp line under the cliffs. *Sea Runner* came in and, after the usual ups and downs, anchored beside us." The sea was calm here despite the 45-50-knot wind. "The Knabs came over about 8 am for guidance ... They were looking for warmth (we sent them to Coches Prietos) ..." After what we'd led them into, why would they ask for more guidance?

We lost track of the *Knabs* and *Sea Runner*, but we remember them for giving us one of our wilder cruising adventures. As for our Ericson 35 *Natalie*, we sold her in January after owning her for 43 years.

Nancy Baker
North Tustin

Nancy — Great story! It also makes us wonder, does anybody ever keep a real log anymore. We mean a consistent, day-by-day log. We know just about everybody starts out with a log, but as with exercise programs, most people drop out. Have they gone the way of sextants?

We've been swamped with letters for the last several months, so if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.



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ALEX PASCO



An armada of Optimis crowds the line off Ashdod, Israel, last month.

the fog, wind and cold, think about sailors in Ashdod, Israel. As recently as three months ago, locals in this southern Israel port city had to run for their bomb shelters every day to avoid the threat of Qassam rockets raining in from Gaza. This didn't stop plans for an annual regatta in mid-May that attracted a fleet of 400 dinghies — mostly Optimists, but also some Lasers and 420s.

Participants traveled from all parts of Israel to take part, many arriving several days early to train. According to Ashdod Marina manager Iris Katz, all the visiting sailors were comfortably housed in a nearby school where there were ample beds to throw their sleeping bags, as well as showers and restroom facilities.

The weekend series of races, jointly sponsored by the marina and the City of Ashdod, was well organized. "Everything went like clockwork," said Katz, adding that the "weather was perfect: clear skies, warm weather, good winds."

Iris says that the event was so successful that a future European and possibly even World 420 Championship venue is being discussed. Climate-wise, Ashdod is much like San Diego, with nice, warm breeze and sunny skies in the summer, and balmy and pleasant in winter, with few storms and infrequent rain. Despite the frequent threats from Gaza, Ashdod is Israel's fastest growing city, with beautiful beaches and a clean, well-run marina that welcomes boats big and small. What more does a sailor need?

—john skoriak

Pieces of the rock.

Elsewhere in *Sightings* we take a look at some of the better known rocks of the Bay. An interesting addendum to Red Rock — which, yes, is actually not a rock but an island — is that it is the only privately-owned island in the Bay — and it's for sale. Or we should say, still for sale as it's been on the market for several years now. David Glickman and the Durning family are the current co-owners. The asking price is \$22 million. Glickman points out that the island "is basically made up of rocks that have a value in excess of that amount, so a buyer would be getting the island at no cost if he or she would sell off an excess of about 1 million tons of surplus rock."

That, of course, is presuming you could get permits to do so from three counties, one city and half a dozen agencies.

Wait — does this mean we're *not* sexy?

You may have read online recently about a study that claimed sailors had a much higher 'virility index' than other segments of the population. The work was supposedly done in Holland and involved 2,000 people who were part of a human sexuality study. While most of you will probably agree that sailing men are indeed extra studly and the women are all lusty and beautiful, it turns out the 'study' is fake. It was an April Fool's joke that rapidly took on a life of its own. The Bay Area-based sailing site *YachtPals.com*, where it originated, reported that by mid-May, the results of the 'study' had been translated into a dozen languages.

Credit local sailor and *Chronicle* columnist Paul Oliva for actually doing some fact checking before he ran the story. We're glad he did. We had it all tee'd up to go in this exact space.



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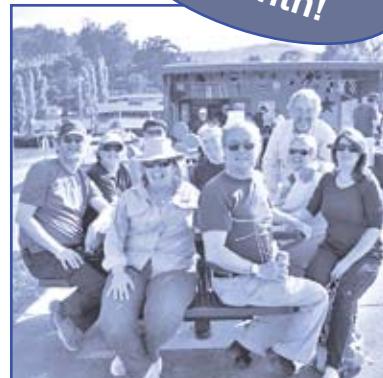
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*Based on 2006 countrywide average gross premium for boatowners insurance. Your actual premium will vary based on state and value of boat. Subject to availability and qualifications. Allstate Indemnity Company, Northbrook, IL. © 2009 Allstate Insurance Company

SIGHTINGS

ramping up for the 45th transpac

As of this writing, and with a week to go before the May 27 entry deadline, the 2009 TransPac Race is looking to surpass the 50-entry bar. The numbers are not quite up to those in the last two editions; but given the economic climate in which owners have had to make the decision to go, and the quality of the entries, the Transpacific YC has to be happy with the way things are shaking out for the 45th race. After all, go back 10 years and the fleet only had 23 boats . . .

Normally about this time, we like to anoint a boat in each division with the as-of-yet unproven "Latitude Jinx" in the form of a prediction of a division win. However this year, the race is actually starting some two weeks earlier than the last few editions, and because entries hadn't yet closed as we went to press, we didn't have the division assignments and TransPac ratings. So in lieu of placing hexes, we'll give you a partial listing of who's going.

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no time like

Contrary to what you might have heard, this is actually a great time to buy a boat, especially if you've found one that's right for you. Asking prices are lower than they've been in years, financing is available and the selection is impressive.

Whether you buy from an individual or a boat broker, there are a few things you should be aware of. When those papers are signed, that boat is yours. There is no 'lemon law' for boats, so if the engine craps out on the way out of the harbor, that's just your tough luck. To protect yourself and your investment, hire an independent surveyor to thoroughly check

Spread, Chip 'Dr. Megadeath' Megeath got hooked on going offshore in a 'do-rag when he sailed the chartered 'Kokopelli²' to a division win and third overall in '07. This year he's back, but with his significantly faster R/P 45 'Criminal Mischief', on which he and navigator Jeff Thorpe have already scored division wins in last year's Pac Cup and this year's Cabo Race. Inset, Kyle Fitzgerald of Fitzgerald Racing (right) hands a resin-saturated carbon fiber tape to Ted Brown of Alfresco Composites for application to 'Flash's keel grid. The grid is being beefed up to accommodate the added loads from the boat's new keel which is four inches deeper than the old one and carries a heavier bulb, good for 7.5% more righting moment.



the present

out the boat, including the rig and engine. Don't rely on an old survey or the seller's surveyor. Find your own, and make sure he/she is a member of the Society of Accredited Marine Surveyors (SAMS) and/or the National Association of Marine Surveyors (NAMS). It doesn't hurt to check their references as well.

When the price of a boat is more than a few thousand bucks, consider setting up a private trust account through a title company or lawyer for all financial transactions. While brokers usually have such accounts set up for this process, there

continued in middle column of next sightings page



transpac — cont'd

The big boat division this year looks really solid, with Neville Crichton's R/P 100 *Alfa Romeo* as the no-brainer bet for elapsed-time honors. The silver-hulled sliver might never have had the chance to race if the Transpac YC hadn't brought the entry requirements in line with most of the world's best-known offshore races by setting an upper length-limit at 100-feet LOA and dropping the prohibition against using powered sailing systems like winches.

Likely joining her in that group will be the brand new, Ian Franklin-built, hot rod red Davidson 69 *Pendragon VI* which should have completed sea trials in Auckland by the time you read this. The new boat is for Southern California's John MacLaurin, whose Davidson 52 *Pendragon IV* spawned the TP 52 concept. Navigated by Peter Isler, the new boat features tricks like twin rudders for offshore sailing and a single rudder for inshore work. Check out the photos at www.franklinboatyards.co.nz/pendragon-vi. In addition to those two, we also figure to see Doug Baker's Long Beach-based Andrews 80 *Magnitude 80*, Bob Lane's Andrews 63 *Medicine Man* with John Jourdane behind the chart table, Philippe Kahn's turbo Open 50 *Pegasus* and finally Los Gatos' Bill Turpin and his R/P 77 *Akela* in that group.

Other Northern California notables include John Kilroy's TP 52 *Samba Pa Ti*, a division winner in '07, and Chip Megeath's R/P 45 *Criminal Mischief*, navigated by Quantum Sails' Jeff Thorpe, the latter of which has racked up class wins in both this year's Cabo Race and last year's Pacific Cup since Megeath purchased it after sailing the chartered *Kokopelli*² to a third overall and first in class in '07. Santa Rosa's Bob Barton and his Andrews 56 *Cipango* will be back to try to better his class- and overall-second from '07. Tom Akin, who sailed the SC 52 *Lightning* to an overall win in the '06 Pacific Cup, will be chartering Mark Jones' TP 52 *Flash* in an 11th-hour effort rumored to include Paul Cayard in the crew roster. Last month, *Flash* got turboed by a new keel fin and bulb for more righting moment, and side deck extensions which go all the way to the transom in order to get both the weight of the crew and stacked sails all the way aft when sailing off the wind in breeze.

While it's not technically a Northern California boat, Jim Partridge's new wild-looking, canting-keel Antrim 49 *Rapid Transit* is in the final stages of build at Berkeley Marine Center. Although it's down to the wire, Partridge is confident she'll be ready and plans to spend June "sailing laps around the Farallones and trying to break things" before sailing south in

the Coastal Cup. *Rapid Transit* won't be the only new Jim Antrim-design in the race. Southern Californians Sue and Barry Senescu's new Antrim Class 40 *Yippee Kai Yay* will be making its debut as the first Class 40 on the West Coast.

While impressive in breadth, the international flavor of the fleet — including entries from Australia, Japan, Mexico and Spain — isn't as noteworthy as is the homecoming of sorts for a couple West Coast brainchildren back from tours abroad: four TP 52s and seven ULDB 70s are signed up for the trip. Oddly enough though, one of the designs most associated with the race for the last 40-some years — the Cal 40, which sailed as its own class of 13 boats in 2005 — is not represented as of this writing. Keep a close eye on *Lectronic Latitude* at www.latitude38.com in the coming weeks for our predictions, which we'll hand down when the division breaks and ratings go up. In the meantime, check out the race's massively-improved website at www.transpacrace.com.

— rob

SIGHTINGS

princess tai ping lost near home

Princess Tai Ping, the 54-ft Chinese junk that visited the Bay Area last October, was run down by a freighter off Taiwan on April 25. Thankfully, all 11 crew, including three Americans, survived with mostly minor injuries. The collision occurred less than a day from the completion of a 14,000-mile round-trip to the Americas and back that 'proved' what has long been speculated: that 15th Century Chinese vessels — the

Princess Tai Ping was an accurate replica of a Ming Dynasty warship — had the capability to come here and then sail back home.

Sailor and adventurer Nelson Liu, now 62, conceived of the project and built the *Princess* in 2007. He has been aboard as captain during the entire voyage, which started last June. As part of her concurrent missions of cultural exchange and goodwill, most of the rest of her crew were sailors of many nationalities who hopped aboard for various legs. She also made stops in Los Angeles, San Diego and Hawaii before heading for home.

The incident occurred about 2:40 a.m. Taiwan time. Bound for Keelung in gale-force winds and rough seas, the *Princess* was about 30 miles off the fishing port of Suao in northeastern Taiwan when they saw the northbound

tanker *Champion Express* change course toward them. Reports differ as to whether they were able to raise her on the radio — some say yes, others no. At any rate, the crew did everything they could think of to get the engineless junk noticed, including shining flashlights on the sails. The 192-ft Liberian-flagged tanker rammed her anyway, cutting the junk in half. The crew were thrown into the ocean where they would remain for about five hours, until daylight when rescuers arrived. Miraculously, most suffered only mild hypothermia. The worst injuries were suffered by an ex-pat American, Thomas William Cook, who is originally from Humboldt County but currently living in Okinawa. He reportedly suffered a broken arm, cracked vertebra and a large gash in his head. Another crewman held his head above water through the night as he passed in and out of consciousness. We are happy to report he is currently on the mend.

One of the worst aspects of the incident is that it was a hit and run. Following the collision, the *Champion Express* reportedly stopped momentarily, but did not return nor render any assistance — not even a radio call — before resuming its course. An investigation into these actions is underway and hopefully the skipper and owners will have to answer for their inactions in court.

In a real bit of cultural exchange and goodwill, the first alert from *Princess Tai Ping*'s EPIRB was picked up by the U.S. Coast Guard. They contacted Taiwanese authorities, who performed the rescue.

"We had earned 99 marks (out of 100)," said Liu from his hospital bed. "It would have been nice to have that last mark."

—jr

missing singlehander's fate unknown

Completing the Pacific Puddle Jump — the 3,000-mile passage from the west coast of the Americas to French Polynesia — is a major accomplishment in a sailor's life that typically yields a sense of pride and elation. This year, however, the festive mood in the anchorages of the Marquesas Islands was severely dampened when one of their own went missing.

Having arrived at Nuku Hiva a few days earlier, American singlehander Billy Landers, 64, set sail aboard his Islander 36 *Emily Pearl*, on May 3, for the tiny island of Ua Pou, 25 miles to the south. It was

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boat buying

have been occasions — very, very rare occasions — when a broker has tapped into the account to pay other bills, leaving the seller's account short. Setting up a private trust account is a good way to protect everyone involved.

After buying a boat, it's important to protect yourself by obtaining the right insurance coverage for your needs. Not all insurance policies cover all situations. If you sail outside the Gate, for example, you want to be sure your boat is covered for ocean sailing. If you often have guests aboard, you might want to increase your



Nelson Liu suffered a minor head injury in the collision.



— cont'd

personal injury coverage.

One last suggestion to protect yourself: If the boat you have your heart set on is a documented vessel, be sure to surf on over to the National Vessel Documentation Center (www.uscg.mil/hq/cg5/nvdc) and order an Abstract of Title. The meager \$25 fee will be well worth the peace of mind knowing that the boat doesn't have any liens on it. While we're on the subject, the redocumentation process is relatively painless to do yourself, and only costs about \$150 for everything you need.

— ladonna

singlehander — cont'd

to be a relatively easy trip, with mild sea conditions and 12 to 15 knots of breeze. Unbenownst to Landers' friends in the Taiohae Bay anchorage, he never made it.

The following morning, local fishermen found a guitar, a laptop, and some wreckage floating off the south coast of Nuku Hiva. Although cruisers were initially doubtful that these items could have come from *Emily Pearl*, a search was begun and the 36-footer was eventually located, holed and sunk in about 40 feet of water, roughly 50 feet off the southwest coast of the island, and only seven miles from Taiohae. Landers, however, was nowhere to be found.

Over the next several days an exhaustive search was conducted on land and sea, both above and below the surface, by cruisers, local residents and French military resources who coordinated their ac-

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Though sheared in half, 'Tai Ping' cared for her crew until the Taiwanese Coast Guard could arrive.

SIGHTINGS

singlehander — cont'd

tions with the U.S. Coast Guard. A number of possible clues emerged, but nothing conclusive. The fact that Landers' PFD — which fellow cruisers say he wore religiously — was found floating near the beach, inshore of the wreck, made his friends hopeful that he might have gotten ashore safely and tried to hike to civilization through the rough, largely uninhabited terrain. Alternately, the fact that *Emily Pearl's* engineless Portland Pudgy rowing/sailing dinghy was not found gave cruisers and French authorities hope that Landers might have abandoned ship aboard it, and tried to sail or row to safety. A more troubling observation was that one of the sloop's lifelines was broken, which could possibly indicate that Landers fell overboard. French Navy divers could not determine conclusively whether the boat was holed by something offshore, or by drifting into a near-shore obstacle.

After more than a week of searching, efforts were reluctantly called

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'new' evidence

As we predicted from the beginning of the Lake County District Attorney's shameful and misguided prosecution of Bismarck Dinius for the boating death of Lynn Thornton, their case is crumbling around them like a sandcastle at high tide. According to Channel 7's I-Team investigator Dan Noyes, who has covered the case flawlessly since we first reported on it, in a hearing on May 19 — the day the trial was scheduled to start — the prosecution turned over 110 pages of discovery that it had in its offices for months.

Inside was a report from a private eye



JEN EDNEY

in dinius trial

hired by Sheriff Chief Russell Perdock, the number two man at the Lake County Sheriff's Office and the man who slammed his high-octane powerboat into the drifting sailboat on which Dinius and Thornton were passengers on the pitch-black night of April 26, 2006. (Everyone aboard the sailboat was hurt, but Thornton died a few days later from her injuries.) The report included statements from several witnesses who say the sailboat's running lights were on. The basis of the prosecution's case is the contention that the lights were off and that Dinius, having had his hand on

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Having completed roughly 20,000 miles of his voyage, Zac Sunderland, 17, is now on the homeward-bound bash to Southern California.

singlehander — cont'd

off, but some locals and sailors still held out hope, including Landers' good friend Erik Dix. A fellow singlehander who made the crossing aboard his Oregon-based Morgan 38 *Sidetrack*, Dix remains hopeful that his buddy may still be adrift within the eight-foot, canopied craft — which is said to be "unsinkable" — and will find his way to a landfall downwind. According to Dix, "Seven months ago a local fisherman survived drifting from here to Tonga and wrote a book about it." An ex-Army officer, Landers was well aware of the risks of singlehanding and was reportedly well prepared for emergencies. Regardless of the outcome, Dix takes some comfort in knowing that, "Bill was doing something he enjoyed in an incredible part of the world."

In all the years we've been covering the Pacific Puddle Jump, there has never before been a severe injury, let alone loss of life or a sunken boat. This year, however, less than two weeks after *Emily Pearl* met her untimely end, one of last year's fleet sank from unknown causes 500 miles north of Auckland, New Zealand. Luckily, the Ventura-based J/44 *Elusive* was buddy-boating north to Fiji with nearly a dozen other boats when her steering went out and she suddenly began taking on water. Aboard were Steve and Wendy Bott and their son, Allen. Within a half hour, friends John and Renee Prentice arrived on the scene aboard the San Diego-based Serendipity 43 *Scarlett O'Hara*. Despite their best efforts, Steve and John could not locate the source of the leak — which apparently was *not* coming from either the rudder or prop shafts — and were forced to abandon the impeccably-maintained sloop as water continued to rise rapidly inside the cabin.

The Botts continued aboard *Scarlett* on to Fiji, where they will assess their options. Thankfully, *Elusive* was insured, but the family lost all their personal possessions, as this boat was their only home. They could not have found themselves in the hands of more empathetic rescuers, though. In the spring of 2004, the Prentices set out for the Marquesas from Mexico, but 700 miles out *Scarlett*'s rudder sheared clean off at the waterline. They got back safely, however, and restarted again last year — with a carbon-fiber rudder shaft. Let's hope the Botts can put this sad ordeal behind them, and will be back out there again soon too.

— andy

zac's on the home stretch

We're thrilled to report that 17-year-old singlehander Zac Sunderland has transited the Panama Canal aboard *Intrepid* and begin the 3,000-mile slog north to his Marina del Rey homeport. With any luck, he will soon become the youngest sailor to have singlehanded around the globe with or without stops.

Breakdowns and delays are a predictable part of such an ambitious endeavor, and Sunderland has had his share of them — including having to replace his Islander 36's diesel engine just prior to his June 14, 2008, start. Even so, he has a comfortable six-month buffer in which to reach home before his 18th birthday, November 29. The current holder of the 'youngest around' title is Australian David Dicks who was 18 and 41 days when he returned home to Fremantle in 1996.

Nevertheless we're certain that Zac will be pushing hard to reach home as soon as possible, as another 'youngest around' contender is figuratively nipping at *Intrepid*'s heels. A 16-year-old Brit named Mike Perham left Falmouth, England, November 18, aboard the well-funded Open 50 *TotalMoney.com*, which is, needless to say, a much faster boat. Currently in New Zealand, Perham has at least 13,000 miles left to go — including crossing the Southern Ocean and rounding Cape Horn — versus Sunderland's 3,000. So our money is on Zac to hold the 'youngest' title, at the very least, temporarily. He is, however, 108 days older than Perham, which gives the Brit a broad window in which to close the time gap.

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SIGHTINGS

zac — cont'd

Add to all this drama the fact that two more young challengers — Australian Jessica Watson, now 15, and American Ryan Langley, now 16 — are currently preparing to set sail this fall. Both have their sights set on Aussie singlehander Jesse Martin's record as the youngest around, nonstop and unassisted. (Dicks originally sought that record too, but did not qualify, as a crucial rigging bolt was air-lifted to him near Cape Horn.) Martin, like Dicks, sailed east-about via the five great capes, while Sunderland sailed west-about via the Cape of Good Hope and the Panama Canal.

While it's important to make such clarifications, it's also important to point out that meeting the World Sailing Speed Record Council's lofty criteria — via the great capes, etc. — was never Sunderland's intention. Although he considers Jesse Martin to be both a friend and mentor, his family considered it too unsafe to send Zac, the oldest of seven kids, around Cape Horn in the vintage Islander that he bought with his life savings. We can't say we blame them. Zac has, however, had the grand adventure he set out to have, and his status as a West Coast sailing star will likely endure for many years to come. During the past year, thousands of diehard sailors and armchair voyagers alike have been following his trip via www.zacsunderland.com.

The last teen to set sail from California with dreams of solo circumnavigating was Robin Lee Graham, then 16, in 1965. The best-selling book Graham co-wrote about his five-year voyage, *Dove*, was one of Sunderland's early inspirations, and we're sure he'll be eager to publish his own detailed account soon after returning home this summer. Release of a documentary on the trip is also a foregone conclusion, as *Intrepid*'s seven on-board cameras have been capturing oceans of footage throughout the trip. Move over, reality TV. Make room for the solitary day-to-day realities of singlehanding the globe at age 17.

— andy

don't just go sailing, [gosailingsf.org!](http://gosailingsf.org)

When life gives you lemons . . . [www.gosailingsf.org!](http://www.gosailingsf.org)

While the recession continues to jerk structural supports from the house of cards that used to be our economy, it's heartening to note the odd paradox that in the worst of times, some of the best things happen. That's certainly the case with local sailing.

Allow us to explain.

Earlier this year, specifically in response to the economic freefall, a couple dozen marine business professionals got together and tossed some ideas around — ideas for not only making it through, but making it better; even attracting new people to the sport in a time when some could barely afford to take up jogging. While it was certainly not the first or only forum where industry folks have discussed these things, there was a decided 'all for one, one for all' vibe about this group, and a positive, cooperative energy that has endured through many subsequent meetings. The Sailing Renaissance, as the group has become known, has become larger and more organized lately, with individuals and committees currently working behind the scenes on many different projects and aspects of the sailing cause. Once the word got out what was happening up here, a few Renaissance founders were asked to fly to Southern California to help them form their own group. Similar groups have also been formed in the Pacific Northwest and Chesapeake Bay areas.

One of the first and biggest good things to come out of the Sailing Renaissance meetings was the San Francisco Bay Sailing Directory at www.gosailingsf.org. This long overdue website is the first to focus entirely on getting people out sailing on our local waters, especially new people. Here at *Latitude 38*, we receive tons of queries every year from people wanting to know the answers to such simple questions as "Where can I learn to sail?" If we had time, we'd respond with a list of

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dinius

the tiller at the time of the accident, was responsible for turning them on.

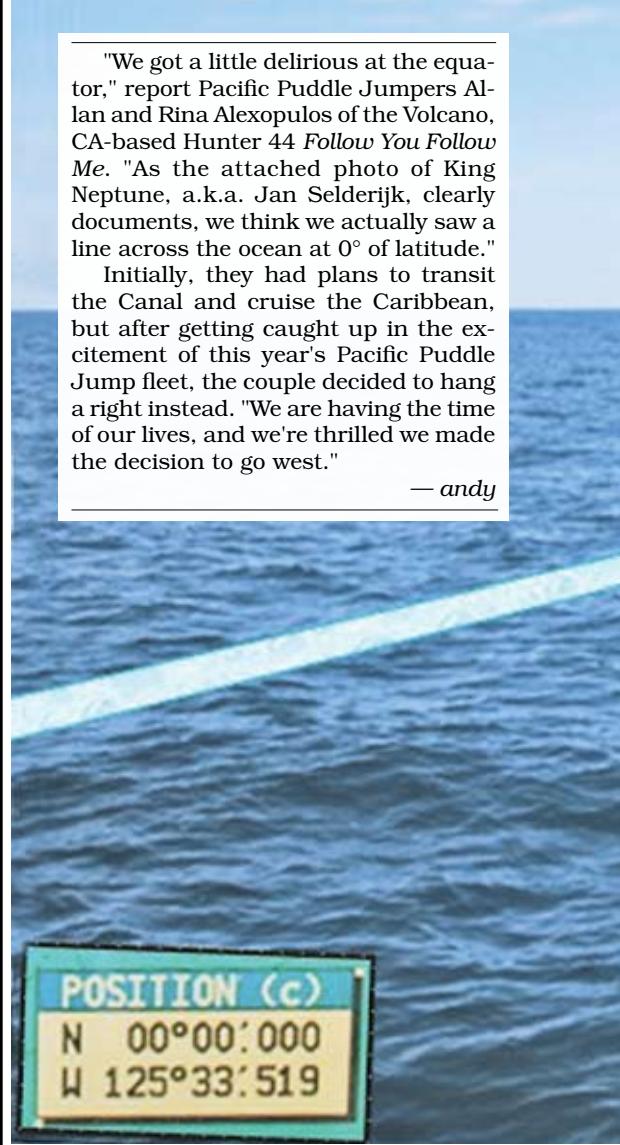
The prosecution also confirmed that several witnesses have come forward — including Perdock's ex-wife Donna — to contradict Perdock's timeline of his evening. He claims he was home until well after 8 p.m. Donna says 6 p.m. He claims he never set foot at the Konocti Harbor's outdoor bar that night. Several people say they saw him socializing there with a drink in his hand. One man even claims he and Perdock raced their boats shortly before the accident.

The final blow to the prosecution came when the D.A. admitted that the Lake County Sheriff's Office conveniently lost the recording of Perdock's 911 call that night!

"We got a little delirious at the equator," report Pacific Puddle Jumpers Allan and Rina Alexopoulos of the Volcano, CA-based Hunter 44 *Follow You Follow Me*. "As the attached photo of King Neptune, a.k.a. Jan Selderijk, clearly documents, we think we actually saw a line across the ocean at 0° of latitude."

Initially, they had plans to transit the Canal and cruise the Caribbean, but after getting caught up in the excitement of this year's Pacific Puddle Jump fleet, the couple decided to hang a right instead. "We are having the time of our lives, and we're thrilled we made the decision to go west."

— andy



— cont'd

The judge in the case — J. Michael Byrne — ruled that the personnel records of former Sheriff's Sergeant Jim Beland must be entered into evidence, as it's claimed that he was fired for testifying that he was ordered not to give Perdock a Breathalyzer at the scene.

Byrne also expressed concern over the prosecution's ridiculous claim that they won't have enough time to fully investigate all this 'new' evidence by the new June 30 trial date. A hearing will be held on June 12, at which time the prosecution will hopefully, if they come to their feeble senses, dismiss the case against Dinius.

While that would be welcome news, Bismarck Dinius' life is just as quickly

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gosailingsf.org — cont'd

sailing schools. If we didn't, we'd suggest they look in our advertiser index. Now we just say, "Go to *gosailingsf.org*, because it's all there!" Next time someone asks you similar questions, we hope you will refer them there, too.

Just as *gosailing.org* spun out of the Sailing Renaissance, the Media Regatta spun out of *gosailing.org*. Local marine photographer Erik Simonson (www.h2oshots.com) came up with the idea for this event, to be held off McCovey Cove during a Giants-A's game this month. The plan is to put local media personalities on a dozen or more boats and hold a few races' that will be flashed up on the JumboTron in the stadium, and on TV coverage periodically through the game — as well as utilized in local newscasts later in the week. In another example of bad/good, yin/yang, the departure of Barry Bonds last season actually played a key role in this development — with so few homers splashing into the Cove this year, the 'cove cam' just isn't as busy as in seasons past, and there's more dead air time, and an opening . . .

"A key concept in this is to build a bridge between the sailing community and the local media that will benefit everyone," says Simon-

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COURTESY FOLLOWYOU FOLLOW ME

SIGHTINGS

gosailingsf.org — cont'd

son. "The Giants, for example, have a huge fan base that comes from as far away as Nevada and Oregon to watch home games. They see boats sailing on the Bay but may not have a clue how to get out there themselves. With cooperative programs like this, and future McCovey Cove events, they'll be able to find out — during the games!"

The Giants themselves have embraced the regatta idea and their own broadcast team members may take part in future regattas. "Ideally, we'd like to see it become an integral part of the Giants year, and a fun 'must-do' rivalry for broadcast personalities," says Simonson.

Like we say, this is a brand new event — so the exact date had not been finalized at presstime. But here's how organizers hope it will work. A contingent of boats with local media personalities on the crews will parade through the cove before the game, along with a contingent of boats from the BAADS fleet — the Bay Area Association of Disabled Sailors. (In another example of boaters working together, the J/105,

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dinius

crumbling. His family and friends have rallied around him, and hundreds of generous strangers have donated to his defense fund, but he was forced to resign from his job in high level tech support at a major telecommunications company at the end of May. "I applied for a leave of absence to deal with the trial — I actually expected it to start on May 19," Bismarck told us. "Unfortunately, the request was denied and I was asked to tender my resignation." Having left on good terms, Dinius will be eligible for rehire in six months, but with a mounting pile of legal bills, his battle is far from over.

We know times are tough for everyone



Despite her smile, TIDA Director Mirian Saez is not at all happy at the state of affairs in Clipper Cove. This was the second boat to have sunk there within seven days. On the day of our visit, there were no fewer than 24 boats moored in the Cove, most of which had been there for more than a month. Removing the wrecks costs TIDA — and taxpayers — about \$20,000 every year.

— cont'd

right now, but we're hoping you'll find it in your heart to donate — even a small amount — to Bismarck's legal defense fund. If every person who is outraged by this abortion of justice sent just \$5 — the price of a coffee drink at Starbucks — Bismarck would have plenty to cover his expenses. Please send your check made out to Bismarck Dinius, with "Bismarck Dinius Defense Fund" in the memo section, to Sierra Central Credit Union, Attn: Brian Foxworthy, Branch Manager, 306 N. Sunrise Ave., Roseville, CA 95661.

Watch 'Lectronic Latitude' for the latest developments in the case.

— ladonna



'Beverage Consultant' Amy Kubasak, owner Dirk Alton, Miran Saez and manager Matt DeSilva won't be the only ones smiling at the return of a T.I. cafe.

gosailingsf.org — cont'd

J/120 and Catalina 34 fleets have all committed to making boats available for the event, and South Beach YC has offered to host it.) The parade as well as periodic 'mini-races' will be shown on the big screen in the stadium, while Giants announcers (supplied with info sheets on who's who and what's what) will provide 'color', and put in plugs for both *gosailingsf.org* and BAADS.

All the foregoing has occurred in just the last four months or so. We can't wait to see what the Renaissance men (and women) come up with next.

—jr

cleaning up clipper cove

There are big changes afoot at Clipper Cove, and we found out about them thanks to a letter we never got. Seems an angry boater had heard rumors that the Treasure Island Development Authority was going to create "permitting headaches for the honest boaters" of the Bay Area, so he wrote a vitriolic email to TIDA protesting these rumored changes, cc'ing a non-existent *Latitude 38* email address.

Concerned about incorrect information's being disseminated to the public, TIDA Director Miran Saez contacted us to set the record straight. "Our goal as caretakers of Treasure Island and Clipper Cove is to create an environment where all boaters have an equal opportunity to access the Cove for recreational purposes," she told us.

For years, Clipper Cove has been the repository for derelict boats and for those too cheap to pay for a marina slip. (Treasure Isle Marina manager Roger Ladwig confirmed that he has a number of permanent and transient slips available in a range of sizes.) The derelicts pose the biggest risk — they often break free from their moorings, playing bumper boats with other anchored vessels, and/or sink. When we met with Saez in early May, two boats had sunk in the previous week.

Of course when a boat sinks, it not only pollutes the waters with anything that might be in onboard tanks — fuel or waste — but it also creates a hazard for other boaters. If these boats were never removed, Clipper Cove would look like an ancient elephant graveyard, with nary a spot to drop the hook. As it is, old wrecks eat anchors every year, as the local divers hired to retrieve them will happily tell you.

The other issue with boats stored in the Cove long-term is space. Most of these boats are moored close in to shore, taking advantage of a windbreak created by the land and trees. This forces recreational boaters stopping in for the day or weekend to anchor farther out, directly in the path of the wind funnel that whips over the isthmus connecting Yerba Buena and Treasure Islands. Anchoring can be tricky when the wind is howling and you'd better set that anchor well.

Pollution in the form of raw sewage pumped from these boats is not an insignificant concern either. "We want to make sure these waters are clean for everyone, including swimmers," Saez said.

To that end, TIDA is indeed working on a plan for the Cove. The goal is *not* to inconvenience daysailors and weekenders, but rather allow TIDA the authority to prevent boats from taking up permanent residence in the Cove, thus opening up more room for those wanting to use the harbor responsibly.

The idea is to require permits to anchor in the Cove. Now don't get your sailing shorts in a twist. A permit would *not* be required for the first 24 hours of a visit, and, for those staying longer, the free three-day permit would be renewable for up to two weeks. TIDA also hopes to implement an online permitting procedure, but that's still in development. As it stands, boaters will be able to get a permit through the marina or TIDA's office in the Administration Building on shore.

Saez was quite emphatic that the plan is not meant to discourage boaters from visiting Clipper Cove. Quite the opposite. She hopes

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SIGHTINGS

clipper cove — cont'd

that by forcing the derelicts out, and preventing them from taking up residence again, more "responsible boaters" will want to visit.

The details are not nailed down yet, and Saez would like to hear the opinions and suggestions of those who use the Cove. Contact her at (415) 274-0660 or by email at miran.saez@sfgov.org.

Incidentally, the cafe in the marina's parking lot should have had its grand reopening by the time you read this. The Treasure Island Bar & Grill will feature not only tasty treats, but those of the liquid — and alcoholic — variety as well. All the more reason to stop in for a visit.

— ladonna

rockin' in the free bay

In San Francisco Bay, there are rocks and then there are Rocks. Alcatraz has long been known as The Rock, even though it's an island. Likewise, racers often refer to the Farallon Islands as the Rock Pile, or Southeast Farallon as the Rock. We've also heard Red Rock called 'the Rock' even though — again — it's really an island.

Now that that's out of the way, we can address the interesting query from a reader about where the 'hazard to navigation' rocks are in San Francisco Bay, and which ones sailors should be particularly concerned about. Oddly, this is the first time we've ever gotten this question and it took a bit of head scratching to come up with a list, since not all of the 'hittable' rocks are noted on charts, and not all notable rocks are hittable. Anyway, here's what we came up with.

Blossom Rock — The sailing ship *Blossom* is hardly the only ship that came to grief on the submerged rock off the northeast 'corner' of San Francisco. But her 1826 demise gave the rock its name. Roughly 180 feet long by 100 feet wide, and lurking only a fathom underwater at low tide, *Blossom Rock* would continue to sink or damage ships for almost another half-century before a bid was awarded to blow the thing up. In a hugely elaborate scheme — and a hugely popular public event — a giant cofferdam was erected around the rock, the water pumped out, 23 tons of blasting powder (in barrels) placed and, on April 22, 1870, the switch thrown. The ensuing blast sent tons of mud and water high into the air, and was followed closely by the cheers, bell ringing and shots fired into the air by the estimated 50,000 to 60,000 people who had gathered on land and water to witness the event. Today, the *Blossom Rock* buoy still marks the spot, but only deep-draft commercial ships need worry about the 24-ft depth over what remains of the rock itself.

Harding Rock — The ubiquitous buoy used as a mark in so many racing courses actually marks the position of an underwater rock. Located roughly halfway between the Golden Gate and Angel Island, Harding is actually one of a trio of three rocks — Shag Rock and Arch Rock to the south being the other two. All three rocks have been blasted down to about 35 feet. Obviously, these pose no danger to yachts, or most ships except the deepest-laden tankers. About once a decade, the idea of lowering the rocks to bottom level — about 80 feet in that area — is discussed, but with a \$20 million-price tag (as of 2000) it's never gotten past the talking stage. Fortunately, the San Francisco Bar Pilots keep deep-draft ships well clear of the 'three amigo' rocks. Incidentally, Harding Rock was

continued on outside column of next sightings page

june fun

Lots of fun stuff is happening on the water this month — and we don't mean just racing. First and foremost, don't forget Sailstice on the solstice. That's right, June 21 marks the first day of summer. It is also the longest day of the year, which makes it perfect for Summer Sailstice, the celebration of sailing now in its ninth year that has caught on worldwide (except in the Southern Hemisphere, they celebrate Winter Sailstice!).

All you have to do is to go sailing anytime that weekend (June 20-21) to be part of something pretty big and cool. Plus if you really want to plug in, you can take part in any number of Sailstice-specific events around the Bay, the nexus



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COURTESY U.S. COAST GUARD



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SIGHTINGS

on the bay

of which will once again be the Treasure Island Sailing Center. There will be music, food, sailboat rides all day long, sailing/boardsailing races and demonstrations, and various sponsor booths — all of it absolutely free (well, except the food, you have to pay for that).

One highlight — back by popular demand — is a boatbuilding competition and race. Sailstice organizers are looking for four or five three-person teams for this. The boats are built out of wood and teams can bring a pre-made 'rig' with them. Two people from each team then sail or row the boats at the end of the day. The crowd loved this event last year and lined the

continued in middle column of next sightings page

rocks — cont'd

named for President Warren Harding, who died in San Francisco in 1923. Also incidentally, the Little Harding buoy is a channel marker. There's no rock under it.

Anita Rock — Yes, there's a rock under that 'permanent buoy' located off Crissy Field. Its highest nub is inshore of the buoy, so always stay on the Bay side of the marker.

Mile Rock — Not really 'in the Bay' and hardly something you could miss, Mile Rock, located three miles outside the Golden Gate (but just one mile off the shipping lane, thus the name), nevertheless has a fascinating history. The lighthouse there traces its roots back to February, 1901, when, at night and in thick fog, the sidewheeler *City of Rio de Janeiro* hit rocks somewhere on the south side of the channel and sank in just eight minutes. The 128 souls (of 250 aboard) who went down with her make the *Rio*'s loss the worst peacetime disaster in Bay history. It was thought that if a lighthouse and fog signal had been available on her approach, the tragedy might have been avoided.

continued on outside column of next sightings page

ROCKS OF THE BAY

Elephant Rock

ANGEL ISLAND

Point Blunt

Not shown: Cone Rock, Red Rock, Mile Rock, Castro Rocks

Harding Rock

Shag Rock

Arch Rock

ALCATRAZ

"Little Alcatraz"

Blossom Rock

The Needles

"Stormvogel Rock"

Anita Rock

"Irv's Rock"

SAN FRANCISCO

SAUSALITO

COURTESY USGS

This page — USGS seafloor mapping shows some of the better known 'rock stars' of the Bay. Opposite page, top: sailing past Anita Rock at the Big Boat Series. Middle, the Mile Rock lighthouse today and (right) why it was named "the steel wedding cake" during 50 years of operation. Below, Red Rock is an island, but it has lots of rock around it, so don't go too close.

SIGHTINGS

rocks — cont'd

Three years later, the job was bid out, but when the contractor and his crew were ferried out to the wind- and wave-swept rock, they all quit. So the powers that be went down to the Embarcadero and hired a bunch of sailors. After lots of slipping and sliding, the sailor crew managed to blow the top of the rock off and lay the foundations for what, at the time, was said to be one of the most handsome lighthouses on either coast. After it was automated in the mid-'60s, the pretty top half was cut off to allow for a helicopter pad. All that remains is the squat orange and white structure you see today. And just so you know, inshore of Mile Rock is a minefield of rocks that has claimed many boats and ships over the years. *Do not go in there.*

Red Rock — Red Rock itself is an island, not a rock. But there are lots of rocks around it that are hittable, and people do it all the

continued on outside column of next sightings page

june

shore to watch. If you're a shipwright or handy with wood and working on boats, and are interested in taking part, please contact arianepaul@yahoo.com or john@summersailstice.com.

Everything else you might want to know about Summer Sailstice, including all the cool prizes you could win, can be found at www.summersailstice.com. For what it's worth, Summer Sailstice at Treasure Island is the absolute best place beginning sailors can go for their first exposure to the sport. It's not about lessons or pressure or any of that. It's just



Wakes from passing ships, tugs, ferries and the like are a fact of life on our busy Bay. Here the crew of an Express 27, competing in last month's Elite Keel Regatta, show good form dealing with a tug wake in the same way Lord Nelson dealt with enemy men of war: "Never mind the maneuvers, just go straight at 'em."



SIGHTINGS

— cont'd

a celebration of sailing by people who love it and want to share it with others.

Next on the June docket is the Wooden Boat Show put on by the Master Mariners Benevolent Association. You've seen the beautiful classic yachts this organization exists to preserve grace the pages of *Latitude* many times, particularly in this month's issue where we cover their famous Memorial Day Regatta starting on page 92. The boat show is a great opportunity to see these lovely boats up close and talk to their dedicated owners. Time and

continued in middle column of next sightings page



rocks — cont'd

time when the island is used for a racing mark. So steer well clear. Red Rock has a fascinating history that includes manganese mining (that's why it's red), a hermit who lived there and claimed the island as his, and an early survey job that ended with three counties abutting each other there — Marin, Contra Costa and a long tendril of San Francisco County still intersect at the island's highest point.

Castro Rocks — Castro Rocks, an outcropping just north of the Richmond Long Wharf, is another boat biter. There's a buoy marking them, but race boats like to go inside the buoy to avoid the ebb. If you've ever been there during a low tide, you'll know that's a dicey thing to do.

Cone Rock — Located in Richardson Bay, Cone Rock is actually made up of three points, and the Coast Guard built their light on the highest one. The others are on the south side. The most southerly of the 'points' sometimes breaks the surface at very low tide.

Elephant Rock — The only way you could hit Elephant Rock by mistake is if the boat was on autopilot and you were below making lattes. (D'oh!) Located a literal stone's throw off the Tiburon shoreline, Elephant Rock, attached to land by a small bridge, is a popular fishing spot and great photo-op spot for CYC races.

The Needles — Again, you'd have to really be out of it to hit the Needles, those picturesque rocks tucked close to shore between the North tower of the Golden Gate and Horseshoe Cove. So keep your eyes open and stay well clear.

"Little Alcatraz" — Located a few hundred yards west of the north tip of Alcatraz, this little rock is awash at high tide and well out of the water at low. In other words, you can plainly see the rock or swirl above it during all tidal cycles. Despite that, it probably accounts for more damage to modern boats than any other single rock in the Bay, with sometimes several boats a year (at least that we hear about) smacking into it.

"Irv's Rock" — This rock, located near the end of the San Francisco Marina jetty, was named for the late Irv Loube, who hit it during a Big Boat Series in the '70s in one of his *Bravuras*. There used to be a buoy there to mark the suspect area, but we haven't noticed one in awhile, nor have we heard reports of further strikes, so this rock — or whatever it was — may have moved or shoaled over.

"Stormvogel Rock" — Again, an unofficial name for an underwater speed bump located between the South Tower of the Golden Gate and Fort Point. It was named for the beautiful 75-ft South African ketch *Stormvogel*, which hit it sometime back in the '60s.

These are the main 'rocks' that we could think of that Bay sailors should be aware of. (Did we miss any? Let us know.) Of course, there are many other unnamed rocks or outcroppings in our local waters, but most are off the beaten track or so close inshore that it would be foolish to sail there in the first place. One final caution: don't sail too close to points of land like Belvedere Point and Point Blunt on Angel Island, as there are rocks well out into the water in those areas. Both these points are marked by buoys for this exact reason. In those areas — and any other point with a buoy close offshore — *always pass outside the buoy*.

Don't say we didn't warn ya.

—jr

baja ha-ha turns 'sweet sixteen'

Given the struggling economy, we had no idea what to expect when the Baja Ha-Ha website opened for entries on May 1. But based on the 2.5 weeks since then, during which time 58 paid entries had been received, it looks as though there might be another fine fleet setting sail from San Diego on October 26. Indeed, with continuing unemploy-

continued on outside column of next sightings page

SIGHTINGS

ha-ha — cont'd

ment issues in the States, and a buck still going a long way south of the border, the Mexican option is looking more appealing than ever to some folks.

For those who might be new to sailing, the Baja Ha-Ha, now in its 16th year, is the approximately 750-mile cruisers' rally from San Diego



Arjan Bok of the Emeryville-based 'Rotkat' with his friend Jim Milski of the Berkeley-based Schionning 49 'Sea Level'.

to Cabo San Lucas, with R&R stops at Turtle Bay and spectacular Bahia Santa Maria. A cruisers' rally means that you can motor at any time for safety or comfort, and that the worst you can finish is third in your division. Indeed, the way the Ha-Ha folks see it, everyone who finishes is a winner. The goal of the Ha-Ha is for everyone to have a safe and fun trip to Cabo, and to make hundreds of new sailing friends along the way.

For newer cruisers, it's a fabulous opportunity to hone one's skills and benefit from the experience of the more experienced cruisers.

The Ha-Ha is open to boats 27 feet or over that were designed, built and have been maintained for offshore sailing. Each boat must have at least two crew with overnight offshore experience. While folks have to be ready for anything when sailing offshore, over the years Ha-Ha conditions have overwhelmingly been light to moderate winds and seas from astern. Of the 45 Ha-Ha legs to date, only three of them involved any upwind sailing. It's always coolish when the fleet leaves San Diego, but tropically warm by the time it arrives in Cabo.

Unlike most two-week rallies or races, which cost over \$1,000, the Ha-Ha entry fee is just \$350. If your boat is under 35 feet or you're under 35 years of age, it's only \$300. What do you get in return for your entry fee? For starters, you get a swag bag like you've never seen, discounts in the States and Mexico that can easily exceed the price of the entry fee, morning roll calls and professional weather forecasts, a chance to be part of a fabulous and responsible group of sailors, and much more. Many Ha-Ha participants will be doing the event for their third, fourth or fifth times, and each year a number of Ha-Ha boats sail back up to California in order to do it all over again.

The average length of a Ha-Ha entry is always between 42 and 44 feet, and most are built by well-known manufacturers. Indeed, this year there will be at least nine Catalinas from Northern California alone. The smallest entry so far this year is *Siempre Sabado*, Stephen Yoder's Newport, Oregon-based Westsail 28. The biggest is Bob Callaway's Pleasant Harbor, Washington-based MacGregor 65PH *Braveheart*. Perhaps most surprising is that 15% of the entries to date have been multihulls: Paul Martson's Ventura-based Corsair 31 tri *Sally Lightfoot*, Thor and Tanya Temme's Nawiliwili-based 45-ft cat rigged tri *Meshach*, Craig Wiese's San Diego-based Kennex 445 *Gato Go*, Robert Brass's Toledo, Ohio-based Sunchaser 58 cat *The Brass Ring*, Harold Dean's San Francisco-based Seawind 1000 *Stray Cat*, Glenn Twitchell's Newport Beach-based Lagoon 380 cat *Beach Access*, and Arjan Bok's Emeryville-based Lidgard 43 cat *Rotkat*.

What's going to make the multi division so interesting this year is that a bunch of catamarans from last year are planning to return to California over the summer to do the Ha-Ha again this fall. Among them are Steve May's Gualala-based Corsair 42 *Endless Summer*, Jim and Kent Milski's San Francisco-based Schionning 49 *Sea Level*,

continued on outside column of next sightings page

june

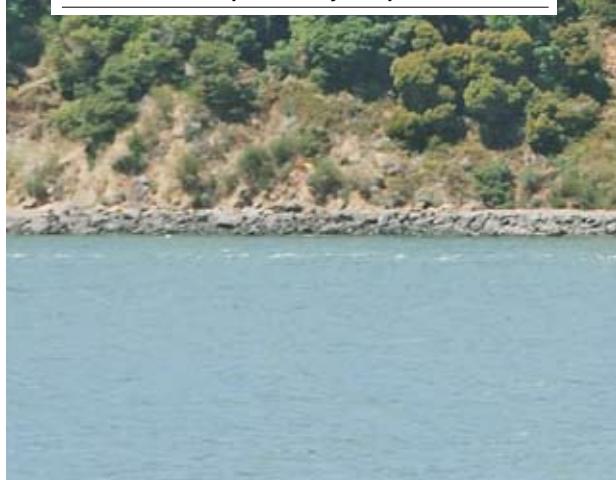
place are June 28 at the Corinthian YC in Tiburon from 10 to 4 p.m. Admission is \$10 and CYC's outdoor bar and grill will be open for lunch.

Finally, at month's end, there is the inaugural *Latitude 38 Delta Doo Dah*, a fleet cruise for 30 boats to our own lovely California Delta for a week of rollin' on the rivers, climaxing with the Fourth of July fireworks show at Mandeville Tip.

To get a feel for what we hope will become an annual event, we capped the entry list at 30 boats this first year, and that was filled pretty much overnight. So



Bok did the '00 Ha-Ha with his Newport 33 'Tiger Beetle', then came home and built his rocket-fast Lidgard 43 (spread) from scratch. Milski built his Schionning 49 (above) from kit form and did the Ha-Ha last year. While the Ha-Ha is primarily about safety, these two cats will be going at each other — and all the other multihulls — in super-friendly competition.



SIGHTINGS

— cont'd

if you didn't sign up, you can't go. We just wanted to rub it in.

For more on cruising the Delta on your own this summer, see the article that starts on page 104. For more on the Doo Dah, as well as Delta resources, go to www.deltadoodah.com, follow the goings-on as they're happening during the event at www.twitter.com/deltadoodah, and check out the recap article in the August issue. And then maybe you won't procrastinate so long when it comes time to sign up next year.

—jr

ha-ha — cont'd

Wayne Hendryx and Carol Baggerly's Hughes 45 *Capricorn Cat*, Greg Dorland and Debbie Macrorie's Tahoe-based *Catana 52 Escapade*, and *Latitude's* Surfin' 63 catamaran *Profligate*. As has been the case for the last 12 years, *Profligate* will be the mothership. The publisher of *Latitude* will, for the 15th year, serve as the Grand Poobah, Andy Turpin will be the Assistant Poobah, and Doña de Mallorca will be the Chief of Security.

The final deadline to enter the rally is September 10, so if you're ready to escape the madness of the workaday world this fall, we suggest you shanghai a fun-loving crew and sign up soon for the Sweet Sixteen at www.baja-haha.com. (Look for the "Register" button on the homepage.) And make note that slip assignments in Cabo are offered based on the chronological order in which boats sign up.

— the grand poobah



PHOTOS LATITUDE / RICHARD

MASTER MARINERS



New isn't always better. Just ask the connoisseurs of automobiles, guitars, LP records, Lalique glassware and classic sailing yachts, to name a few. And sometimes, the older the better. Such was the case at this year's Master Mariners Regatta on May 23.

The event itself is grizzled with age. It dates back to the 1800s when commercial ships would set aside a day to race around the Bay. Various Bay Area business owners would put up money to sponsor each entry — with the money in those days going to care for disabled sailors and the families of those lost at sea. For their

part, the ships themselves won such useful items as a cord of wood or a ton of potatoes.

Today's Master Mariners Benevolent Association encourages the care and preservation of elderly yachts. And 364 days of the year, most owners lavish attention on these boats as if they were classic Bentleys. On Regatta Day, they go beat the hell out of them.

Sixty-nine boats showed up to do battle on the cold and overcast Saturday before Memorial Day. Breeze in the 10-12 knot range held through the reverse handicap starts, which began

continued on page 96



— OLD BOATS RULE

ALL PHOTOS LATITUDE / JR



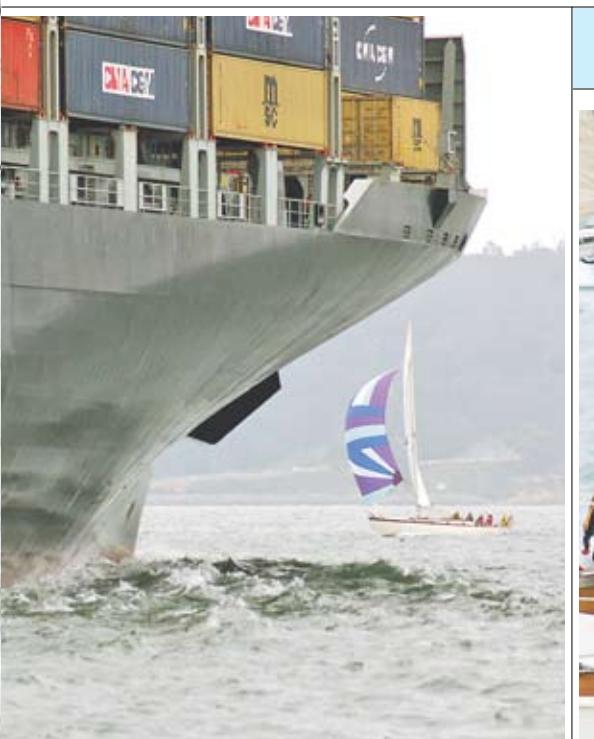
Above, the 122-ft LOA topsail schooner 'Lynx' was once again this year's biggest competitor. Right, the Bear Boat fleet was back in force. Opposite page, searching out the next mark. Spread, the gaff schooners 'Aida', foreground, and 'Stardust' neck and neck down the homestretch.



MASTER MARINERS



— OLD BOATS RULE



Serving their masters (clockwise from below) — a tidal wave sweeps over 'Pegasus'; 'Nautigal' passes safely in front of a container ship; 'Bright Star' rail down; 'Bounty's kites were pretty but we fear permanent retina damage; adjusting the main outhaul on 'Lynx'; 'Corsair' on a firehose reach (actually, a firehose would probably be dryer); 'Ouessant' chases 'Credit'; the other 'Corsair' looking pretty — and pretty wet. Left, 'Polaris' in hot pursuit of 'Sequestor.'

MASTER MARINERS

PRELIMINARY RESULTS

off StFYC at noon. (In reverse handicap, the slowest boats start first and the faster boats later; so the first in each division to cross the finish line is the winner.) Per tradition, the grand dame of the fleet went at the first gun — the 60-ft scow schooner *Alma* is the oldest Master Mariner and, as a seagoing 'flatbed truck', the only boat left that raced in an original Master Mariners regatta.

Per usual, breeze built through the day to about the low 20s, giving everyone a thrilling ride down the homestretch to the finish just below Treasure Island.

One of the highlights this year was a fleet of eight Bear boats — the largest one design class in this year's race. Once as plentiful as J/105s on the Bay, the Bears have been in a sort of 'hibernation' for the last few years. The rumors continue that they will once again qualify for one design status in WBRA next year, and we hope the Master Mar-

BIG SCHOONERS — 1) **Seaward**, Ken Neal; 2) **Alma**, National Park Service; 3) **Lynx**, Craig Chapman. (3 boats)
GAFF 1 — 1) **Brigadoon**, Terry Klaus; 2) **Aida**, Skip Henderson; 3) **Yankee**, John Collins. (3 boats)
GAFF 2 — 1) **Makani Kai**, Ken & Kristine Inouye; 2) **Sea Quest**, Stephen Carlson; 3) **Taihoa**, Jody Boyle (7 boats)
GAFF 3 — 1) **Andrew Mulligan**, Stephen Canwright; 2) **Star-dust**, Mary Moseley. (2 boats)
L-36 — 1) **Leda**, David James; 2) **Papoose**, Allan Edwards; 3) **Ole**, J. Hamilton/C. Leonard. (4 boats)
MARCONI 1 — 1) **Chrysophyle**, Kirk Morrison; **Bolero**, Tim Murison; 3) **Bright Star**, Ted Hall. (7 boats)
MARCONI 2 — 1) **Sunda**, Bob Rogers; 2) **Nautigal**, Jeff Stokes; 3) **Unda**, Dean Gurke. (6 boats)
MARCONI 3 — 1) **Vixen**, Steve Kibler; 2) **Little Packet**, Dick & Barbara Wrenn; 3) **Vectis**, Louis and Sara Nickles. (7 boats)
MARCONI 4 — 1) **Flirt**, Peter Strietman; 2) **Glory**, Jerry de Rham; 3) **Blackjack**, Ted Hoppe. (7 boats)
OCEAN 1 — 1) **Kate II**, Roger Emerick; 2) **Bounty**, Dan Spradling. (2 boats)
OCEAN 2 — 1) **Chorus**, Brad Asztaios; 2) **Credit**, Bill Belmont; 3) **Quesant**, Gene Buck. (4 boats)
BIRD — 1) **Robin**, Pat Kirrane; 2) **Curlew**, James Josephs; 3) **Widgeon**, David Cobb. (3 boats)
BEAR — 1) **Magic**, Tim Maloney; 2) **Bongo**, Jill Lutz; 3) **Camembert**, Todd Greenberg. (8 boats)

Complete results: www.mastermariners.org

ners turnout is a harbinger of that. A big congratulations to *Magic*, which not only won the class but was the third boat to

finish behind the mighty schooners *Seaward* and *Brigadoon*.

Going back to our theme, we also note that, in several classes and matchups, the oldest boat prevailed. Nowhere was this more thrilling to watch than the Gaff III contest between *Sequestor* and *Polaris*. The former is a 32-ft Tahiti ketch built in 1948, owned and skippered by Hans List. The latter is a 34-ft Pumpkinseed gaff sloop, currently owned by the Spaulding Wooden Boat Center in Sausalito and skippered by former owner Tom List — Hans's father. Although *Sequestor* started 15 minutes earlier, as the two boats sailed under the lee of Treasure Island, *Polaris* was coming up fast. Slowly, inevitably, *Polaris* drew even with *Sequestor*, then a bowsprit ahead, then a boatlength — all within the last 100 yards. Just before they finished, a large cheer went up from the old boat. A hundred years old and still winning. Take that, carbon fiber!

— latitude/jr

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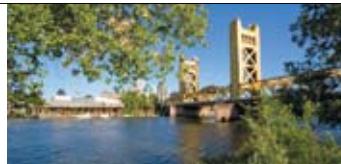


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BOATYARD TOUR

If you're a wooden boat-lover, here's a little tip: Run around to various Bay Area boatyards in mid-May to see some of the Bay's more interesting examples of the breed getting ready for the annual Master Mariners Regatta at the end of the month. Although unintentional, our annual foray through the boatyards yielded an abundance of woodies — some prepping for the race, others simply (or, rather, not-so-simply) catching up on delayed maintenance.

Every boat may have a story, but it's the people behind the boat that make a story interesting. And everyone we spoke to that day in May had a tale to tell — like the sailor who loved to help others but, in the end, needed the 'kindness of strangers' to get his own boat launched; or the young couple working hard to live their dream of returning to her homeland by boat; or the family of 12 siblings who sails — and restores boats — together; or the salvation and resurrection of a former champion by a team with a vision.

Though their stories may differ, all the sailors we spoke to had one thing in common: a passion for their boats. From production boat to custom-designed work of art, each vessel boasted an owner who loved her fiercely. We all know that a boat isn't the most fiscally sound investment, but we'd wager that not a single sailor in this article could care less.

— **latitude/ladonna**



Albatros, Atkins Eric — Most folks like to get in and out of the boatyard as quickly as possible. But sometimes a lengthier haulout is necessary, as was the case for Mike Curray's *Albatros*. She'd been on the hard for six months!

"I live in San Diego," Mike explained, "but we've kept her in San Rafael for the last 10 years or so, which was probably too long — the freshwater wasn't good for the wood."

In fact, Mike and his wife Gisela have based *Albatros* out of the Bay Area off and on for the last two decades, in between cruises to such far-flung ports as New Zealand, the Marquesas, Polynesia and Hawaii — a "little" 10,000-mile loop. "We didn't go as far as we'd have liked," Mike said, "but we had to keep coming back to work."

And Mike is clearly unafraid of hard work — during this haulout, he'd already added 26 sister ribs, rehung the rudder, and recaulked most of the boat. "I'm going to paint her white again, too, because varnish is too hard to maintain," he said. "It's all just your basic restoration of a 40-year-old cruising boat."

— GOOD OLD BOATS



Solitude, IOR 12-meter — "I get by with a little help from my friends." So go the lyrics of a Beatles tune, and so went the haulout story of Edwin Campbell.

Edwin, a boisterous South African who's been living in the Bay Area for the last six years, has been sailing since he was a kid. In his early 20s, he left Cape Town on a steel Roberts 45 and cruised up the east coast of Africa, across to Madagascar, the Seychelles, Mauritius, Reunion and then back to South Africa. "Now that I'm 43 years old, I finally get to do my own shit again," he chuckled.

Two years ago, Edwin found *Solitude* "rotting up in the Delta." According to him, the one-off aluminum IOR 12-meter is "rumored to be the one and only IOR boat Bill Lapworth drew." Built in San Diego in 1976, *Solitude* needed a lot of work get her sailing.

But before he could work on his boat, Edwin had to help everyone else in the yard. "I have a problem," he explained. "I love to help people, especially when I see them doing something wrong!"

"That's me," said Joe Rothwell, one such recipient of Edwin's goodwill. He and several other DIYers were lent a hand by Edwin so, when the chips were down, they paid back the favor in spades.

Edwin (shown center) had to launch the day we met him and wanted to be on his way to Ensenada the next, so a work party formed and the group of able-bodied seamen got busy. Last we heard, Edwin slipped under the Gate on schedule — thanks to a little help from some new friends.

Little Packet, 33-ft Lester Stone — Of all the fabulous wooden boats we saw during our tour, none had a more distinguished lineage than Dick Wrenn's *Little Packet*. Built in the Stone Boat Yard in 1958, she was one of just a handful of boats designed by Lester Stone himself. "He built her for Chris Jenks, the commodore of St. Francis YC in 1958," Dick said. "She was their flagship that year and was even on the cover of the menu."

He went on to detail how she came by her name. As the story goes, when Stone presented Jenks with the design, Stone said, "Isn't this a nice little packet?" Jenks agreed. Dick went on to detail that Jenks had local legend Hank Easom haul her out every year for maintenance.

"When I bought her from Chris in 1971," recalled Dick, "she was in perfect shape." Consequently, the amount of work he's had to do on the mahogany-on-oak sloop is minimal, compared to boats that have been neglected. "Maintaining a boat is a lot easier than bringing it back up."

Some might think that keeping such a beautiful boat in top condition would limit on-the-water time. Not so with Dick, who's retired. He's often seen sailing the Bay aboard the Berkeley-based *Packet*. In fact, this haulout was for a "shave and a haircut" in preparation for the Master Mariners Regatta. (Coincidentally, *Latitude 38* was *Little Packet*'s sponsor for the race this year.) He also found the time to cruise the Sea of Cortez in the early '80s, where he came home with more than a tan.

"I met a Swiss woman," he said with a sly grin. At that moment, the lovely Barbara Widmer walked up bearing cool drinks. "She came sailing and never left." Hard to blame her.



BOATYARD TOUR

ALL PHOTOS LATITUDE / LADONNA



John T. Sinbad ketch — Brother and sister duo, Alex and Ariane Paul, feel a familial bond with their 41-ft Winslow-designed Sinbad ketch *John T.* "Our mom and stepdad, Pierre Vawter, were in a relationship before she married our dad," Ariane detailed. "Around the time we were born, Pierre built *John T.*, so we sort of feel like she's a sibling."

Vawter was a boatbuilder by trade, having worked for Hugh Angleman for a spell, and when his father — well-respected architect John T. Vawter, for whom the boat is named — became ill, Pierre built *John T.* "It was something for them to do together," Alex said.

Pierre sold the boat a decade or so later to a gentleman who singlehanded her all over the Pacific. The family kept in touch and, when the solo sailor was ready to sell in 1994, Alex and Ariane bought her back.

Over the years, the siblings have done what time and budget would allow to refit *John T.* Thankfully the Douglas fir on double-sawn oak-framed construction is fairly bullet-proof, so she hasn't needed much work. During this latest haulout, they'd planned to refasten some butt blocks, install a new cutlass bearing, paint the boat and fancy the name.

But as soon as she cleared the water, it became obvious that their Alameda marina has an electrolysis problem. "The stem fitting has been nearly eaten away," said Alex, who hails from Arroyo Grande. The new bronze replacement fitting set them back a few days but they hoped to be back in the water in time to make it to the Master Mariners raft-up.

As for *John T.*'s future, Ariane, who lives just blocks from the boat's Alameda slip, hopes to one day take her cruising. "I don't have the big dreams," she said, "I just want to get to Mexico."

Bamboleiro. Ranger 33 — When a boat is sold in a lien sale auction, it's typically in such sad shape that many people can't see the beauty lurking underneath years of neglect. Such was the case with an unloved Ranger 33. The new owner began cleaning her up but soon realized it was a bigger bite than he wanted to chew.

Enter Carl Johnson and Cristina Revilla. Having learned to sail at Cal Sailing Club after moving to Oakland two years ago, Carl, who works in the biotech industry, and Cristina, who teaches Spanish to adults, were eager to find a boat that could, eventually, take them places. Specifically to Cristina's homeland of Spain. We didn't ask them how much they paid for *Bamboleiro*, but generally speaking, boats with missing booms can be had for a song.

The couple are clearly unafraid of hard work, as they've done just about everything to their boat that Don Casey recommends (*Good Old Boat* has been their Bible during the refit). In the 1.5 years they've owned *Bamboleiro*, they've stripped and painted the mast, found a new boom, built new spreaders, replaced the standing rigging and lifelines, installed new portlights and painted the house and deck.

When they hauled out two days before we met them, they'd only expected to paint the topsides and do a quick bottom job. Unfortunately, they found that the rudder was waterlogged and a 'smile' had formed on the trailing edge of the keel. "We're probably looking at another couple weeks," Carl said with a smile of his own. In fact, neither of them seemed able to stop grinning while talking about their boat. If they can make it through such a grueling refit with such terrific attitudes, we have no doubt they'll get wherever they want to go aboard their resurrected beauty.



— GOOD OLD BOATS



Magic, Bear Boat #65 — The Maloney family just can't seem to stay out of the boatyard — or *Latitude*, for that matter. Constant readers will recall the story Tim (right) wrote for April's *Sightings* about his family's restoration of Bear Boat #9, *Panda*. That intensive project took three long months with the 12 Maloney siblings pitching in.

Thankfully, *Magic*, which is berthed in Berkeley, was only slated for a quick bottom job for this haulout, in preparation to defend her title in the Master Mariners Regatta. "We won last year," explained Tim, who will be skippering *Magic*, "but this year, because we're racing both boats, the experienced crew is spread thin." Brother Daniel (left) will be helming the Sausalito-based *Panda* in her first Master Mariners.

In fact, eight Bears have entered the race, earning the design its own class. But even though the Maloney family's entries make up 25% of the class, they aren't taking anything for granted. "We got lucky last year," Tim said. Indeed, the competition in this year's Bear fleet is fierce thanks to an increase in the boat's popularity.

"In the past few months, the Bear group has been gaining momentum," said Daniel, who went on to note that folks are becoming more active on the Bear owners internet forum. "To really get things moving, we need a core of people who are of the same mind."

"Yeah," snorted Tim. "Nuts."

Adventure, Catalina 36 — Pharmaceutical engineer Klaus Weisenberger is a self-proclaimed "happy daysailor." The Rockridge resident, who grew up all over Europe, has been sailing his entire life. "I'm a Euro-kid," Klaus explained. "You could move freely between countries so we sailed the English coast, up to Holland and Germany, down to France, then to the Mediterranean."

After moving to the U.S. about 20 years ago, Klaus and his wife Julie lived in Pittsburgh, PA, for about a decade. "It's a nice city but there's no saltwater," he laughed. After moving to the Bay Area eight years ago, Klaus spent time perusing the pages of *Latitude* in search of a good Bay boat. He found it three years ago in *Adventure*.

"Sailing on the Bay is very interesting," he noted. "There are so many variables — one day it's smooth and the next day everything is different." Klaus singlehands most of the time because of one of those "interesting" days.

"Julie grew up in Nebraska," he explained. "There's no water there so anything that's slightly rolly is scary to her. I took her out one day and it was a little windy. That was it for her." So even though his wife doesn't join him on his frequent daysails, his two daughters — Hanna, 16, and Emma, 13 — do every now and again. "Hanna has too many other activities, so she doesn't come out very often, but Emma, who's autistic, loves to just sit on the boat."

When we met him, Klaus had been hauled out for a couple weeks while the yard fixed some blisters and the ubiquitous 'Catalina smile' at the leading edge of the keel. "I'm just buffing out the topsides," he said. In fact, the blister repair is the most work *Adventure* has needed since he bought her. Which makes this "happy daysailor" even happier.



BOATYARD TOUR

Petrified. Half-Tonner — When local Flying Dutchman booster Zhenya Kirueshkin-Stepanoff had a whim to broaden his horizons into the world of keelboats, he bought a little quarter-tonner that his crew, Kurt Hemmingsen, thought was perfect. But Cree Partridge of Berkeley Marine Center thought differently.

"You want a keelboat, let me show you a keelboat," he told Zhenya.

Cree took the unsuspecting Zhenya over to Berkeley Marina to look at a half-tonner that had been through the lien sale process twice without being bid on. At Cree's urging, Zhenya bought *Petrified*, a Gary Mull design that won the 1977 Half-Ton NAs under the guidance of the always-controversial Tom Blackaller. When Cree heard the news that the sale was final, he told Zhenya, "Gotcha!"

Petrified wasn't in a happy state — one can imagine her condition if she didn't get a single bid at two lien sales — but Zhenya believed the initial haulout would last a week, two tops. That was six months ago.

"She's cold-molded with red cedar," said crewman James McVaney (shown

holding his favorite tool: the grinder) when he gave us a tour of *Petrified*. Zhenya explained that the fiberglass on her transom peeled off in whole sheets during the painting prep, and that the hull to deck joint needed to be re-glassed as well.

But that wasn't the worst of it. At the beginning of the refit, Zhenya said that if Cree couldn't get the old Ferryman engine to run, he wasn't going to invest another nickel. Cree insisted it wasn't a problem.

Boys being boys, they made a wager — "one that would hurt," laughed

Zhenya. If Cree fixed the engine, Zhenya would have to say "Cree, you're always right" every time they met. If the engine stayed dead, Cree would have to say the same to Zhenya. Six months and \$15,000 later, *Petrified* is still without a working engine.

And Zhenya couldn't be happier.



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DELTA CRUISING:

The Delta is a big place. With its 1,000 miles or so of sun-soaked navigable waterways, it's ripe for exploration and discovery. Sadly, most Bay sailors never take the time to poke around the tules.

Late last year we had a crazy idea: why not create a rally to encourage Bay sailors to discover everything the Delta has to offer? Support for the concept was overwhelming and the Delta Doo Dah was born. We suspected the response from readers wanting to get in on the fun would be positive but it exceeded all our expectations when, within 48 hours of posting an invitation to join on *'Lectronic Latitude*, all 30 available spots were spoken for.

Why did we cap the event at 30 boats? Although we knew some folks would be disappointed at not being able to participate, we felt it was important to keep the inaugural fleet small so that we could get a feel for what the event might become and how to accommodate all those who'd like to tag along. Next year we hope to increase the number of available spots.

Our ultimate goal for the Doo Dah is to expose folks to all the local cruising possibilities available to them. Instead of flying the family to Disneyland . . . again . . . why not explore your own backyard — and save some money while you're at it? This writer and her husband cruised the Delta for a week last year and spent under \$100 (not including provisions).

Even if you spent every night in a marina, frequently ate at the Delta's fantastic restaurants, and generally lived

SURF THE DELTA

Delta Doo Dah

www.deltadoodah.com

Delta Chamber of Commerce

www.CaliforniaDelta.org

Discover the Delta Foundation

www.discoverthedelta.com

California Dept. of Fish & Game

www.dfg.ca.gov



quickly, load up your boat with some food, sunscreen and bug spray, and get your butt up-Delta!

THE DIRT ON DRAWBRIDGES

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



the 'high life', you'd still come out richer — both financially and psychologically — than with most family vacations.

So instead of sitting in your slip this summer, dwelling on the fact that the entry list for the Doo Dah filled so

but are intimidated by the unknown, we've compiled a list of "must haves" for any Delta cruise:

- A current Bay and Delta chartbook. Many of the depths listed on the less-traveled sloughs are older than your par-

ents, so don't assume a lot of accuracy, but most main channels are regularly dredged to certain depths.

- Franko's Map of the California Delta and/or Hal Schell's Delta Map and Guide — both are widely available 'up-Delta'. Have a local circle their favorite anchorages and fishing holes on it.

- Lots of reading material. If you can, try to find copies of the long-out-of-print *Dawdling on the Delta* by the late Hal Schell, Robert Walters' *Cruising California's Delta*, or Erle Stanley Gardner's *Gypsy Days on the Delta*. And be sure to pick up Carol Jensen's new book, *The California Delta*, for an historical view of the area.

- A good tide book. Not only will it help you know when to travel — always move on a rising tide . . . *always* — but it also gives you contact info for bridges.

- A working depth sounder and a little patience — most keel boats touch ground at least once on any Delta trip, so don't be embarrassed. If you traveled on a rising tide, you'll be off soon enough. If you

ROLLIN' ON THE RIVERS



Not much beats dawdling on the Delta. A good book, some sunscreen and a little shade is all you need for a great vacation.

don't have a depth sounder, you can get by with a lead line, which certainly fits with the ambience of the region.

- A good stern anchor with plenty of rode. Most rivers and sloughs are too narrow to swing on a bow anchor, so you'll need to polish your Delta anchoring technique. Here's the skinny: Find a tree, piling or big stump on shore. Motor slowly toward your *objet du désir* while dropping the stern anchor and paying out the rode. Depending on your draft, you may have to hop in the dinghy to take the bow line to shore. Most folks pull the boat close-in for easy access during the day, then pull back out when the bugs show up for dinner.

- Inflatable dinghy with a good-size outboard for side trips up the more shallow sloughs. This isn't a must, but it can make the trip really special.

- Solar panels. You likely won't be running your engine a lot, so you'll want to make sure your house batteries stay topped off. A small panel will do the trick for the house bank, and there are compact 'panels' available for iPods, PDAs and cell phones.

- Sunscreen, the higher the SPF the better — and don't forget a couple tubes of 15+ SPF lip balm (they're easy to lose). The Delta sun can be brutal, and high summer temps will keep you out in the sun most of the day.

- Bug spray, netting and swatters. Mosquitoes are voracious feeders and you don't want to be the main course. Some Bay Area sailors question this commandment, but just trust us on this one, okay?

- Lots of hot weather clothes — shorts, bathing suits, tank tops — but don't forget a light jacket and a pair of pants for the odd cool evening.

- Wide-brim hats, and lots of 'em.

- Good quality but reasonably priced sunglasses. Why? Because, with all the time you'll spend in the water, you won't be too bummed out when you sacrifice your shades to the river gods.

- Windscoops. Need we say more?

- Boat shade. Anything from the ubiquitous blue tarp to a custom-made deck

- awning. You'll live under it.

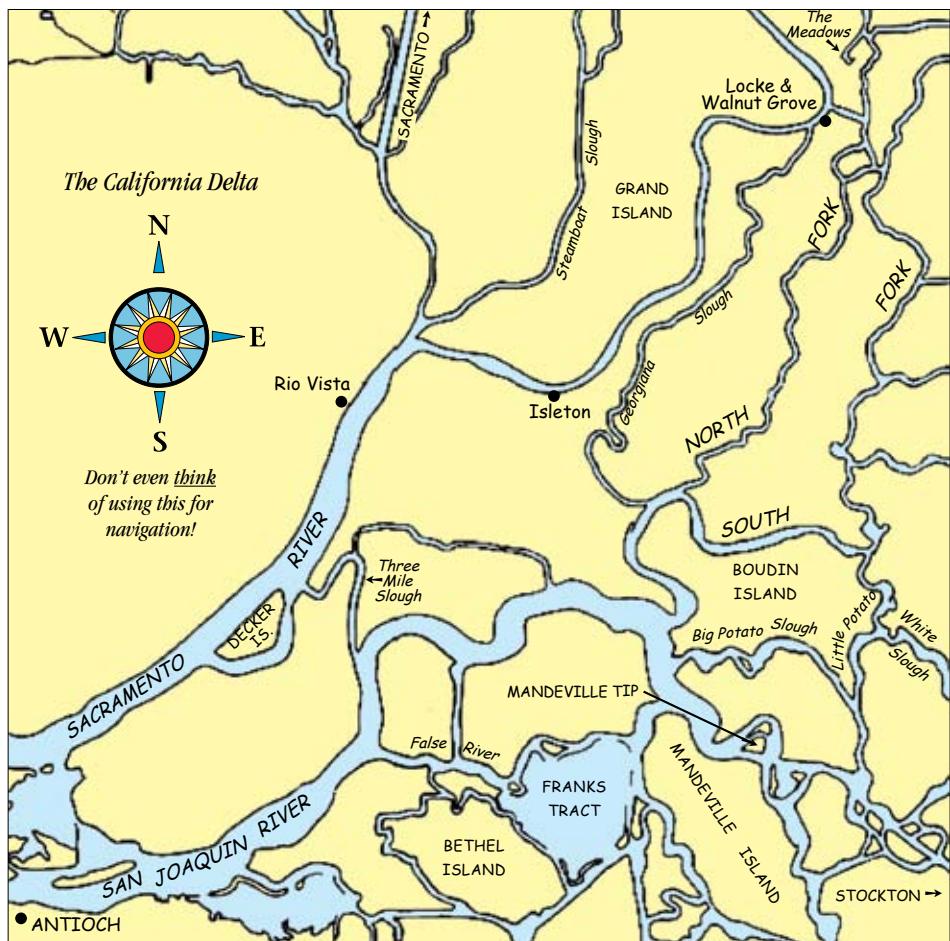
- Water toys, inner tubes, air mattresses, inflatable kayaks, water cannons, windsurfers and/or sailing dinghies are nice. Bring one of each!

- A hammock, comfy boat cushions and a stack of beach towels.

- A digital camera. If you don't have one already, suck it up. You can pick up a really decent pocket digital for \$100. Just be sure to set the photo quality and size to their highest settings for the best results.

- Fishing license and gear. Nothing tops off a great day better than dinner you caught yourself. Striped bass, sturgeon, catfish, crawdads, steelhead and, our personal favorite, crappie (yes, we're *that* juvenile) can be snagged upriver. Whatever you do, don't take your chances poaching. A license is just \$41 (plus \$6 for the Bay/Delta stamp) while the fine for getting caught poaching is \$760. That could ruin anyone's vacation.

- Ice, ice, baby! Hot summer days just aren't the same without ice-cold beverages. If you don't have refrigeration, there are plenty of spots to pick up ice along the way.



DELTA CRUISING

WHAT'S DOIN' IN THE DELTA

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

Fourth of July Fireworks and Doin's

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

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

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

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

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

• Suisun City — A signature family event

But the most important item to pack is your sense of adventure.

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

Other Doin's to Mark On Your Calendar

• June 6 — Al the Wop's Annual Chili Cook-Off in Locke. Chili and beer seem strangely at home in this tiny historic Chinese town. Starts at 11 a.m. Info, www.locketown.com.

• June 19-21 — Whether you call 'em crawdads, crawfish or crayfish, these little bugs sure are tasty! Eat your fill at the wildly popular Isleton Crawdad Festival, www.crawdadfestival.org.

• July 12-Aug. 27 — Suisun City's Sunday Waterfront Jazz Series. Concerts from 3-6 p.m. every Sunday on the Harbor Plaza. Info, (707) 421-7309 or www.suisun.com.

• July 11 — Taste of the Delta. Wine and food from Delta restaurants and wineries, live and silent auctions, and live music. Held at KOA's Tower Park Resort in Lodi, 1-4 p.m. Info, www.tasteofthedelta.com.

• July 25-26 — On your way up to or back from the Delta, stop by the Benicia Fine Art, Wine and Jazz Festival. Info, (707) 745-9791.

• July 26 — Courtland Pear Fair. If you like pears, you'll love all the pear-oriented food & drink. Info, www.pearfair.com.

• Aug. 11 — Petaluma Waterfront Jazz Festival. Spend the day enjoying jazz and fine wine. Info, www.petalumachamber.com.

• Sept. 12-13 — Pittsburg Seafood Festival at Pittsburg Marina. Sample tasty treats from over 40 vendors while listening to live music. Info, www.pittsburghseafoodfestival.com.

• Sept. 17-20 — Lodi Grape Festival & Harvest Fair. Celebrate everything grape as they've done since 1907. Info, www.grapefestival.com.

• Sept. 19 — Delta Blues Festival, 12-7:30 p.m. on the Antioch waterfront, free. Great boatin venue! Info, www.deltabluesfestival.net.

• October 3 — Suisun City Waterfront Festival at Harbor Plaza, 10 a.m.-5 p.m. Info, www.suisun.com.

raft-up of sailboats flying bright yellow burgees, c'mon over and say 'hi'. Who knows — next year you might be flying your own yellow burgee.

— latitude/ladonna

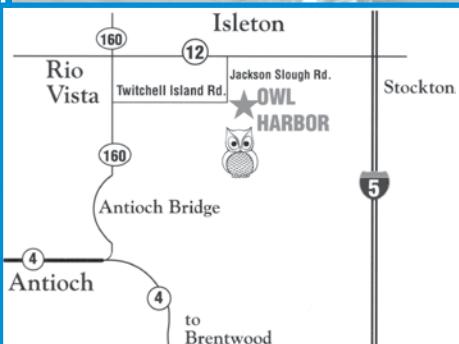


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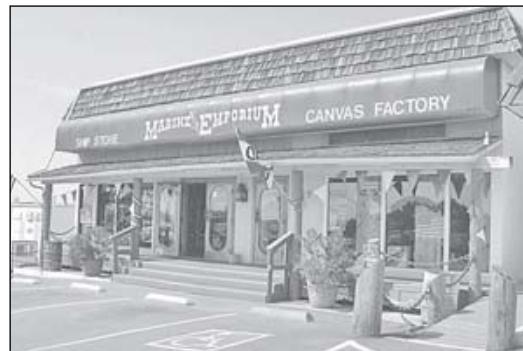


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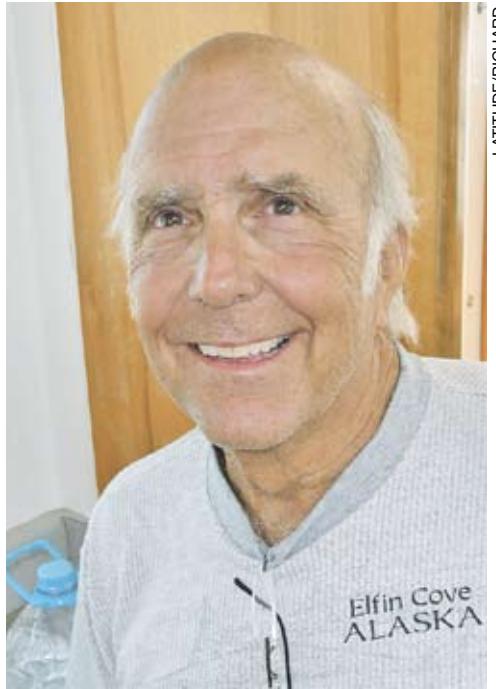
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PETER CARR —

Peter Carr is a modern day vagabond. Even though he's 70 years old, he just keeps moving on. And ironically, for



One if by land, two if by sea, Peter Carr may be 70 years old, but he likes to just keep adventuring.

a man who grew up not liking sailing, he spends six months a year traveling around North America with and aboard *Kai Lani*, his F-31 folding trimaran. Although he's no longer a kid, he's more into adventure than luxury.

During his youth, Carr grew to dislike sailing as a result of overexposure. A little family history will help explain why. Carr's grandfather was Stanley Barrows, who moved out to the West Coast from Chicago and, according to Northern California yachting historian R.C. Keefe, was very much "a mystery man." Barrows made a lot of money, lost a lot of money, then made a lot of money again. But nobody could figure out how or why. According to Keefe, in 1930, at the height of the Depression — "and it was a real depression,

not what we're having now"

— Barrows purchased the 66-ft ketch *Dragoon*. This was a big deal,

because the economy was so far down the toilet that there wasn't much yachting going on. But by '36 Barrows was broke, and was forced to sell *Dragoon* to Ronald Coleman, a famous actor of

that era. Barrows surprised everyone by coming back into money just a few years later. In fact, enough money to order a big powerboat from the famous Stephens Brothers yard in Stockton. He also bought the Six-Metre that had belonged to racing legend Briggs Cunningham. But even that wasn't enough. In '39, he went to the East Coast and bought the proper yacht *Mañana*, a 100-ft John Alden schooner. After starting out for the Canal and the West Coast with her, Barrows learned that the Canal had been closed to yachts because of the war. *Mañana* ended up somewhere in South America, where she was sold. But Barrows wasn't to be denied his yachting fix. Later in '39 he acquired the 70-ft motorsailor that once belonged to Cliff Mallory, "the dean of yachting on the East Coast." After being taken over by the navy for World War II, she was lost on the rocks near Monterey.

Long before the war, one of Barrows' two lovely daughters married Dr. Jessie Carr, who would eventually become the head of the San Francisco Health Department. Like his father-in-law, Dr. Carr was a sailing enthusiast. In '37, he built the first Farallon Clipper, which he christened *Pattita II*. He would own her for 20 years, and in '46 she became the flagship of the St. Francis YC. Dr. Carr had two sons. The first was Larry, now 77, who was a very active racer in the '60s and '70s with *Lightning*, a 57-ft S&S design that was built by Stephens Brothers, and later the Swan 44 *Bandit*. The other son was Peter Carr, Larry's younger brother.

"I was born in San Francisco," says Peter, "and because both my father and grandfather were big sailors, I had to go sailing way more often than I wanted to. In fact, it seemed like every weekend. I was seven when my dad launched *Pattita*, and he and his friends would take me out with them. And when they raced, they raced hard. In all the years he sailed on the windy Bay — he didn't sail outside

the Gate — he never reefed. Not once! There were times we'd be knocked over so far that the water would

"Because both my father and grandfather were sailors, I had to go sailing more often than I wanted."

pour down the companionway and into the cabin. But he still wouldn't reef. But he eventually added some lead ingots to the bilge to keep from rounding up so often."



Sailors were a heartier breed back in the '30s, '40s and '50s, not having all the comforts we have today. "All I had to wear when my dad used to drag me out sailing every weekend was a T-shirt and a pair of pants," Carr remembers. "And since I was just a kid, I'd often end up on the cockpit cabin sole, with the rest of the crew's legs over my head. I have many memories of lying in that cockpit, half-filled with water, soaked and freezing to death. When we got back to the dock, we'd change our clothes and put our wet clothes in the sail drying room, have dinner at the club, then go home. Then we'd do it the next weekend and the next weekend and the next weekend."

When Peter was finally old enough to leave home, he moved inland. "I'd watched a lot of cowboy movies during my youth, and it looked like a great life to me. So like my friend Barry Stephens, of the famed Stephens Bros. yard, who would later own the famous Rhodes 55 *Rowena*, I went to northeast California

SON OF A SON OF A SAILOR



LATITUDE/RICHARD

where for the month of July. Many times it was to the waters of British Columbia. "I know every nook and cranny up there."

Another big milestone in his life occurred in '98, as he retired, and turned to what he calls the "gypsy life" full-time. Before long, Susan, then Peter's wife, grew tired of all the travelling and they separated. But Peter got into the life even deeper. In order to keep traveling when he wasn't sailing, he plunked down \$120,000 for a 35-ft RV "with all the trimmings." Originally, he was going to tow the F-27 with the RV, but that turned out not to be practical. "I figured I would use the RV for two years, by which time I would have had my fill," he says. "But I've still got it, and she's now got 120,000 miles on her. It works out that I travel almost all the time, about six months of it with my boat, and about six months of it with my RV."

"It doesn't have to be an expensive way of life if you don't spend money on things you don't need," Carr maintains. "Over the years, I figure I've pulled my trimarans — he now owns the F-31 *Kai Lani* — tens of thousands of miles. "I tow my current boat with a Tahoe pickup, and get about eight miles to the gallon. But if you're towing a boat to use the boat somewhere for months, I've found that gas just isn't that big an expense. And in all these miles, I've only stayed in a motel three nights. I usually stay in a Wal-Mart parking lot, or pay \$20 for a space in an RV park, or just pull off the side of the road. In Alaska, Canada and many other rural places, you can just pull off the road and nobody cares. The only incident I ever had was in the mountains of Mexico. I heard a noise and thought it was my ladyfriend getting

This F-31 is Chuck and Elaine VanderBoom's 'Boomerang', a near sistership to Carr's 'Kai Lani'.

Sandy and Peter aboard 'Kai Lani' in La Paz in early April. They were each singlehanding up in British Columbia when they met.

and bought a ranch. Barry and I had some fun times up there. He was a wild guy. He used to ride his mule into the bar in Haden and get into fights just for the fun of it. But he was a great guy."

Carr quickly learned that the cowboy life wasn't as it was portrayed in the movies, and that he couldn't make any money raising cows. "So I started buying beat up ranches in Sutter and Butte counties," he remembers. "Back in the early '60s you could buy 200 acres on a trout stream for \$25,000. I fixed up my first ranch property and sold it nine months later for twice what I'd paid for it. Then I got into almonds and stuff like that."

The funny thing about kids who hate sailing because their parents drag them out on the water every weekend is

that many of them later develop a strong desire to go sailing again. Peter was one of these. "At age 35, I really started to want to have a boat of my own, but I couldn't afford one. I had to settle for reading about sailing in *Latitude 38*. But I eventually managed to buy a Hobie 16, and a few years later I moved up to a Hobie 18. But the big change in my life came in the early '91, when I bought the F-27 folding trimaran *Trust Me*."

Beginning in '91, Carr started trailering his F-27 to Mexico for six weeks in the winter. In fact, he's sailed in the Sea of Cortez almost every winter for the last 18 years. When the six weeks were over, he'd trailer the tri home, work for awhile, then trailer *Trust Me* some-



LATITUDE/RICHARD

PETER CARR —

up to take a pee. "You okay?" I shouted. It was actually a Mexican guy who had climbed on the boat. He must have been so shocked by the sound of my voice because he fell off the boat!"

Carr also notes he's able to live less expensively since he's become a resident of Texas — by mail, if we understood him correctly. "It means I don't have to pay state income tax, property tax and high insurance rates." He's also a member of Escapees RV Club, which handles all his mail and pays his bills for \$25 month. The club also has 24 campgrounds with low rates.

Over the years, Carr has hit all the West Coast spots with his F/27. "I've done all of the Bay Area, the local rivers, the Delta, Tahoe, British Columbia, Port Angeles to Glacier Bay, Alaska, and some of the west coast of Vancouver Island, too. I also trailered my 27 to the Chesapeake Bay and to the Bay of Fundy on Canada's East Coast. In fact, I was there on 9/11. And let's not forget the Caribbean. I trailered *Trust Me* to Cancun, Mexico, and after launching her, cruised down to Guatemala's Rio Dulce — and then sailed back again."

It doesn't matter if you're talking about the 27 or the 31, Carr thinks they are both great cruising boats capable of handling even the rough weather that can be found on the west coast of Vancouver Island, in the Western Caribbean — and even in Maine. "One time I was reading a book while broad reaching the F/27 out of Bar Harbor, Maine. I was doing about 12 or 13 knots, not really paying attention, when suddenly I realized that it was blowing over 25 knots. But the autopilot was handling it just fine. Both the 27 and 31 are very seaworthy, safe and comfortable. The 31 is much more powerful, of course, and gets going faster sooner. She's more stable, too, but even the 27 is plenty stable. It's funny, I never really needed a knotmeter with the 27 because the daggerboard always started humming at 10 knots. I'd say the 31 is about 15% faster in most conditions, and I feel comfortable sailing her up to about 15 knots of boat speed. Both boats are pretty dry — until you start sailing to weather in the short, steep stuff. Then they are both really wet!"

One of the biggest drawbacks Peter



Peter aboard his Port-a-Boat. Although odd-looking, he says it planes easily and is easy to lift aboard by hand. The only drawback is, unlike an inflatable, it doesn't have enough stability to allow you to pull yourself aboard after diving.

has found on both boats is that the main can be very difficult to raise. As a result, he doesn't use the main that often — and doesn't feel that he needs to. "I've found that the only time you really need the main is when you're going to weather. So if I'm going to be on a reach, I'll just put up a jib or two, and I'll cruise along at 12 to 14 knots. The main just doesn't help that much unless you're sailing upwind."

Carr's F-31 is one of the very few with an inboard diesel. "She motors pretty well, too. She'll easily do six knots at half the maximum RPMs and hardly burns any fuel. I've been down here in the Sea of Cortez for two months, and we still haven't used all of the 10 gallons of diesel I started with."

One of the more recent big changes in Carr's life took place in '06. "I lost my outboard coming into Bella Coola, British Columbia, which is famous for only being accessible by water or via a 20-mile-long gravel road that has an 18% grade. They don't let anyone drive rental cars in or out, so I had to wait for a new Honda outboard to arrive from Vancouver. One day I was standing around on the dock when in the distance I saw a kayaker headed toward me. Mind you,

Carr thinks that the F-27 and the F-31 both make great cruising boats.

Bella Coola is really in the middle of nowhere. The person had blonde hair and was wearing a pink jacket. I figured it was some college rower. It turned out

to be Sandy Taylor, a 65-year-old grandmother from Alberta, Canada. She was doing a five-day, 100-mile, open ocean kayak trip, and had been sleeping on the beach at night. I'd kinda sworn off women and had been singlehanding for years, but I found her to be a very interesting woman, so I invited her to lunch. We hit it off pretty well, so before lunch was over I suggested that she meet me in Loreto in the fall to cruise on *Trust Me*. The thing that made me think

it might work out was her reaction upon stepping into the cabin of my 27-footer — which has a smaller cabin than 27-ft monohulls. "My god!" she said, "there's so much room in here!" Sandy and I have been together ever since. Well, together in the sense that we spend about eight months a year doing stuff with each other. She spends the other four months with her children and grandchildren, in hostels, skiing, sea kayaking and stuff like that. She lives on almost nothing, too, and has a great time doing it."

Getting into a relationship with Sandy is the only reason Peter moved up from a F-27 to a F-31 in 07. "The F-27 actually has more storage space than the F-31, but it didn't have a bunk big enough for Sandy and me to sleep together, and I didn't want to sleep alone." While on a sailing adventure near Juneau, Peter bumped into a world-class photographer who became enchanted with the idea of traveling around on a trimaran — specifically Peter's F-27. Carr told him that his boat wasn't for sale, but that he'd help him search for one on the Internet. They found an F-31 for sale in Florida for just \$58,000, a little more than half of what most F-31s sell for. What's more, she was really equipped for cruising — Yanmar inboard, watermaker, hot and cold running water, refrig/freezer, radar, solar panels, full electronics and just about everything else you could ask for. One thing led to another, and Carr bought the 31 sight unseen after he sold his 27 to the photographer.

"Never buy a boat sight unseen," is Carr's verdict of the experience. There weren't any structural problems, but there were countless little things wrong with the boat. For example, he had to re-

SON OF A SON OF A SAILOR

wire the entire boat and all the systems. But having put a lot of work and money into her, he's now got the 31 just the way he wants her. And he's totally happy with the trimaran concept. "I wouldn't take a monohull if you gave me one. These trimarans are just way too fast, too fun to sail, and too stable to want anything else. We also have room to carry two kayaks and a Port-a-Boat dinghy. The interior is tight in colder climes, but in the tropics and in warm weather, there is tons of living space."

But it's not as if Peter and Sandy have limited themselves to warmer climes. Last year they trailered *Kai Lani* to Great Slave Lake, which is not only north of Edmonton, Alberta, but north of the Arctic Circle! It's a 250-mile long lake, with 10,000 miles of uncharted waters. It would rain for a week and then be cold for a week. You wouldn't think there would be many sailboats that far north, but the Yellowknife YC has some

40-footers. Sandy and I thought we'd be all on our own up there, but we weren't. There's actually a lot of air traffic, so ev-

*"My God," Sandy said,
"there's so much room inside this trimaran."*

erybody knew where we were and what we were doing. And what great people! The folks in Yellowknife fought over who got to feed us and put us up. They also got us cheap air tickets normally reserved for locals. It's great up there. If I'm not mistaken, it's against the law to pass a disabled vehicle in the Northwest Territories."

As mentioned before, one of Carr's earlier trips with the 27 was along the East Coast and up to Canada. He really enjoyed sailing past the Statue of Liberty

and along Manhattan. But at the time of the 9/11 attack he was in Canada, and wasn't allowed to sail back into the States. So he trailered the 27 home through Canada, and then down through the national parks in Montana, often passing through snow. Peter and Sandy are now looking at doing another East Coast trip, one that would involve going up the Hudson River, to Lake Ontario, and back down the St. Lawrence Seaway. It's a 2,000-mile loop often done by East Coast powerboaters, and involves using 50 or 60 locks.

If anyone thinks cruising with a folding trimaran is a crazy idea, we'll remind readers that Chuck and Elaine Vanderboom of Lake Havasu have also done it with their F-31 *Boomerang*. After doing the '07 Ha-Ha, they cruised mainland Mexico as far south as Zihuatanejo and as far north as San Carlos over a period of seven months. They spent all but seven nights on their tri, and reported that they had a great time. We're not sure if it would be the way Stanley Barrows would do it, but to each his own.

— latitude/rs

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EYE ON THE BAY

The month of May was a merry one for Bay sailors. In fact, we can't remember a spring when we've seen so many folks enjoying themselves so early in the season. Summer doesn't officially begin until the solstice on June 21, yet white sails were as plentiful as whitecaps every weekend of last month.

We wonder if the economy and 'staycations' have something to do with it. Or the unseasonably hot temps in mid-month. Or perhaps it was the logic of unwinding with zero carbon footprint and zero fuel costs. But when you get right down to it, we suspect the usual — folks are out there sailing because it's fun. (You guys are so predictable!)



Every time we saw 'Parachute Woman' last month, girls outnumbered guys and everyone was smiling.

Whether it was racing, daysailing, cruising or brushing the spiderwebs away and getting that crusty old slip

queen out for the first time in years, it was good to see you all out there!

We know there are some among you who need your fun a little more structured. To you we offer two words: Summer Sailstice. This 'happening', now in its ninth year, involves simply making it a goal to go out sailing on June 20 and/or 21. Yup, the Sailstice coincides with the solstice — it's almost like they planned it that way! Not only will you be part of a 'movement' that has taken hold worldwide, but you can compete for lots of cool prizes — and have fun doing it! See www.summersailstice.com, or this month's Sightings for more.



— MERRY MERRY MONTH OF MAY



Dark-hulled beauties 'Tatiana,' above, and 'Aleta,' below, revel in the Bay's famous breezes. Left, future race boat owners practice bellowing. They'll both do well.

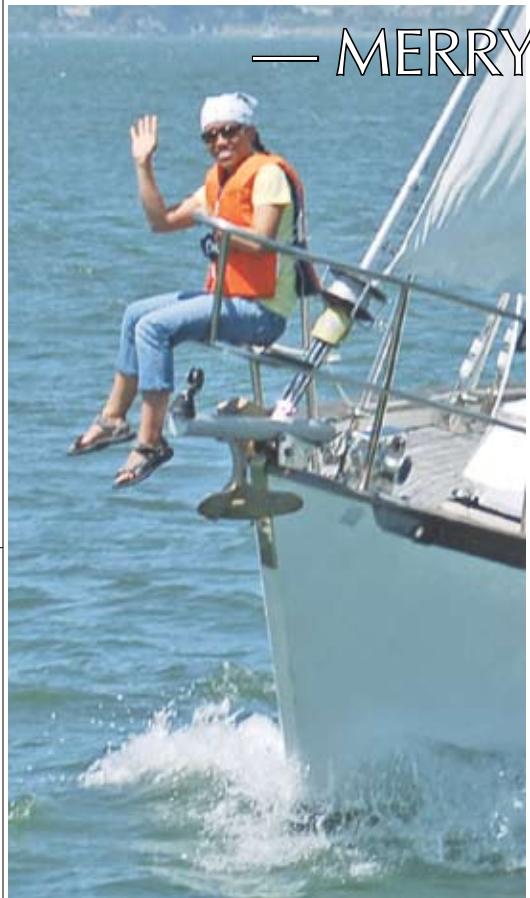
ALL PHOTOS THIS PAGE LATITUDE/ROB



EYE ON THE BAY



— MERRY MERRY MONTH OF MAY



Great days on the Bay (clockwise from below) — Some people fly spinnakers, others fly kids; the hot weekend in mid-May had everyone in shorts and shirtsleeves; Knaary action at the Elite Keel Regatta; the best way to spectate sailboat races — is from a sailboat!; 'Wind Chaser' sails with jumping dolphins all the time; best seat in the house; a warm day, a cold beverage and a sailboat — does it get any better?





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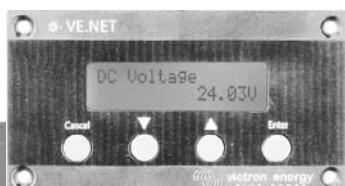
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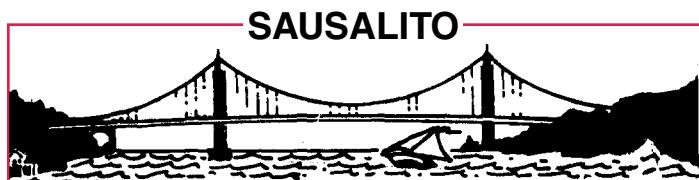
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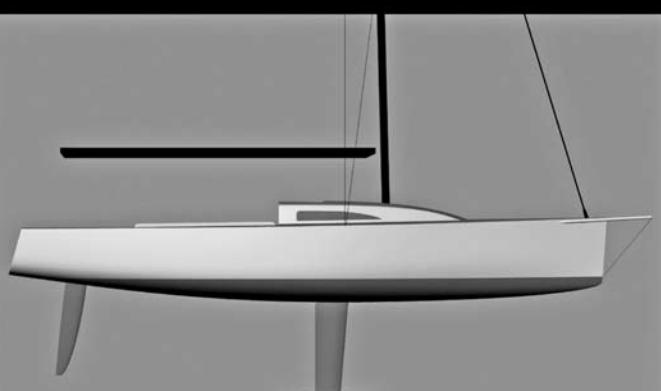
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WELCOME

Lately it seems that we're bombarded with statistics purporting to show the decline of participation in sailing, that nobody is coming into the sport and no boats are being sold. But as we're out and about around the Bay, we keep finding — at least anecdotally — the opposite to be true. It seems every day we're meeting or hearing about someone who's just bought a boat. More impressive than the fact that these people are either trading up or jumping into the fray for the first time, is the fact that a lot of them have big plans for their new toys. For example, five of the new owners you're about to meet are planning on doing a Hawaii race in the not-too-distant future!

And while we only had space to introduce you to five boats, we know of new owners of no less than a: Farr 40, Express 37, Beneteau 36.7, Moore 24, Catalina 22, Vanguard 15, Weta, and foiling Moth as well. We hope to introduce you to them in the not-too-distant future. But for now, here are some people going full-bore with new boats.

Double Trouble, J/125, Andy Costello — After a few years of cleaning up with his 1D35 *Double Trouble* on the Bay, Andy Costello decided last year it



Andy Costello already has sons (from left) Andrew, Nicholas and Sean trained in at least one fundamental sailing skill — hiking.

was time to try something different.

"I'd been wanting to go offshore for awhile," he said. But to do it, he wanted something a little faster. J/125s have won just about every offshore race on the West Coast, so that seemed like a natural call. The only problem was that with only 16 built over their short-lived production run, there just aren't many around.

"I'd been looking for awhile and not

having any luck," he said. So he enlisted the help of Sail California's Norman Davant, who tracked down *Narrow Escape* — soon to be re-dubbed *Double Trouble* — on the East Coast. The boat was originally owned, incidentally, by Pat Nolan and sailed on the Bay under the name *Javelin*; it still holds the monohull record for the Vallejo Race.

Costello — the new car sales manager at BMW of San Francisco — hasn't wasted any time getting up to speed with the new boat. He's won both the Crewed Farallones and Lightship races since splashing her earlier this year. In between those trips outside the Gate and the Vallejo Race, his three boys, Andrew, 7, Nicholas, 5, and Sean, 2 keep him busy for Corinthian YC's Friday Night Series.

"Nicholas gets mad if we don't sail on Fridays," Costello said, laughing. While Nicholas already has a Vallejo Race under his belt, his dad has plans for a race that might be a bit long for him just yet; don't be surprised to see *Double Trouble* in next year's Pac Cup.

Great White, Express 27, Rachel Fogel — Her want-ad on the class website read, "Need E27 this month!"

We wondered, why would one possibly need a boat right away, assuming he or she wasn't trying to escape from the law? For Rachel Fogel, the newest member of the Express 27 fleet, the phrasing was simply a ploy to find a good boat, quickly. And find one she did in the ready-to-roll *Great White*.

"I'd been looking for four months," she said. "I just wasn't finding what I was looking for, which was the best boat I could find."

With the help of fleet members like Jason Crowson, Fogel — a doctor specializing in geriatrics — bought the boat in early January, a couple years after a seven-year hiatus from sailing for med school and a residency.

"The Express 27 fleet has been awesome in every way," she said. "It's a wonderful fleet to join. I learned so much about the boat just from looking at boats with them."



Rachel Fogel, left, and Lori Tewksbury are going all-out to prepare for Pac Cup in 2010.

Fogel — a member of Berkeley YC — plans to sail the boat in next year's Pacific Cup doublehanded with friend and sailing colleague Lori Tewksbury. The two hatched the idea while helping Singlehanded TransPac sailor Jim Fair deliver his Outbound 46 *Chesapeake* home from Hanalei Bay last year.

"During the trip we started to feel like it was something we really wanted to do," she said.

The two have already started racing just about everything with a double-handed division, along with the fully-crewed Spring Keel Regatta in March, when class members rounded up a rock star crew to get her going. Unfortunately *Great White* was T-boned at a weather mark while sailing on starboard.

"He felt terrible, and I was shellshocked," she said. Through that mishap though, she ended up getting in touch with rigger Gilles Combrisson, who had the boat repaired and ready to go in two weeks and has been helping her ever since. Since then she and Tewksbury have been out almost non-stop as part of their Pac Cup preparations. The T-boning did mean they missed the Island YC's Doublehanded Lightship race, however.

"We offered to return her entry fee," said the IYC's Dawn Chesney. "But

TO THE PARTY



being that the race is a fundraiser for United Cerebral Palsy, she told us to keep her check and add it to the donation!"

Trunk Monkey. Mumm 30, Skip and Jody McCormack — In her first singlehanded effort, Jody McCormack pulled off a kite set, gybe, douse and a jib change, all without an autopilot — unless you consider a sail tie rigged be-

Jody and Skip McCormack are Kaneohe-bound. With the arrival of their Mumm 30 'Trunk Monkey', the days of boat borrowing — like at this year's Three Bridge Fiasco, below — are over for now.



key, which they bought in early April. The two are regulars on boats like Mark Jones' TP 52 *Flash* and Peter Stoneberg's Formula 40 *Shadow*, but this is their first keelboat, and as of now, they have one focus for *Trunk Monkey* — a doublehanded Pac Cup effort in 2010.

Sailing has been a big part of their lives together even before the pair tied the knot on the Kaneohe Bay sand bar after sailing last year's Pac Cup on



tween a lifeline and the tiller an autopilot. Although she was swept over the line early at the windless start of the Singlehanded Farallones Race and spent 40 minutes trying unsuccessfully to get back to restart, McCormack decided to go around the Rockpile anyway, and as it turned out would have corrected out to fourth in class and 18th overall.

"What a rock star for her first singlehanded race!" said McCormack's husband, Skip. "As you can tell, I'm pretty stoked for her."

Not only was it her first singlehanded race, but it was also the first race for the pair's Mumm 30 *Trunk Monkey*,

Flash, and while Skip — who works in the insurance industry — has been sailing pretty much his whole life, Jody — an attorney — has followed a more recent and rapid trajectory. She started on a 1D35, then went to a Farr 40 and TP 52. Her first dinghy experience was on Skip's 49er!

"I guess she's actually regressing with the Mumm," Skip said, laughing. "She's really the one pushing it. It's wonderful, she's the one driving the effort, and I'm loving it."



James Dilworth has accrued some sanding hours since picking up his Tuna.

TBD, Santana 22, James Dilworth — A trip to Gashouse Cove last year resulted in a tired Santana 22 for James Dilworth.

"I made a huge mistake going down there that day," he said, jokingly.

The San Francisco-based web developer originally planned on just getting the boat into good enough shape to go for casual day sails, so last year he painted and re-fit the boat's mast. But as the part-time racer with a few years of small boat sailing under his belt got more and more into sailing his new toy, the idea of racing her nagged him.

That kind of effort would, of course, beget a little more preparation for the boat. And so in early April, he cleared his work schedule, hauled his Tuna at Berkeley Marine Center and got to work — replacing bulkheads and keel-bolt nuts, sanding, fairing and painting. Three weeks later, it might as well have been a new boat.

"I heartily recommend that everyone spend a month or two in the boatyard," he said. "It's been a very educational experience."

But that's not the only education he's undertaken since buying the boat.

WELCOME TO THE PARTY

Dilworth also took classes at OCSC last summer to build his skills. Now carrying a confirmed case of the racing bug, he has his sights set on the Santana 22 Nationals, scheduled for late July at Corinthian YC. Although the boat doesn't yet have a name, when it shows up on the Bay, you won't miss it; he's enlisted the help of a graffiti artist from Sacramento to create a huge orange Octopus graphic on the topsides.

Deception, SC 50, Bill Helvestine — If any of you boat builders out there have doubts about the power of celebrity endorsements, maybe Bill Helvestine's reason for buying his SC 50 Deception will change your mind.

"I chose the SC 50 largely because Paul Cayard made the decision for me," Helvestine said. "I figured if it was good enough for him and his family, it was good enough for me."

Helvestine, who previously actively sailed aboard a friend's Olson 30 had been out of sailing for a "long time." But with all five of his kids now either in or graduated from college, the Lark-

spur attorney figured, "If I'm going to get back into racing, I better do it now!"

He said some people questioned whether it was too much boat to basically get started in.

"I'm finding the boat to be just right" he said. "It's a joy to sail. I didn't want a cruisy boat or a racer/cruiser; I wanted a racing boat and I didn't necessarily want the newest of the new."

Deception was the final SC 50 built, and the only one with a carbon fiber deck and a rig positioned farther forward than the originals. His immediate plans include the OYRA schedule, where he hopes to develop the skills of the core group of crew that's been accreting for the boat, and learn-

ing how to sail it well. He's also got his eye on a future Hawaii race, with the 2010 Pacific Cup being the earliest possibility.

— latitude/r/g



PETER LYONS/WWW.LYONSMAGING.COM

'Deception' is proving to be the perfect fit for first-time owner Bill Helvestine (in red jacket). A SC 50 isn't a bad starter boat . . .

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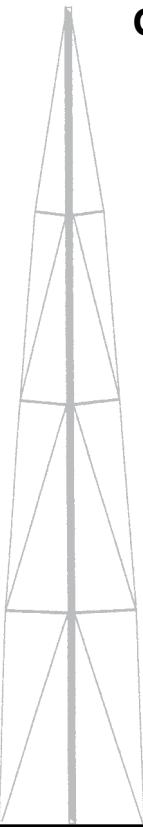
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LEE HELM

Max has, like, done it again. He gets invited to navigate the Marion to Bermuda Race and leaves me back here to write his column for him. And I don't know why they even think he can navigate — all he'll do is look at the GPS and do what the pre-race weather router told him to do. It's, like, only 600 miles from Massachusetts to Bermuda. He had to get a crash course from me on celestial calcs, 'cause that race still requires a couple of celestial fixes to be worked. As if I have the cycles to spare. But heck, I guess he has done me some favors since I've been here in grad school.

The first I knew about this was a couple of nights ago. I was up late writing a subroutine (can you believe some of the department software is still in FORTRAN?) when I get this text message: "What's a Newton?" So like, of course I type back "A famous 17th Century mathematician and physicist, or a fig cookie made by Nabisco," and like, he texts, "No, I mean for lifejackets."

Well duh — what else would he mean? I deduced that Max was reading the latest edition of the *Offshore Special Regulations*. Starting last year, all PFDs have to have thigh or crotch straps, and the buoyancy has to be at least 150 Newtons. Since I was already at the keyboard, I told him to switch to email.

"**A** Newton," I had to explain, "is the force you get when you accelerate one kilogram-mass at one meter per second squared. From Newton's F=MA, which is why it's named after a cookie."

Yes, I know: he just wants to figure out how many pounds buoyancy he needs in his PFD. But get real. I can't let him off that easy when he asks a dumb question he could just as easily figure

"What's a Newton?"

out himself or get from any one of a zillion websites.

He doesn't respond for a few minutes. I give up and send him the actual answer: "A pound of force is one pound-mass accelerated at one G or 32.2 feet per second squared, and a kilogram-mass is 2.2046 pound-mass, and a meter is 3.2808 feet. You get one Newton = $2.2046 \times 3.2808 / 32.2 = 0.2246$ pounds, or one pound = 4.45 Newtons. Your PFD has to have 150 Newtons buoyancy, and that works out to 33.7 pounds."

Hey, don't worry, this article won't be like last month when Max confused



everybody trying to explain my theory of second moment of inertia and why keels fall off.

"Hmm. I have a feeling this is the end of the road for my trusty old Type III fishing life vest," he typed back. "I like it because it has the pockets for my strobe light and VHF and spare flashlight (I hear that helicopter pilots hate strobes). And it's foam, so it's 100% reliable.

A quick web search, and I had some numbers for Max.

"Your Type III fishing PFD only has 15 pounds of buoyancy. Sure, that holds your head above water in flat calm, but there's no margin for heave response in waves. You really want those extra Newtons to keep your head above water when the water is going up and down faster than your body."

"I wonder if anyone makes a Type I that's comfortable enough to wear," he typed back. "I still don't trust those in-

floatables, and I hear it's hard to get the cylinders through airport security."

I pointed out that, like, even a dorky old Type I PFD at 22 pounds doesn't meet the new standard. But he mentioned airport, so I had to ask where he was going, and that's when he started to brag about navigating the Bermuda race — while I'm stuck working on my thesis and writing his column for him, too.

"The OSR wants a crotch strap or thigh straps, even on the PFD," he complained in his next message. "That pretty much means it has to be a PFD-harness combo. But I can't find any that have the required straps."

Max sent me the URL of the new *Offshore Special Regs*. Yes, they really are requiring straps on all PFDs. "I'm going to have fun inspecting boats for the Pac Cup next year," I thought. "Everyone's illegal!"

"It doesn't say here that the straps have to be factory-installed," Max wrote back. "I think we'll see a lot of aftermar-

— MAX OVERBOARD



LATITUDE/JR

Crew going overboard — and how to get them back — is a problem that has vexed sailors for centuries. New technology increases the likelihood that more people can survive such incidents.

ket crotch strap kits."

But this turned out to be a false alarm. Max was reading from the ISAF site, probably because Google brings that one up first. I mean, like, that's what US Sailing gets for being last to put their docs online, trying to get people to pay for dead-tree editions. With a little data-mining at the US Sailing website I found the version with the US prescriptions: The crotch/thigh strap thing is downgraded to a recommendation, not a requirement, so everyone can ignore it. Max had to go back and check his Notice of Race to figure out which version of the OSR is being used for Bermuda.

"No crotch strap needed," he typed back. "But I sure wish someone made a hybrid inflatable PFD-harness combo

with a few pounds of foam buoyancy in case it doesn't inflate, and some nice big pockets, and the recommended spray hood."

"For sure," I sent back. "It would look like a kind of thin Type III, maybe with eight or ten pounds' foam buoyancy, with lots of pockets, and the built-in harness and the inflatable collar to bring the total lift up to 33.7 when you need it."

"One pocket should be designed for a handheld VHF, with a Velcro closure," he typed. "And maybe even another pocket designed for one of those new personal GPS-EPIRB units. Remember, I don't know this crew that well, and I don't know how good they are at recovering people overboard."

"I feel your paranoia, Max. But do you want to alert the whole EPIRB rescue network if you're just going for an accidental swim around the boat? Think locally if want to be rescued locally. Give me a few minutes to dig up some info on these things."

There were no more communications for the next half hour as we both searched for ways to fall overboard at night in rough weather in the middle of the ocean and not die. Some good stuff is out there. And some really expensive stuff too, perfect for those wallet-driven big-boat programs. Then I thought of a possible problem with, like, a recursion in my subroutine, and I was happily debugging when another text message from Max popped up.

"You still up? Answer your email!"

"Sorry, got distracted."

The most recent email from Max described one interesting system: "Each crew wears a little electronic pendant, and if the onboard base unit fails to detect any one of them within range, it sounds an alarm."

I followed the link he sent to the website. It turned out to be kind of pricey, and I was hoping the pendants would look like tiny little electronic key fobs, with a passive re-radiator like a library book RFID tag. Instead they're clunky things more like the size of those old wristband radios, and they have batteries in them that need to be checked.

"If you have the compatible instruments, it will enter the MOB waypoint into the chartplotter and even zoom in to a large-scale plot," Max emailed.

"Does it also run a DR for the MOB?" I typed back. "If the boat has the usual instrument package, it knows the current vector and should be able to keep track of where the MOB is drifting."

"Doesn't look like it," he answered.

"I could program that function into the boat's laptop, no prob," I suggested.

"Here's a review website that complains the alarm isn't loud enough to hear over engine noise," Max typed along with a URL from a site that does boat and equipment tests, usually by powerboat-

*"I feel your
paranoia, Max."*

ers. But they fail to suggest the obvious, wiring it up to cut the engines instead of sounding an alarm."

"Watch out for over-integration," I warned. "If the wave that knocks you off the boat also takes out the main instrumentation network . . ."

That kept the wires quiet for a while. Then Max came back with another website for me to check out.

"Here's an MOB warning system that

LEE HELM — MAX OVERBOARD

URLS OF INTEREST

www.acrelectronics.com — ACR Electronics (EPIRBs and PLBs)

www.BoatTEST.com — BoatTEST.com (Reviews and review videos, by power-boaters)

www.mobilarm.com — Mobilarm VPIRB (water activated DSC VHF/GPS MOB signal)

www.usna.edu/SailingTeam/training/lectures/2008/SAS/SAS%20Communications%202008%20Final.ppt — Naval Academy slide show (tutorial on new communications, search and rescue systems)

www.nke.fr — NKE (wireless MOB medallion interfaced with autopilot controller or NKE instruments)

www.raymarine.com — Raymarine LifeTag (wireless MOB pendant interfaced with Raymarine instruments)

www.findmespot.com — SPOT (Globalstar subscription rescue beacon using satellite network with mostly terrestrial and coastal coverage)

www.standardhorizon.com — Standard Horizon (Handheld DSC VHF/GPS)

talks to the autopilot — it will turn the boat head-to-wind when one of the medallions goes out of range."

"Hmm . . . I don't know if turning head-to-wind by surprise is always such a good idea. Even for cruisers."

"Or if another boat is to windward."

"Might be okay under the old racing rules, but not now."

Max agreed that it makes more sense to have the alarm cut power, enter the waypoint and start the running MOB DR instead of taking out the spinnaker and/or the boat to windward with an automatic luff and heave-to. But he also pointed out that none of those systems served his immediate requirements anyway, because it's, like, not his boat, and even if he wanted to spring for the whole system, he only gets there a day before the start. So he was pricing out personal pocket-size EPIRBs, stand-alone units that call up a global rescue network, and it sounded like he was almost ready to order one.

"Have you heard of this SPOT system?" he emailed. "Looks like a cheaper alternative to a personal EPIRB, and you can signal that you're okay."

"That one uses the Globalstar satellite network," I replied after checking up on it. "Might be okay for Bermuda, but coverage doesn't reach Hawaii. And there's an annual subscription fee. I don't think it's a good substitute for an actual EPIRB, if you want to activate shore-based rescue. And it doesn't communicate back to the boat you fell off, or to any other boats in the area."

Max then suggested he get a personal EPIRB or PLB — Personal Locator Beacon.

"If you need the cavalry to charge

over the hill and save the day like in the movies, then yeah," I advised. "But if I fall over in warm water and I'm not hurt, I don't want them to trash a spinnaker with a quick stop, and I don't need the Coast Guard helicopter, either."

"That says I should stick to my little handheld VHF," Max typed. "I can communicate urgency or lack thereof, and I can talk them back to me after a normal spinnaker douse."

"What you really want is a handheld DSC unit," I suggested. "Digital Selective Calling. If they make a handheld DSC that also has a built-in GPS, and does the full DSC protocol, you can send the MOB distress code to the boat you fell from, and to anyone else in VHF range. And your position can be updated as you drift."

"Do they make such an animal?"

I let Max do the Googling while I tried to get some more work done.

Eventually he emailed that he had found only one model that seemed to combine all the features he needs: Handheld, submersible, DSC, integrated GPS, alkaline battery tray.

"And not too expensive," I added with tags indicating it was to be read in Michael Palin's falsetto voice.

"It even says it has a built-in strobe light."

"Don't put all your eggs in one battery tray," I typed.

"Okay, I ordered it," Max confirmed 10 minutes later. "Although I still wonder if I should have a personal EPIRB, in case we're all in the water after a real disaster."

"If you were singlehanding, sure" I typed. "But you don't want to cry wolf when the emergency can be easily

handled locally. VHF range is a good match to all the boats close enough to help — as long as the fleet has mostly DSC receivers, and mostly keeps them turned on."

"But what if I'm knocked unconscious by the boom? Maybe I should also have one of the MOB alarm systems."

"If you were doublehanding or cruising, sure," I typed again. "They make sense if you're going to be on watch alone."

T

he wires were quiet again for a while, then he asked me to look at one more gadget. This one turned out to be a kind of dumbed-down VHF/GPS combo — a small, stand-alone, wearable unit, water activated, with DSC distress transmission and GPS position. . . but no voice.

"I'd kind of like to be able to talk the boat back to me, or tell them if I'm okay or if I need help right away," I answered. "Seems silly to have a DSC/VHF/GPS with no voice capability."

"Here's what we really need," Max typed. "First, a tiny little RFID key fob that does only the alarm function. No other bells or whistles, and I'd want the base unit to have its own batteries in case ship's power is down. Then, a handheld DSC/VHF/GPS like the one I just ordered, but combined with a personal EPIRB, manually activated, for when the situation gets more serious."

"You'll need more Newtons for all that hardware," I pointed out. And that he would still have to be, like, conscious to activate the EPIRB after the local rescue attempts went south. He came back with schemes for time delays after water activation, or an EPIRB activation signal back from the boat, or other algorithms and protocols to escalate from the local VHF distress hail to the global EPIRB distress call.

Then he started babbling about the weather patterns between Massachusetts and Bermuda.

"On the one hand," he typed, "there is really good data for the Gulf Stream meanders — not much guesswork involved hitting the Stream just right these days. On the other hand, the Bermuda High can move fast, and the New England weather patterns can change quickly."

O

On the other other hand, why would anyone sail 600 miles upwind to Bermuda when they could sail 2,000 miles downwind to Hawaii?

— lee helm

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Despite our gloomy economy — or perhaps because of it — there's no shortage of sailors eager to head south this year. Since the Ha-Ha Rally Committee opened online registration May 1, 63 boats have already signed up with homeports as diverse as Kauai and Montreal. The smallest so far is Stephen Yoder's Westsail 28 *Siepre Sabado* out of Oregon, and the largest so far is Bob Callaway's Washington-based MacGregor 65 *Braveheart*. You'll find the complete list at www.baha-haha.com.

If you're new to the event, let us explain that the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

You'll find frequent updates on this year's event, in addition to all sorts of other hot sailing topics at *Latitude*'s 3-times-weekly news portal, '**Lectronic Latitude**' (found at www.latitude38.com).

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MEET THE FLEET

Among the important dates to note (at right) is *Latitude*'s annual Mexico-Only Crew List and Ha-Ha Party, September 9. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners looking for extra watch-standers. Get a headstart on the process at our constantly updated Crew List site at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

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IMPORTANT DATES

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

Sep 10 — Final deadline for all entries.

Oct 18 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct 24 — Informational Meeting about the Pacific Puddle Jump, West Marine, San Diego, 5 pm.

Oct 25, 9 am — Final deadline for all crew and skipper waivers, West Marine, San Diego.

Oct 25, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct 25, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct 26, 11 am — Start of Leg 1

Oct 31, 8 am — Start of Leg 2

Nov 4, 7 am — Start of Leg 3

Nov 6 — Cabo Beach Party

Nov 7 — Awards presentations hosted by the Cabo Marina.



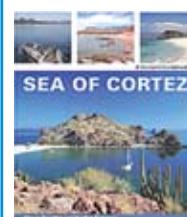
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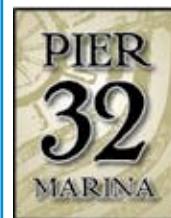
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THE RACING

The season is in full swing, and with a huge blockbuster weekend just before we went to press, it took a little bit of scrambling, but we were able to wrap most of it up for ya. The first gun of this month's Racing Sheet goes to St. Francis YC's **Stone Cup**, where the IRC fleet kicked off its Northern California Series. Second up is the **Great Vallejo Race and YRA Season Opener**. Next, you'll find a recap of San Francisco YC's **Elite Keel Regatta**, followed by a look at what it takes to win the Laser Masters North Americans. We follow that up with a look at both the **Singlehanded Farallones Race** and the regulatory issues facing organizers of ocean races originating in San Francisco Bay. Then it's on to 'the little Catalina 30 that did' in this year's **Newport to Ensenada Race**. Finally we threw in as many **Race Notes** as we could squeeze in!

Stone Cup

It was total mayhem out there for the St. Francis YC's Stone Cup on May 16-17. And we mean that in both good and bad ways. The good — Ashley Wolfe's TP 52 *Mayhem* trounced the 8-boat IRC A fleet. The bad: heavy commercial traffic shifted the standings in one division, while one boat hit a whale and another was T-boned by a daysailor.

It was also hot, again in both the literal and figurative senses. Unseasonably high temperatures approached 90 in the City on both Saturday and Sunday, leaving most crews a bit overdressed on the only slightly cooler Bay. And the racing action was hot among the 48 boats in 4 divisions that came out to play.

The closest finishes were in IRC A where *Mayhem* narrowly defeated Dan Woolery's *Soozal*, with John Siegel's veteran *Wylie 42 Scorpio* taking third — all just a point apart. Both *Mayhem* and *Soozal* carried impressive resumes into the regatta, with the former crowned 2008 IRC A East Coast Champion (and taking third in the West Coast IRC

since Annapolis and the crew work was excellent," says Calgary-based Ashley Wolfe, who co-owns the boat with her father, Bob. This despite the fact that she had to find three local grinders to take the place of her normal guys — who had committed earlier to sail aboard Chip Mageath's *Criminal Mischief*. *Mayhem*'s crew, made up of about 50-50 by sailors from the Vancouver and the Bay Area (with one guy regularly flying in from Spain) was Mike Mottl, Andrew McCorquodale, Damian King, Jim Prentice, Matt Lees, Eric Bentzen, Will Vanderkraats, Nate Campbell, Rory Giffen, Jeff Causey, Richard Clarke and Lindsay (whose last name she couldn't remember). Papa Bob, who normally works the pit, had broken his foot so he had to sit this one out.

In IRC B, Gerry Sheridan and crew on his Elan 40 *Tupelo Honey* were hitting on all eight cylinders to sweep the 9-boat division with an impressive 1-1-2-1 score, the best of the series. Most of the *Tupelo* crew — Bill Nielsen, Fabrizio Natale, Arne Vandebroucke, Adam Simmons, Jamie

Platto, James Mullarney and Bart Von Zastrow — have been together for a few seasons and know the boat well. New additions this year are Kevin Wilkinson and Mike Reed, who have acclimated quickly. This crew also sailed the boat to a division win at the Big Daddy in March. "I hesitate to say we're on a roll yet, but we're committed to doing well this season," says owner/skipper Sheridan.

Both Wolfe and Sheridan are big proponents of more IRC racing on the Bay.

"There are always going to be a few boats that don't measure up well, but overall it's about as fair and equitable a rule as we weekend warriors can work with," says Sheridan.

Scooter Simmons and the *Blackhawk* crew have been nipping at the heels of the J/105 leaders for several years. At



LATITUDE/JR

Stone Cup, it was their heels that were showing the nip marks. Simmons and his crew — son Ryan, Tim Russell, Lindsay Browne, Rhett Smith and Jennifer Marks — won the series handily over 22 boats in this very competitive fleet. Their 8 point final score 4-2-1-1, was a whopping 6 points clear of second.

"We've had a record of starting strong in regattas and blowing it at the end," says Simmons, who's been sailing in the fleet for five years before this first major regatta win. "I think we've finally exorcised the demons."

As for the 'mayhem' incidents we mentioned earlier, all occurred during the second race on Saturday. Here's a brief recap:

- Commercial ships passed right through the J/105 fleet during their downwind leg, not once but twice — both times causing mid-fleet boats to scatter every which way. One boat broached — and stayed that way — to



Gerry Sheridan, left, and Barry Lewis took class wins at Stone Cup.

Championships) and the latter wow-ing the crowd down south earlier this year with a 'triple crown' of wins at Key West, the Pineapple Cup and the Acura Miami Grand Prix. But it was *Mayhem*, whose recent modifications made her quicker upwind, that prevailed. "This was the first time we'd raced



Scooter Simmons' 'Blackhawk' is consistently in the top ranks of the J/105 fleet, but had never won a fleet-schedule regatta until this year's Stone Cup, finishing six points clear of second place 'Donkey Jack'.

escape the dreaded five-toots that often mean DSQ. Another boat did get 'tooted' but not disqualified.

• Timo Bruck's J/120 *Twist* was about midway between Treasure Island and Alcatraz, when bowman Rich Hudnut shouted, "Whale!" Sure enough, a small whale estimated at 25 feet surfaced only about a boat length in front of *Twist*. With no time to react, they crossed over the location and felt a soft bump, which they think must have been the keel grazing the end of its tail.

"After reading about all the crazy whale strikes over the years, I was glad that this one was very minor," says Hudnut. *Twist* was not damaged in the encounter and went on to finish third in that race.

• Not so minor was the hit-and-run experienced by Timothy Ballard's Beneteau 40.7 *Inspired Environments*. They

were T-boned by a port-tack daysailing boat, which then fled the scene. Damage was severe enough to IE that it may put the boat on the 'disabled' list for the better part of the summer. We can't give you details until all the paperwork is filed, but when we can, there will be a lot to be learned. Stay tuned.

IRC A — 1) **Mayhem**, TP52, Ashley Wolfe, 9 points; 2) **Soozal**, King 40, Daniel Woolery, 10; 3) **Scorpio**, Wylie 42, John Siegel, 11. (8 boats)

IRC B — 1) **Tupelo Honey**, Elan 40, Gerard Sheridan, 5 points; 2) **Phantom Mist**, Beneteau 40.7, Gary Massari, 10; 3) **Mintaka 4**, Farr 38, Gerry Brown, 16. (9 boats)

J/105 — 1) **Blackhawk**, Scooter Simmons, 8 points; 2) **Donkey Jack**, Rolf Kaiser, 14; 3) **Risk**, J. Woodley/S. Whitney/J. Titchener, 20. (23 boats)

J/120 — 1) **Chance**, Barry Lewis, 8 points; 2) **Mr. Magoo**, Steve Madeira, 9; 3) **Desdemona**, John Wimer, 11. (8 boats)

Complete results at www.stfyc.org

The Great Vallejo Race

Despite some less-than-promising forecasts earlier in the week, the 110th Great Vallejo Race and YRA Season Opener May 2 and 3 got some decent breeze on both days. The 27-division, 227-boat fleet that made at least the downwind slide to Vallejo got a little rain and not much sunshine on Saturday, but there was breeze and a ripping ebb for both days.

Pat Nolan's Santa Cruz 37 *Javelin* smoked down the course, reveling in the moderate 8- to 14-knot southerly and finishing with the best monohull corrected time. Meanwhile, Bill Erkelens Sr.'s modified D-Cat *Adrenaline* took the multihull honors. A few boats had issues with not observing new exclusion zones on the course, and as a result there were a few protests. There are probably a few navigators that'll be reading the course chart a little more closely next year.

While most folks had pretty uneventful trips, there was a big pre-start collision on Saturday — Jim Forni's C&C 121 *Sweetspot* T-boned Gary Gebhard's Holland 47 *Infinity* just forward of the chainplates. In the ensuing chaos, Dave Thompson, owner of The Canvas Works in Sausalito and a crewmember aboard *Infinity*, sustained facial fractures and had to undergo surgery the following week, picking up some titanium in his face in the process. Gebhard said that Thompson's recovery has progressed well, and by the time you read this, he may have been able to go back to work.

While undoubtedly a great strategic test, the Vallejo Race wouldn't be the Vallejo Race without the massive party. This year didn't disappoint, according to everyone we've talked to who has even the foggiest recollection of Saturday night.

Sunday was a new day and a down-current, upwind race with breeze and even a little sunshine. Not surprisingly waterline was a boon, and John Walker's Mull 82 *Sorcery* covered the 14.5-mile course a little over 1h, 20m, while Peter Stoneberg's Formula 40 *Shadow* did it in 1h, 13m. With 27 divisions for both days, squeezing the results in was a challenge, but here they are:

SATURDAY (5/2)

PARTY CIRCUIT MULTIHULLS — 1) **Adrenaline**, D-Cat, Bill Erkelens; 2) **Shadow**, Formula 40, Peter Stoneberg; 3) **Roshambo**, F-31R, Darren Doud. (10 boats)

PC J/105 — 1) **Roxanne**, Charles James; 2) **Donkey Jack**, Rolf Kaiser; 3) **Advantage 3**, Pat & Will Benedict. (11 boats)

THE RACING

SERGEI ZAVARIN/WWW.ULTIMATEYACHTSHOTS.COM

ALL PHOTOS/PETER LYONS/WWW.LYONSMAGING.COM EXCEPT WHERE NOTED



Clockwise from top left — taking it easy on the way home from Vallejo; Cameron McCloskey, Benny Allen, Campbell Rivers and Morgan Gutenkunst apply some draft reduction to Andy Costello's J/125 'Narrow Escape' as at low-tide more than a few deeper-draft boats had trouble getting into the harbor at VYC; a pack at The Brothers; cheers! the party was packed; it's alright to be 'The Guy', just not "that guy"; the slippery SC 37 'Javelin' smoked down the course on Saturday; Open 5.70s motor upwind on Sunday; 'Sorcery' put her waterline, and top-secret bottom coating to work for the race home.

PC EXPRESS 27 — 1) **Wile E Coyote**, Dan Pruzan; 2) **Freaks On A Leash**, Scott Parker; 3) **Ergo**, Chris Gage. (12 boats)

PC NON-SPINNAKER — 1) **Triton**, Hunter 30-2, Bernard Flynn; 2) **Tenacious**, Catalina 30, Aaron De Zafra; 3) **Terrapin**, Ranger 33, Timothy Johnson. (4 boats)

PC SINGLE/DDOUBLE — 1) **Nancy**, Wyliecat 30, Pat Broderick/Michael Andrews; 2) **Wind-**

some Wench, Newport 30-3, Robbie Gabriel; 3) **Bandicoot**, Wyliecat 30, Alan Germain. (9 boats)

PC SF 198≥PHRF — 1) **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Star Ranger**, Ranger 26-1, Simon James; 3) **Slip Away**, O'Day 27, David Opheim. (9 boats)

PC SF 180 — 1) **Starkite**, Catalina 30, Laurie Miller; 2) **Double Play**, Yankee 30-2, RDK Partners; 3) **Serena**, Cal 29-1, Neil Calvert. (6 boats)

PC M (PHRF 159-195) — 1) **Aleph Null**, Freedom 25, John Danielson; 2) **Gypsy Lady**, Cal 34-1, Val Clayton; 3) **Don Wan**, Santana 28, Don Kunkler. (7 boats)

PC K (PHRF 120-156) — 1) **Arcadia**, Modernized Santana 27, Gordie Nash; 2) **Extra Action**, Wilderness 30, Simon Winer; 3) **Silkye**, Wyliecat 30, Steve Seal/John Skinner. (9 boats)

PC D (SF 30, PHRF 117-141) 1) **Topgallant**,

SHEET



Tartan 10, Jim Lindsey; 2) **Stink Eye**, Laser 28, Jonathon Gutoff; 3) **Tule Lost**, Olson 91S, John Burnett. (9 boats)

PC J (PHRF 105-117) — 1) **Baleineau**, Express 34, Charles Brochard; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Mesmerize**, C&C 35-3, Wayne Koide. (10 boats)

PC H (PHRF 75-102) — 1) **Jet Stream**, JS 9000, Dan Alvarez; 2) **Mintaka 4**, Farr 38, Gerry Brown; 3) **Head Rush**, Antrim 27, Charlie Watt. (16 boats)

PC G (PHRF 51-72) — 1) **Sand Dollar**, Mumm 30, Erich Bauer; 2) **Q**, Schumacher 40,

Glenn Isaacson; 3) **Bodacious**, Farr 40 1T, John Clauser/Bobbi Tosse. (13 boats)

PC F (PHRF \leq 48) — 1) **Javelin**, SC 37, Norman Davant/Pat Nolan; 2) **Zamazaan**, Farr 52, Charles Weghorn; 3) **Astra**, Farr 40 OD, Mary Coleman. (8 boats)

VALLEJO 1 (PHRF \leq 18) — 1) **Racer X**, Farr 36 ODR, Gary Redelberger; 2) **Copernicus**, Sydney 38, Michael Kennedy; 3) **Serena**, T-1150, Dave Kuettel. (7 boats)

VALLEJO 2 (PHRF 21-60) — 1) **Diabalita**, 1D 35, Gary Boell; 2) **Alpha Puppy**, 1D 35, Alex Farrell; 3) **Recidivist**, Schumacher ILC 40, Ken Ol-

cott. (10 boats)

VALLEJO 3 (PHRF 63-87) — 1) **Skiffs Out Of Water**, 11 Meter OD, Skiff Sailing Foundation; 2) **Salt Peanuts**, GP 26, Brooks Dees; 3) **Relentless**, Sydney 32, Arnold Zippel. (11 boats)

VALLEJO 4 (PHRF 90-117) — 1) **Bluefin**, Santana 35, Noble Griswold; 2) **Hot Betty**, Olson 30, John Scarborough; 3) **Independence**, J/32, Joe Wells. (10 boats)

VALLEJO 5 (PHRF 120-150) — 1) **Kelika**, Hunter 33.5, Mike Weaver; 2) **Yellow Fin**, SC 27, Jeff & Jim Kearney; 3) **Vitesse**, SC 27, Bart Goodell. (12 boats)

THE RACING

VALLEJO 6 (PHRF 153-195) — 1) **Antares**, Islander 30-2, Larry Telford; 2) **Small Flying Patio Furniture**, J/24, Ed Walker; 3) **Downtown Uproar**, J/24, Darren Cumming. (9 boats)

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

ALERION EXPRESS 28 — 1) **Ditzy**, Ralf Morgan; 2) **Maeve II**, Nancy Pettengill; 3) **Encore**, Dean Dietrich. (4 boats)

SF 180 — 1) **Goose**, Catalina 30, D. Michael Kastrop; 2) **Zeehond**, Newport 30-2, Donn Guay; 3) **Serendipity**, Cal 29, Philip Hyndman. (4 boats)

EXPRESS 37 — 1) **Elan**, Bill Riess; 2) **Golden Moon**, Bill Bridge/Kame Richards; 3) **Stewball**, Bob Harford. (6 boats)

ISLANDER 36 — 1) **Cassiopeia**, Kit Wiegman; 2) **Captain Hooke**, Tom & David Newton; 3) **Diana**, Steve Zevanove. (5 boats)

OLSON 25 — 1) **Pearl**, Thomas Blagg; 2) **Synchronicity**, Steve Smith. (2 boats)

SANTANA 22 — 1) **Meliki**, Tom Montoya; 2) **Carlos**, Jan Grygier; 3) **Tchoupitoulas**, Giovacini Buckingham. (5 boats)

SUNDAY 5/3

PARTY CIRCUIT MULTIHULLS — 1) **Shadow**, Formula 40, Peter Stoneberg; 2) **Origami**, Corsair 24, Ross Stein; 3) **Peregrine Falcon**, F 27, Bill Gardner. (4 boats)

PC J/105 — 1) **Roxanne**, Charles James; 2) **Walloping Swede**, Theresa Bradner-Allen; 3) **Mojo**, John Case. (10 boats)

PC EXPRESS 27 — 1) **Wile E Coyote**, Dan Pruzan; 2) **Xena**, Mark Lowry; 3) **Desperado**, Mike Bruzzone. (12 boats)

PC NON-SPINNAKER — 1) **Tenacious**, Catalina 30, Aaron De Zafra; 2) **Triton**, Hunter 30-2, Bernard Flynn; 3) **Sea Rose**, Catalina 30, Harlan Van Wye. (4 boats)

PC SINGLE/DOUBLE — 1) **Nancy**, Wyliecat 30, Pat Broderick/Michael Andrews; 2) **Blackhawk**, J/105, Scooter Simmons; 3) **Dazzler**, Wyliecat 30, Thomas Patterson. (9 boats)

PC SF 198+PHRF — 1) **Star Ranger**, Ranger 26-1, Simon James; 2) **Sagitta**, Islander 28 S, Walter George; 3) **Slip Away**, O'Day 27, David Opheim. (7 boats)

PC SF 180 — 1) **Huge**, Catalina 30, Russell Houston/William Woodruff; 2) **Starkite**, Catalina 30, Laurie Miller; 3) **Outrageous**, Catalina 30, Paul Caturlegi. (6 boats)

PC M (PHRF 159-195) — 1) **Gypsy Lady**, Cal 34-1, Val Clayton; 2) **Don Wan**, Santana 28, Don Kunstler; 3) **Boondoggle**, Ranger Fun 23, Kris Jensen. (7 boats)

PC K (PHRF 120-156) — 1) **Impact**, Ericson 37, Thomas & Chris Hyder; 2) **Arcadia**, Modernized Santana 27, Gordie Nash; 3) **Silkye**, Wyliecat 30, Steve Seal/John Skinner. (8 boats)

PC D (SF 30, PHRF 117-141) 1) **Bay Loon**, J/29, Grant Harless; 2) **Shameless**, Schumacher 30, George Ellison; 3) **Elusive**, Olson 911S, Charles Pick. (9 boats)



Melges 24s and Knarrs provide a great chronological contrast at San Francisco YC's Elite Keel.

PC J (PHRF 105-117) — 1) **Iolani**, Hughes 48, Barry Stompe; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Baleineau**, Express 34, Charles Brochard. (9 boats)

PC H (PHRF 75-102) — 1) **Mintaka 4**, Farr 38, Gerry Brown; 2) **Petard**, Farr 36, Keith Buck/Andrew Newell; 3) **Escapade**, Sabre 40-2, Nick Sands. (14 boats)

PC G (PHRF 51-72) — 1) **Jarlen**, J/35, Robert Bloom; 2) **Jeannette**, Frers 39, Henry King; 3) **Bo-dacious**, Farr 40 1T, John Clauser/Bobbi Tosse. (10 boats)

PC F (PHRF ≤ 48) — 1) **Diabolita**, 1D 35, Gary Boell; 2) **Raven**, CM 1200, Mark Thomas; 3) **Zamazaan**, Farr 52, Charles Weghorn. (8 boats)

VALLEJO 1 (PHRF ≤ 18) — 1) **Sorcery**, Mull 82, John Walker; 2) **Low Speed Chase**, Sydney 38, James Bradford; 3) **Copernicus**, Sydney 38, Michael Kennedy. (5 boats)

VALLEJO 2 (PHRF 21-60) — 1) **Macondo**, Beneteau 47.7, Camilo Martinez; 2) **Recidivist**, Schumacher ILC 40, Ken Olcott; 3) **Inspired Environments**, Beneteau 40.7, Timothy Ballard. (10 boats)

VALLEJO 3 (PHRF 63-87) — 1) **Relentless**, Sydney 32, Arnold Zippel; 2) **Made Easy**, Beneteau 42, James Peterson; 3) **Ohana**, Beneteau 45, Dean Hocking. (7 boats)

VALLEJO 4 (PHRF 90-117) — 1) **Bluefin**, Santana 35, Noble Griswold; 2) **Seeker**, Tatoosh 51, Norio Sugano; 3) **Irish Lady**, Catalina 42-1, Mike & Pat Mahoney. (6 boats)

VALLEJO 5 (PHRF 120-150) — 1) **Pretty Penny**, Mull 30, Bruce Sinclair; 2) **1st Impression**, SC 27, Rick Gio/Jan Grant; 3) **Kelika**, Hunter 33.5, Mike Weaver. (11 boats)

VALLEJO 6 (PHRF 153-195) — 1) **Antares**, Islander 30-2, Larry Telford; 2) **Downtown Uproar**, J/24, Darren Cumming; 3) **Small Flying Patio Furniture**, J/24, Ed Walker. (7 boats)

BENETEAU 36.7 — 1) **Mistral**, Ed Durbin; 2) **Ay Caliente!**, Aaron Kennedy; 3) **Buffehead**, Stuart Scott. (5 boats)

ALERION EXPRESS 28 — 1) **Ditzy**, Ralf Morgan; 2) **Maeve II**, Nancy Pettengill; 3) **Encore**, Dean Dietrich. (4 boats)

SF 180 — 1) **Goose**, Catalina 30; D. Michael Kastrop; 2) **Zeehond**, Newport 30-2, Donn Guay; 3) **Serendipity**, Cal 29, Philip Hyndman. (4 boats)

EXPRESS 37 — 1) **Stewball**, Bob Harford; 2) **Elan**, Bill Riess; 3) **Golden Moon**, Bill Bridge/Kame Richards. (5 boats)

ISLANDER 36 — 1) **Captain Hooke**, Tom & David Newton; 2) **Cassiopeia**, Kit Wiegman; 3) **Luna Sea**, Daniel Knox. (5 boats)

OLSON 25 — 1) **Pearl**, Thomas Blagg; 2) **Vivace**, Larry Nelson/Frank VanKirk; 3) **Synchronicity**, Steve Smith. (3 boats)

SANTANA 22 — 1) **Meliki**, Tom Montoya; 2) **Tchoupitoulas**, Giovacini Buckingham; 3) **Carlos**, Jan Grygier. (5 boats)

Complete results at: www.yra.org



Elite Keel

San Francisco YC's Elite Keel Regatta brought out good sized fleets of Knarrs, J/24s, Etchells, Melges 24s and Express 27s for two days of buoy racing May 16-17.

The Knarrs and Etchells sported the largest of those with 15 boats apiece. Tom Reed's *Sophia* was tops in the former.

"Just lucky, I guess," Reed said. "Lucky to have a great crew: tactician and main trimmer Bob Frey, jib trimmer Chris Fehring, Saturday bowman Tom Reed Jr., and Sunday Bow woman Lee Ann Chernack."

Reed reeled off two bullets and a second in the final three races of the five race series to finish six-points clear of runner-up Chris Kelly's *Flyer*, the second-largest margin of victory in any of the classes.

The largest was in the J/24s, where Ed Walker's *Small Flying Patio Furniture* scored a 2-1-1-1-1 to take that class. Tim Wells' *Wilder Beast* won the Etchells honors on a countback after tying with Bill Melbostad and Bryan Moore's *JR*.

2008 Fleet Season Champion Tom Jenkins and his Morro Bay-based *Witchy Woman* took the honors in the Express 27 class with a 3-1-1-1-1. And in the nine-boat Melges 24 class, Matt Clark

sailed *Personal Puff* to a one-point win over John Downing's *USA 686*.

ELITE KEEL 5/16-17 (5r/0t)

EXPRESS 27 — 1) **Witchy Woman**, Tom Jenkins, 7 points; 2) **New Wave**, Buzz Blackett, 11; 3) **Discotheque**, Echeyde Cubillo, 19. (7 boats)

KNARR — 1) **Sophia**, Tom Reed, 14 points; 2) **Flyer**, Chris Kelly, 20; 3) **3 Boys and a Girl**, Chris Perkins, 25. (15 boats)

J/24 — 1) **Small Flying Patio Furniture**, Ed Walker, 6 points; 2) **Little Wing**, Luther Strayer, 13; 3) **On Belay**, Don Taylor, 16. (7 boats)

ETCHELS — 1) **Wilder Beast**, Tim Wells, 21 points; 2) **JR**, Bill Melbostad/Bryan Moore, 21; 3) **Dinner Roll**, Jeff Moseley, 29. (15 boats)

MELGES 24 — 1) **Personal Puff**, Matt Clark, 10 points; 2) **USA 686**, John Downing, 11; 3) **Practice Girl**, Christopher Farkas, 17. (9 boats)

Complete Results at: www.sfy.org

Not Slowin' Down

Counting two bullets, a second and nothing south of an eighth, Burlingame's Peter Vessella took the top spot the '09 Laser Masters North Americans. Sailing in his final year in the 'Masters' group (ages 45-54), the St. Francis YC member won the six-race, one-throwout series — hosted by Carolina YC in Wrightsville Beach, NC, May 15-17 — on a count-back, after finishing tied with four-time Mallory Cup winner Scott Young of Austin, TX. For Vessella, the regatta was his first Masters NA win, but with two top-fives in previous Masters Worlds to his name, he's no stranger to strong finishes in large Laser events.

"I've won some Masters regattas, but this is the biggest one," he said. "There were a lot of good sailors there."

While the final tally was close, Vessella's win didn't come at the conclusion of a pitched, boat-on-boat, end-game battle for the top spot. Although the 94-boat fleet was scheduled to sail a three-day event, Sunday's racing was cancelled due to thunderstorms.

"I don't think anybody realized how close they were," Vessella said. "Everyone figured they'd be racing another day and

no one knew who was leading. We were all just trying to do the best we could."

Four of Vessella's training partners and fellow St. Francis YC members from the Bay also posted strong showings in the final results. Tracy Usher — who also sails with Vessella aboard the latter's Etchells — finished ninth, two spots clear of the first 'Apprentice Master' (ages 35-44). 'Grand Masters' Chris Boome and Walt Spevak finished 35th and 48th overall, and fifth and eighth in their age group respectively (ages 55-64).

"I train a lot with Tracy, Chris and Walt and it helps," Vessella said.

When he's not sailing against anyone in that group, Vessella — who gets out on the water two or three times a week — has a routine for his practices off the breezy and sloppy Coyote Point.

"I just try to build my hiking endurance," he said. "I go upwind as long as I can, fully-hiked, then I turn around and work on my downwind technique. I've always felt that if you can sail downwind in chop at Coyote Point, you can do it anywhere."

He figures his Coyote Point sessions served him well in Wrightsville Beach.

"It was beautiful ocean sailing conditions," he said of the venue. "When the seabreeze comes in, you get awesome conditions with ocean swells and chop on top of them."

Although the first day of the regatta was lighter, the second day provided 15 knots and a chance to show what his training regimen — which also includes four to five trips to the gym each week, when he's home — does for him. Throw in a traveling sailing schedule including events all over the world, and it's easy to see how he's become so good. Although he's still active in the Etchells fleet, he also typically does a fair amount of big boat sailing on



Peter Vessella puts some serious time into his Laser Sailing. He also gets serious results.

the likes of Jim Gregory's *Morpheus*. But this year he says he's focusing on the Laser, a boat he's sailed constantly for the last 30 years. Next up is the Laser Masters Worlds later this summer in Halifax, Nova Scotia, and after that, he

THE RACING

says it's back to the gym as he becomes a Grand Master next year.

"I'm going to have to spend more time there," he said, laughing. "Now, the 40 year-olds are going to be that much tougher."

Singlehanded Farallones

The Singlehanded Sailing Society's Singlehanded Farallones Race saw 49 boats make the trip 'round the Rockpile May 16. A little persistence paid off for those who were able to avoid being swept over the Cityfront start line in the ripping morning ebb and glassy calm. A few boats were OCS but decided to sail the course anyway after trying in vain to get back to the course side. But everyone who made the trip ended up having a picture-perfect day for most of the 56-mile course.

"It was pretty much perfect weather," said Santa Cruz's Andy Hamilton, who sailed his Moore 24 *Bar-ba-loot* to a win in the sportboat division and third overall. "I managed to go around the Farallones and back without ever tacking. I was lucky to be on the north side when the wind came in and was able to carry the #1 to within about 5 or 6 miles from the island before I had to change down to the #3."

Hamilton had a kite up by the time he was halfway back to the Lightship and said he was dreaming of a fast finish before hitting a big hole at the bucket. That seemed to be a pretty common experience.

"There were light spots but it turned out to be a pretty nice day," was the re-

port from Stephen Buckingham, who sailed his Santana 22 *Tchoupitoulas* to a win in PHRF 4. "I saw a couple of whales right off of Bird Island! It was get-

ting really light by the shipping channel on the way back but it freshened up as we got to the Gate, and I was able to hold a spinnaker all the way to the finish."

Winner of the Elapsed, Multihull and Overall honors was *Native*, Stephen Marcoe's Newick 38 which had a fast ride home in the afternoon, finishing at 4:30 p.m. with a 7h, 36m elapsed time.

"My favorite thing in life is contrast," Marcoe said. "To start a windless race by dragging an anchor to prevent crossing the line early, and then finish up surfing back at 18- to 20-knots was as good as it can get!"

Marcoe has been restoring *Native* for the last year, resurrecting the boat — a predecessor to Newick's famous *Moxie* — which was designed and built for the



Andy Hamilton, above, got both an earful and a noseful aboard his Moore 24 'Bar-ba-loot' during this year's Singlehanded Farallones Race from the Coast Guard cutter escort, as viewed from Stephen Buckingham's Tuna 'Tchoupitoulas', right.



OSTAR, but never sailed in that race. Having only sailed "three beach cat races, 25 years ago," Marcoe was pleased with his first SHF.

"To me it was a to-do on the bucket list," he said. "I am honored to have sailed with seasoned sailor in this notorious race."

In addition to whales and pretty weather, the race also had something new — an escort from an 87-ft Coast Guard cutter.

"When I heard that the Coast Guard was going to station their boat out there during the race I thought it was good after

THE BOX SCORES

We would like to keep a running tab on Beer Can results through the summer — and we need your help. We don't have the time or manpower to chase down results. You have to either post them on a website or send them directly to the race editor at rob@latitude38.com. Our format, lo these many years, is to include the name of the boat, the type and length of boat, and the first and last names of the owner(s). The following are the only results that were posted online for May. Don't forget the *Latitude 38* Beer Can Challenge: sail every night at a different beer can race in any given week, then send us photo documentation, and we'll send you some swag to commemorate your pursuit of sailing satisfaction. Happy Summer!

BVBC MONDAY NIGHT MADNESS (5/13)

DIVISION A — 1) Pilot, Islander 36, Paul

Zingaro; 2) **Crazy Horse**, Ranger 23, Nick Ancel; 3) **Windsons**, n/a, Paul Harris. (5 boats)

DIVISION D — 1) **Sanity Check**, Coronado 25, Xenon Hermann; 2) **Hunkey Dory**, Cape Dory 27, John Mazza. (2 boats)

Complete results: www.bayviewboatclub.org

BENICIA YC THURSDAY NIGHTS (5/14)

B FLEET — 1) **Too**

Tuff, Tom Hughes; 2)

Stolen Moments, Deborah Lyons; 3) **Warwhoop**, Chuck Hooper. (4 boats)

C FLEET — 1) **Alte Liebe**, Jerry Martin; 2) **Katie Bay-B**, Mike Munn; 3) **Yippee!**, John and Joanna Wright. (4 boats)

CORSAIR — 1) **Gaijin**, Pete Adams; 2) **Flash**,



Brett Nelson. (2 boats)

Complete results: www.beniciayachtclub.com

CYC FRIDAY NIGHT SERIES (5/15)

J/105 — 1) **YIKES!**, Sue Hoeschler; 2) **Vim**, Garry Gast; 3) **Alchemy**, Walter Sanford. (6 boats)



COURTESY TCHOUPI TOULAS

the near-miss in the Doublehanded Farallones," Hamilton said. "Unfortunately, they seemed to spend the entire day within about 300 yards of me, perhaps because I was positioned in the middle of the fleet. They sat upwind of me for about an hour on the way back in, close enough that I could hear their engines and smell their stink, which was a bit of a buzz-kill; a little peace and

fresh air is one of the reasons I go on these races. I'd be happier if they'd set up downwind of the fleet; they'd still be close enough to be helpful. It was pretty much bad luck for me though, and I doubt many others have this complaint."

Buckingham had a different concern, envisioning a potentially more damaging scenario to sailing than a lost boat.

"I can hear the grumbling about our tax dollars coddling the 'rich yachties,'" he said.

The escort was accompanied by new requirements for the race's permit.

"The Coast Guard also wanted a data

sheet for each boat, with the skipper's cell phone number, emergency contact name and phone numbers, the color(s) of the boat, marina and slip number, list of safety equipment carried on board beyond SSS minimum requirements and a photo of boat," said the Society's Max Crittenden. "We normally collect the first four anyway, but we had to send out requests for the last two."

"Early in the week before the race, Petty Officer Brian Clark who processes the permits notified me that his superior officer wanted everyone to be carrying a handheld VHF on his person at all times, and that this was going to be a condition of the permit. Brian — who seems very reasonable — agreed that this requirement would be just about impossible to implement on such short notice, but I promised I would send emails and make an announcement at the skippers meeting to get the best compliance we could."

Although only three boats finished late enough to be subjected to it, there was also new requirements that came down the day before the race that every skipper try to establish cell phone coverage on the water with a successful call, and after 10 p.m. any boat still racing was required to check in with the race committee by radio or cell phone — every hour.

"I hadn't thought too much about the required radio check-ins, but it seems like it could be a little onerous if they try to do it on the hour, since there will

be a frustrating radio jam-up," Hamilton said. "I guess if they want us to do it, they should make it a VHF roll call, like in the Hawaii races. That'd be more manageable, and if they do it in alphabetical order or something, then it might go pretty quickly and be something you could manage on the handheld while driving and trimming the sails. The big question I have is, what are they going to do if someone fails to check in, scramble the helicopter?"

"I'm a supporter of the idea that each boat should be expected to be self-sufficient and I believe that putting responsibilities onto the race committee opens up a can of worms," he added. "I'd hate to see people preparing less due to a sense that someone is looking out for them."

"I hope we can come up with some alternative requirements that the Coast Guard will buy into," Crittenden said. "But they don't sound like they're going to budge. What would be worse is if they dream up something new to put on the permit the day before the next race."

SSS and sailboat racers in general have statistically excellent safety records. And it seems that many we've talked to are willing to look more closely at the issues and make changes to the way things are done in the name of increased safety — Hamilton for instance, already carries a personal locator beacon. But there has to be some middle ground, where new requirements aren't a reactionary 11th-hour impediment to the pursuit of happiness. We'll be keeping a close eye on this as it unfolds.

SPINNAKER 3 — 1) **Wintersmoon**, Knarr, Bryan Kemnitzer; 2) **Wuda Shuda**, Soverel 26, Craig Page; 3) **Vague Unrest**, Rhodes 19, Phil Simon. (8 boats)

NON-SPINNAKER 3 — 1) **Fjording**, Cal 20, Tina Lundh; 2) **Tension II**, Cal 20, John Nootboom; 3) **Fantasea Islander**, Islander 28, Kevin Reilly. (5 boats)

NON-SPINNAKER 1 — 1) **Min Flicka**, Hanse 370, Magnus "Julle" LeVicki; 2) **Q**, Schumacher 40, Glenn Isaacson; 3) **Jarlen**, J/35, Robert Bloom. (13 boats)

SPINNAKER 2 — 1) **Viva**, Melges 32, Don Jesberg; 2) **Yucca**, 8 Meter, Hank Easom; 3) **Shenani-gans**, Express 27, Bill Moore/Nick Gibbons. (15 boats)

NON-SPINNAKER 2 — 1) **Seaya**, Catalina 380, Mark Thompson; 2) **Mimicat**, Hinckley 38, Robert Long; 3) **One**, Ranger 33, Tod Moody. (9 boats)

Complete results: www.cyc.org

IYC ISLAND NIGHTS SERIES (5/15)

DIVISION A (<150) — 1) **Jet Stream**, JS9000,

Daniel Alvarez; 2) **Audacious**, J/29, Scott Christensen; 3) **Galatea**, Aphrodite 101, Ken Viaggi. (3 boats)

DIVISION B (168 raters) — 1) **Bewitched**, Merit 25, Laraine Salmon; 2) **No Name**, Merit 25, Scott Wilder; 3) **My Tahoe Too!**, Capri 25, Steve Douglass. (5 boats)

DIVISION C (>150) — 1) **Shadow Fax**, Olson 25, Mark Simpson; 2) **Wuvulu**, Islander 30, John New; 3) **Lelo Too**, Tartan 30, Emile Carles. (5 boats)

DIVISION D (Non-Spinnaker) — 1) **Svenska**, Peterson 34, Fred Minning; 2) **Dominatrix**, Santana 22, Heidi Schmidt. (2 boats)

Complete Result: www.iyc.org

MPYC WEDNESDAY NIGHT SUNSET SERIES (5/20)

PHRF A — 1) **Bustin' Loose**, Fulford; 2) **Calphurnia**, Duncan; 3) **Sea Saw**, Cordrey. (3 boats)

PHRF B — 1) **Fleeboflam**, Chaffin; 2) **Santy Anno**, Cailliet; 3) **Joss**, Duncan. (6 boats)

SHIELDS — 1) **October**, Jackson; 2) **Harriet**,

Stratton; 3) **Stillwater**, Hobson. (5 boats)
Complete results: www.mpyc.org

VCY WEDNESDAY NIGHTS (4/29)

A FLEET — 1) **X-TA-C**, Olson 29, Sweitzer; 2) **Somewhere In Time**, Schock 35, Ochs; 3) **Summer & Smoke**, Beneteau First 36.7, Orr. (5 boats)

B FLEET — 1) **Splash**, Beneteau, Mullens; 2) **Pretty Penny**, custom Mull 30, Sinclair; 3) **Scarett**, Tartan 30, McLenaghan. (8 boats)

Complete results: www.vcy.org

TISC SVENDESEN'S THURSDAY NIGHT SERIES (LASERS 5/14, VANGUARD 5/5/21)

LASER — 1) Marc Jux; 2) Nick Burke; 3) Ryan Nelson. (12 boats)

VANGUARD 15 — 1) Andrew Watters/Hanne Nagatani; 2) Ken Turnbull/Rebecca Beard; 3) Jim Barkow/Melanie Roberts. (16 boats)

THE RACING

RICH ROBERTS



The 'Sojourn' crew came away from this year's Ensenada Race with plenty of hardware.

SINGLEHANDED FARALLONES (5/16)

MULTIHULL — 1) **Native**, Native, Stephen Marcoe; 2) **Humdinger**, Acapella (modified), Larry Olsen; 3) **Puppeteer**, Thom's 24, Thom Davis. (6 boats)

WYLIECAT 30 — 1) **Nancy**, Pat Broderick; 2)

Dazzler, Tom Patterson; 3) **Bandicoot**, Al Germain. (3 boats)

SPORTBOAT — 1) **Bar-ba-loot**, Moore 24,

Andy Hamilton; 2) **Legs**, Moore 24, Lester Robinson; 3) **Outsider**, Azzurra 310, Greg Nelsen. (6 boats)

PHRF 2 (<140) — 1) **Lilith**, WylieCat 39, Tim Knowles; 2) **Punk Dolphin**, Wylie 39, Jonathan Livingston; 3) **Culebra**, Olson 34TM, Paul Nielsen. (9 boats)

PHRF 3 (140-155) — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Shaman**, Cal 40, Steve Waterloo; 3) **Ragtime!**, J/93, Bob Johnston. (6 boats)

PHRF 4 (>155) — 1) **Tchoupitoulas**, Santana 22, Stephen Buckingham; 2) **Seawitch**, Yankee 30, Robert Boynton; 3) **Chelonia**, Yankee 30, Ed Ruszel. (8 boats)

NON-SPINNAKER — 1) **Shamrock**, C&C 41, Jim Connolly; 2) **Meritime**, C&C 30, Gary Proctor; 3) **Krissy**, Ericson 35-3, Allen Cooper. (11 boats)

OVERALL — 1) **Native**; 2) **Nancy**; 3) **Bar-Ba-Loot**; 4) **Legs**; 5) **Lilith**; 6) **Humdinger**; 7) **Green Buffalo**; 8) **Dazzler**; 9) **Shaman**; 10) **Puppeteer**. (49 boats)

Complete results: www.sfbaysss.org

Ensenada Race

To win this year's Newport to Ensenada Race overall, you didn't need a canting-keel maxi or an ORMA 60 trimaran;



Photo: Latitude 38/Rob

Photo: David Dibble



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all you needed was — a Catalina 30? That turned out to be the right choice for San Diego's Cleve Hardaker as his *Sojourn*, hailing from Silver Gate YC, won the President of Mexico Trophy and a \$5,000 Corum watch for first overall, plus hardware for finishing first overall in PHRF, first in PHRF-K, and yet another trophy for being the first Catalina. Which begged the question, how would he get it all home on April 25?

"I'm worried about that," he said, smiling. "It's a small boat."

The 'little Catalina that did' finished the race at 8:30 a.m. Saturday morning — faster than we've ever finished the race, on boats a lot faster than a Catalina 30. While the economy and security concerns apparently drove down the number of boats in the final count to 270 entries this year, only three of the 260 starters dropped out as the fleet enjoyed enough steady breeze to see everyone into Ensenada by 4 p.m. on Saturday!

On the elapsed-time side, *Magnitude 80* set a new monohull elapsed-time record of 10h, 37m, 50s, averaging



PETER LYONS/WWW.LYONSMAGING.COM

Folkboats are fast; but come on guys, did you really think you could barefoot behind one? Wet action at the WBRA racing on May 9.

just under 12 knots over the 125-mile course.

Sojourn's crew, like many of the boats this year, never had to tack, and

only made one jibe into Todos Santos Bay. Kathy Spinner, the primary driver, Mark Spinner, Buz Boyd and race rookie Brendan Inglis rounded out Hardaker's crew.

"Now," Hardaker said, nodding to the rookie Inglis, "he thinks they're all this way."

A word of advice for Inglis: Retire from Ensenada races — that was as good as it gets.

Race Notes

TransMed Sled — In offshore record-breaking news, Franck Cammas' newly-rebuilt 105-ft VPLP trimaran **Groupama 3** took nearly an hour off the the trans-Med record formerly held by Bruno Peyron's *Orange II*, sailing the 458-mile trip from Marseille to Carthage, Tunisia, in just 17h, 8m, 23s at an average speed of 26.72 knots on May 16.

Onboard for the attempt was Lionel Lemonchois, who sailed *Gitana XIII* on her world records tour last year which included a stop here on the Bay. Lemonchois posted the top speed on *Groupama*

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THE RACING SHEET

GUILAIN GRENIER



Franck Cammas' 'Groupama 3' broke the TransMed record from Marseilles to Carthage by nearly an hour, averaging over 26 knots for the 458 miles.

3 this trip — 42.62 knots!

Melges 32 news — St. Francis YC member **Jim Swartz** sailed USA-007 Q to his first major class in at the Melges 32 East Coast Championships May 15-17 at American YC in Rye, NY. His crew of Gavin Brady, Chris Larson, Jamie

interesting starts that got our blood pumping. But this team rose to the occasion."

Giving Back — **Paul Cayard** will be the keynote speaker at the West Marine/Challenged America Regatta's dinner and

Gale, Ben Beer, Tim Klein, Sarah Callahan and Alex Baittinger took the title by an eight-point margin over Alex Jackson's *Leenaburca*. It was the first major win for Swartz in the Melges 32 Class.

"This has been fantastic," Swartz said. "We feel incredibly lucky. It came down to the last race, and we had some inter-

benefit auction June 12.

The dinner will benefit Challenged America, the 30 year-old, San Diego-based non-profit that facilitates sailing opportunities for disabled children and adults.

"From being a seven-time world champion, two-time Olympian, five-time America's Cup veteran, and the first American to win the Whitbread Race, Paul Cayard's name and presence is quickly identified and talked about in virtually every yacht club and sailing venue in the world," said Challenged America co-founder Urban Miyares. "Having Paul take time out of his busy schedule to come to San Diego to help us, and do the keynote dinner and auction is truly a special treat."

The dinner and auction begin at 6 p.m. with Cayard's address followed by the meal and auction at the Bali Hai on Shelter Island. For more on the dinner and auction, or to register for the regatta, visit: www.WMCRegatta.com.



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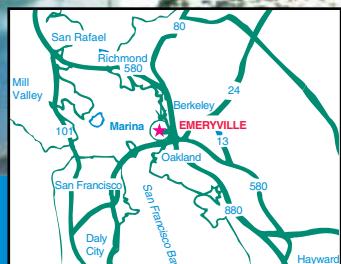
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With reports this month on **The Advantages of Summer Chartering in the Caribbean**, varied options for **California Coastal Chartering**, a frequent charterer's **Cruise Across Latitude 15N**, and miscellaneous **Charter Notes**.

Trying to Reason With Hurricane Season

When it comes to slogans to live by, one of our favorites is: "If you're not living on the edge, you're taking up too much space." With that in mind, we'd like to introduce the idea of sailing in the Eastern Caribbean during the annual June-to-October hurricane season.

If this notion conjures up images of surfing your bareboat down 50-ft waves in 80-knot winds, let us give you a reality check. While there's no guarantee that the charter dates you book won't coincide with the worst storm in a century, the statistical chance of a given island experiencing a direct hit by a hurricane — or even a serious storm — is extremely small.

Having chartered during the summer months in the Virgin Islands, and both the Leeward and Windward Antilles, at least a dozen times in the past 20 years without incident, we think it's a pretty safe gamble. And it's especially appealing when you consider that boats and hotels are substantially cheaper during summer, and anchorages — as well as restaurants and shops — are much less crowded than during the peak winter season.

This year, with virtually the whole world experiencing big-time economic blues, the summer bargains are particu-

For hundreds of years the islands of the Eastern Caribbean have attracted all sorts of sailing craft — and plenty of colorful characters.

larly enticing. Companies hard-hit by the slowdown are wheeling and dealing like never before.

For example, we just booked a round-trip flight from San Francisco to the British Virgins for \$520, including all those nasty taxes and fees, for a trip five weeks from now. That's amazing! During the decade this writer lived in the Caribbean, prices were *never* anywhere near that cheap — and that was 20 years ago.

The same is true for boat pricing. Every week our email in-basket is bombarded with special offers of up to 30% off rack rates, even for nearly-new boats. It doesn't do the boat owners or the management companies that charter them any good to have boats sit idle at a dock, which is exactly what many of them have been doing lately.

Hotel rates have been similarly reduced everywhere we've looked. Check out discount travel websites such as Kayak, Orbitz and Expedia and you'll see what we mean. (www.kayak.com, www.orbitz.com and www.expedia.com, respectively.)

If it seems like we're giving you a hard sell here, you're right. But it's only because the silver lining of this recession — that is, low, low travel pricing — will inevitably disappear when the economy perks up again. Over the years we've talked to dozens of readers for whom the magical sailing venues of the Eastern Caribbean are normally out-of-reach financially, especially for those with a lot

of mouths to feed. For many workaday wage slaves, the normal price of airfare alone can be a deal-breaker. But this year's bargains may be the window of opportunity that they — or perhaps you — have been waiting for.

In the interest of full disclosure, we should tell you that both tropical waves and tropical depressions are common during the summer



LATITUDE / ANDY

months. While not particularly threatening, they do often bring periods of somewhat overcast skies and occasional showers. So every day of your charter may not see perfect, picture-postcard weather with puffy cumulus clouds and brilliant blue skies. But we think that's a fair trade-off for being able to sail, snorkel, hike, dine, shop and anchor in uncrowded conditions. And if you fear that as soon as you book a summer charter you'll start lying awake at night worrying about the mother of all storms, we suggest you simply take out trip cancellation insurance — it's a good investment in your peace of mind.

Having made our pitch, we'll leave you to do your own investigating. When you do, we think you'll see why we say, "At prices like these, you can hardly afford to stay home!"

— latitude/andy

California Dreamin' — Sailing Vacations in Our Own Backyard

If a Caribbean vacation just isn't in the cards for you this summer, despite



LATITUDE / ANDY

OF CHARTERING



This summer you'll find far fewer snorkelers at the BVI's famous Baths. Inset: Our crew points to Salt Island's Wreck of the Rhone.

the deeply discounted rates, no worries. We've got another idea for you. Why not set up a charter vacation right here in sunny California?

As we've often said in these pages, the Channel Islands comprise an ideal cruising ground for chartering, especially for those who hope to cruise on their own boat someday. Our favorite, Santa Cruz, lies a half-day's sail from charter bases in Santa Barbara, Ventura and Oxnard, and offers at least a dozen great (free) anchorages where you'll feel like you are hundreds of miles from the hustle and bustle of modern urban living. Although hiking ashore is restricted in certain areas, there are many established trails for hikes of .5 to 18 miles. Marine life is prolific around Santa Cruz and her sister isles, making diving and snorkeling a highlight. While wet suits are needed, summer water temperatures can reach 65° — a full 15° warmer than San Francisco Bay. Another favorite pastime here

is exploring the many sea caves that pepper the north coast — not recommended, however, when surge is heavy.

More adventurous sailors might want to check out neighboring Santa Rosa Island, which lies 8 miles to the east, and sees far fewer visitors. There's good protection at the principal anchorage, Becher's Bay, and hikes ashore will lead you to ruins of former settlements, archeological sites and quiet coves where you might encounter fur seals, sea lions or elephant seals.

The most famous isle in the group, Catalina, lies a long day's sail to the

southwest of Santa Cruz (65 miles), and only a few hours' sail from charter bases at Long Beach and Redondo (about 26 miles). In contrast to Santa Rosa's solitude, and Santa Cruz's rustic amenities, Catalina is hoppin' with shoreside activities, especially at Avalon, where there are dozens of bars, restaurants and shops to peruse. An efficient system of public moorings and shore boats at both Avalon and Two Harbors makes Catalina a favorite stopover for both weekenders and visiting cruisers.

There are also bareboat charter bases at San Diego and Newport Beach. Both areas are well worth a few days of sunny summer sailing.

If you'd prefer a summer getaway even closer to home, why not charter a comfortable late-model boat from any of the San Francisco Bay's half-dozen charter companies, and take a trip up the Delta (see our overview of the area on page 104), perhaps also exploring the Napa and/or Petaluma Rivers on the way back to the Central Bay?

Another local option often overlooked by would-be vacationers is making a three- to five-day trip up the coast to Drake's Bay, Tomales and Bodega, or down the coast to Half Moon Bay, Santa Cruz and Monterey. All have much to offer, and making the trip to and fro will be an adventure that will leave you with a feeling of accomplishment.

In tough times like these, we certainly can't all afford to take lavish vacations, but that's no reason to deny ourselves a little summer fun. Besides, a few days of adventurous sailing can do wonders

Waters around the Channel Islands are teeming with sealife — including whales. With relatively warm sea temps, diving is a popular pastime.



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— *latitude/andy*

Old Friends in a New Destination: Exploring the 'Middle Antilles'

After our trip to the Sea of Cortez last year, the same group decided to charter again, this year in the Caribbean on a Bahia 46 cat — *Bigorneau* — from Sun-sail. We mapped out a one-directional, 200-mile itinerary from Martinique to Antigua, which crossed 15°N latitude, the dividing line between the Windward and Leeward Antilles.

We were a crew of seven, so the 46-ft cat (which technically has berths for 12) was quite luxurious. The crew included me, the captain; Donna, our spiritual leader; Nathan, chief of hijinks; Geoff, chief of security; Robert, chief angler; and Amy, the doctor. Our chief angler brought along several fishing rods and all of his gear, so we were well-prepared to test our luck.

Unfortunately, we arrived at (French) Martinique in the midst of a general strike that caused a severe gas shortage, so our plan to methodically tour all rum distilleries, as well as visit Le Robert (obviously named after Robert, our chief angler) was thwarted. We had a day to kill, so we went to the beach — Grand Anse d'Arlets, a beautiful spot with good swimming and some beachfront cafes still open.

Before we continue our report, we should explain that a "ti punch" consists simply of rum, sugar and lime, and we

The motley crew strikes a pose at historic Nelson's Dockyard, Antigua, where British ships were once refurbished.

began to work earnestly to acquire a taste for this local cocktail. It did not take long.

After spending a night at a small hotel near Pointe du Bout, in Trois Ilets, we drove down to Le Marin, and located the Sunsail base. We stopped at a local market along the way, but the shelves were mostly bare due to the strike. The open-air market did have produce, so we began our provisioning there.

We boarded the cat, went through a quick check-out on boat systems, and went to bed anticipating that we'd shove off first thing in the morning. Although our provisioning from Sunsail did not show up that night, everything was delivered the next morning, just as we were ready to shove off.

We left Le Marin at about 9 a.m., and headed up the west coast of the island, encountering NE winds of 35+ knots along our 33-mile initial leg. It was a great sail, and the cat handled well. We eventually made it to St. Pierre, and dropped the hook in about 25 feet of water. Nathan, Robert and I dinghied in to clear customs so we could set sail from the island in the morning.

The customs office in St. Pierre was closed, however, as were many businesses, as a result of the strike. But we did find a local café where we hung out to sample a ti punch. Donna hailed us on the VHF, and said we had to return to the boat, as there was a "problem."

We dinghied out, and spotted the cat drifting out of the bay. It turned out there was a problem with the windlass. The anchor had dragged, and all 270 feet of chain was deployed. By the time we got



there, it was all hanging straight down from the boat. You can't just lift that much chain and anchor back aboard using the windlass, so we improvised, using the winch on the mast. There were still problems, though, as the chain links — believe it or not — were different sizes, and some did not rest in the windlass. We went through a frustrating series of attempts to get the chain up, and a few times the chain slipped, and it all ran out. But eventually we solved the problem by cranking very slowly, and headed back into the anchorage to re-set and spend the night.

We spent a relaxing day on the boat, with some crew opting to stroll and shop in St. Pierre, the site of a famous eruption of Mt. Pelée in 1902. We found a wonderful eatery called Restaurant 1642 at Hotel de L'Anse, just a 15-minute walk south of St. Pierre.



COURTESY ART HARTINGER

OF CHARTERING



ALL PHOTOS COURTESY ART HARTINGER

Images of the middle Caribbean, clockwise from far left: 'Bigorneau' lies peacefully at Guadeloupe's Baie Marigot; lined up for gas in Martinique; the chief angler with a barracuda; one of many new friends.

That evening, we went to sleep planning to leave first thing in the morning. Customs was closed due to the strike, and we were unable to get clearance, but Sunsail instructed us not to worry about it, so we didn't. We saw a lot of Q flags in the French anchorages, with some cruisers somewhat anxious about the problem.

The next day we encountered another mechanical problem, this time with the port engine, which we named Bertha. (We named the starboard engine Althea.) The alternator belt on the engine was severed. That occasionally happens, but there were no spare belts on board. So we spent some time looking for a new

one in St. Pierre (which was somewhat complicated due to the strike). We called Sunsail in Le Marin, but they had no way to get to us because they had no gasoline.

Nathan and Geoff eventually found a spare belt, but the boat did not have the right size socket to loosen the bolts. This time we dinghied around the anchorage and soon found a boat with helpful folks who had the 14 millimeter socket we needed. Our chief of hijinks gets credit for spending some quality and greasy time in the engine compartment fixing Bertha. We were able to get underway after noon. Bertha was a tad cranky the whole way, but kept herself together until we reached Le Desirade.

We had another day of 20-knot winds from the northeast, and a great 30-mile passage from Martinique to Dominica. We decided that 15°N was the official

Windward/Leeward line, so we celebrated with a ti punch as we crossed the line at 1430.

A mile or so out of Roseau, a dinghy approached and suggested we take a ball for \$10 U.S. on the south side of the anchorage. Given our windlass and engine problems, this was a no brainer. We tied up, and began to relax.

This was one of my favorite anchorages, just off the Anchorage Hotel, in clear water. We rewarded our visitor — Harrington Warrington — with an Obama T-shirt, which he seemed very pleased to sport. And did I mention that the local Kubuli lager is excellent?

The next day I dinghied in to find the local bakery, and we came back with fresh *baguettes* and *croissants*. We opted to take a tour up to Trafalgar Falls with Craig Azoues, who gave us a great tour with his three-year-old son Keanu. We also visited the Botanical Gardens, the Dominica Parrot Conservancy, and a hot sulfur spring.

Our trip to Trafalgar Falls was truly spectacular. One of the falls is hot, one is cold, and the two tributaries eventually join into one river. We spent a lot of time swimming between the hot and cold rivers. On the way out, we saw a number of hot spring establishments, including an intriguing place called Screw's which we vowed to visit one day. (*To be continued.*)

We found the Dominican people to be among the most friendly of the many Caribbean islands we have visited. The vibe is low-key and friendly, and the islanders all seem to take special pride in what they have accomplished. The majority of the island is protected and wild. The water emerging from underground volcanic tubes is plentiful and clean, and lots of stores and restaurants sell natural foods, including vegetarian fare. There is no question that we will return to Dominica someday.

— art hartinger

Readers — Because we rarely get first-hand info on this area of the Eastern Caribbean, we decided to run Hartinger's complete report in two installments rather than condense or excerpt it. Look for Part II next month.

Charter Notes

While we're on the subject of Caribbean chartering, here's a new twist: **Horizons Yacht Charters** is actually encouraging their BVI charterers to 'jump

WORLD OF CHARTERING

ship' — but for only a night or two. They've teamed up with **Biras Creek Resort**, in **Virgin Gorda's North Sound**, to offer a special arrangement where your bareboat will stay on a free mooring while you jump ship and enjoy all the shoreside amenities of this luxurious five-star resort. The specially priced promotion includes accommodations in a Garden Suite with a large veranda, plus breakfast, lunch and dinner at their gourmet restaurant, and use of all the watersports toys, spa and tennis courts.

In our book this sort of offering comes under the heading of **'surf and turf'**, and it can be an excellent way to sweeten the deal, particularly with reluctant first-time boatmates. Horizons, by the way, also has bases in Antigua, St Martin and Grenada.

In other news, **Sunsail** has recently announced a big push to help sponsor Finn class **Olympic silver medalist**

If you've ever tried to sail a Finn, you know it's one of the most physically demanding boats ever built. But for Zach, there's nothin' to it.

Zach Railey in his attempt to go for the gold at the 2012 Games in the UK. With Sunsail's corporate offices located in Clearwater, FL, the arrangement seems to be a natural fit, as Railey is a Florida native who sails for the Clearwater YC. "I'm very excited about this partnership," says **Sunsail Brand Manager Josie Tucci**, "which will not only support



COURTESY SUNSAIL

Zach's campaign for the 2012 Games, but also aims to raise the profile of sailing amongst a wider audience — which is good for all of us."

Although Railey will have to officially qualify for the 2012 team, his Sunsail partners are fully confident he'll make the cut. Sunsail's sponsorship and fundraising support is expected to raise more than **\$40,000** this year to aid his campaign. Go Zach!

As a final note, let us remind you that with the economic slowdown, this is a great summer for travel procrastinators. That is, with boat inventories less in demand than in boom times, if you get a **last-minute urge** to take a sailing getaway in, say, the **San Juan Islands** or the **Sea of Cortez**, it should be possible this summer and fall to find top-quality boats to choose from, even at the 11th hour.

You know you need the therapeutic benefits that would bring, so what are you waiting for? **Pick up the phone!**

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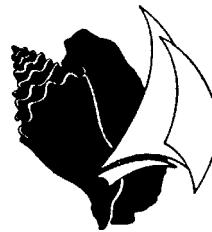
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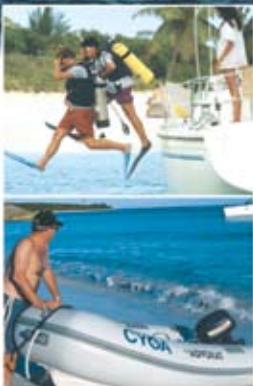
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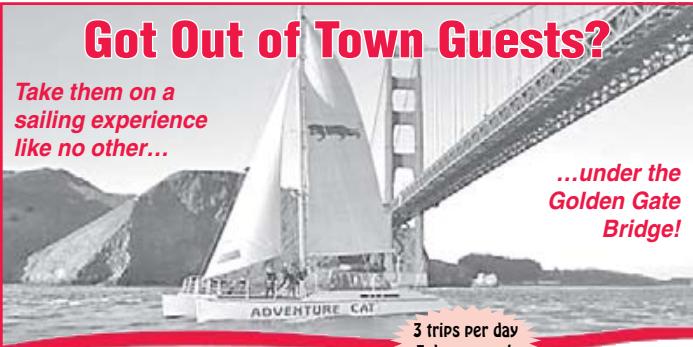
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CHANGES

With reports this month from **Sanderling** on being rammed near Eleuthera; from **Astor** on big victories at the Antigua Classic Regatta; from **Christa** on starting a circumnavigation; from **Swell** on the challenges of Teahupo'o and a troubling leak; from **Capricorn Cat** on a wild haul and exciting times in Guaymas; from **Corazon** on rigging multihulls with the stuff they use when commercial fishing in the Bering Sea; and **Cruise Notes**.

Sanderling — Cabo Rico 38

John Anderton

A Sudden End To Cruising? (Alameda)

My cruising adventure, now in its ninth year, hit a figurative brick wall at 3 a.m. on April 29 in the Bahamas.



John Anderton of Alameda.

While about three miles southeast of the island of Eleuthera, my boat was struck by an unlit steel boat. After hitting my boat, the steel vessel kept right on going. I was not hurt, but the damage to my boat was extensive. For example, if you stand on the dock, you can see into the interior of the boat through an area where the caprail used to be. In addition, the headstay and staysail stay were broken, the headsail was destroyed, and the bowsprit and numerous stainless steel parts were damaged.

I'm asking that people not rag about singlehanders getting hit because they don't keep a watch all the time. For in this case, I was not only standing a proper watch, but I waved a flashlight in order to warn the steel boat of the impending collision. According to the police, the other vessel might have been used to smuggle Haitians, and by waving my flashlight I may have actually attracted the skipper of that boat. In any event, I'm sure I won't be receiving any help to pay for the repairs. For one thing, no smuggler is going to pay for hitting

Anderton, as seen a few years ago, aboard his beloved Cabo Rico 38 'Sanderling' during his annual swing through St. Barth.

LATITUDE/RICHARD



my boat. Second, while many singlehanders may have insurance to please the bank that holds the mortgage on our boat, the insurance is usually only good when we have "proper crew". I suspect my insurance company will say I didn't have proper crew and therefore will deny the claim.

Despite the damage to the headsail and staysail stay, the mast stayed up. This was partly because the mast is stepped on the cabin sole and partly because I was able to quickly attach a spare halyard to the bowsprit. I then safely made my way into the small marina at Davis Harbor.

At this point I don't think it would be prudent for me to use what money I have left in stocks to repair an aging boat just so this 69-year-old can spend another year or two motoring up and down the IntraCoastal Waterway. If the owner of the steel vessel were to miraculously come forward and admit to deliberately ramming my boat, this story might have a happy ending. But I'm not holding my breath. As such, I have two options. The first would be to try to get the boat to a boatyard here in the Bahamas and see if I could sell her or give her away. The second would be to try to reach Freeport on Grand Bahama Island, which is about 200 miles away. So far I've been able to stuff the torn jib into the hole and tape the heck out of it. I also used a bracket from one of the four lower shrouds to reattach the staysail stay. This means I would have the staysail and main for making the passage to Freeport.

Despite what has happened, I consider myself extremely lucky to have been able to enjoy the sailing and cruising lifestyle all these years. It started with an \$1,800 down payment on a condo, which I sold

two years later for a profit of \$18,000. I used that money to buy a \$110,000 boat for just \$69,000 some 20 years ago. I lived aboard in Alameda for 11 years, and spent the last nine years — most of them in the Caribbean — doing what most people only dream about. What's next, I just don't know. But I'll endeavor to persevere.

—john 05/05/09



Astor — 86-ft Fife Schooner **Richard & Lani Stramen** Kicking At The Antigua Classic (Long Beach)

The old adage 'never take a pretty boat to sea' is hogwash as far as Richard and Lani Stramen are concerned. In '70, the Chicago-born Richard closed up his car restoration shop and moved to California so he could sail year round. When Detroit stopped building convertibles in the early '70s, it provided Stramen with an opportunity, and he took advantage of it by turning hard-top Camaros, Firebirds, Eldorados, Ferraris, Mercedes and Rolls-Royces into custom convertibles. He also built prototypes for General Motors, Honda, Mitsubishi and other manufacturers. Lani, who was born in San Bernardino and became a operating room nurse, met Richard when she had him do some work on her '38 Bentley. After they were married, they sold the car. Ten years later they repurchased the classic car for their wedding anniversary, and it later won the prestigious Pebble

IN LATITUDES



Spread: 'Astor' looking smashing enroute to victory. **Inset left:** Showing her winning form on the way to Hobart. **Inset right:** Lani.

Beach Concours several times.

Through all these years, the couple continued to sail as much as possible, starting with a humble Schock 25 and gradually moving up to a 56-ft Alden cutter. But all along Richard vowed that someday he would own a big schooner. That day came in '87, when he saw an ad for *Astor*. The teak-over-English oak yacht was structurally sound, and having come from the Fife board and being built by the Fife Yard in Fairlie, Scotland, she had an unquestioned pedigree. Given Richard's gift for restoration, they weren't bothered by the fact the schooner was in poor cosmetic condition. So within an hour of having stepped aboard, Richard and Lani bought the 86-year-old yacht.

Some people hate working on boats, but Richard restores them for pleasure. Despite the restoration, the Newport Beach-based *Astor* was one of the most

actively raced and cruised yachts in Southern California. Then, after cruising up to San Francisco for 2.5 months in '97, Richard came to two major conclusions. First, the original teak deck would have to be replaced. That only took them 10 hours a day, seven days a week, for seven months. The second decision was that it was time for them to go cruising. They would start with a trip to the South Pacific, with the ultimate goal being Australia. After all, *Astor* had been built for Sydney physician Dr. McCormick, a friend of William Fife, and delivered to him in Australia. Richard and Lani started that cruise in June of '00 and completed it in August of '06.

The highlight was arriving in Sydney, where *Astor* had spent the first 40 years of her life. "We received a national greeting wherever we went," remembers Richard. "While in Sydney, we sailed with all these old Aussies who could drink just about anyone



SPREAD BY JANET HEIN; INSETS COURTESY ASTOR

under the table. They pushed us off the dock, hoisted sails, and told endless stories about the boat — most of them at the expense of her PBO (poor bloody owner)." To this day, Aussies have an annual Astor Party in the yacht's honor. Not only is the old gal pretty, she's wickedly fast, too. For instance, she took line honors five times in the prestigious Sydney-Hobart Race.

The couple logged 60,000 miles during their six-year cruise of the South Pacific, and the yacht performed beautifully. Richard and Lani report she typically turned in 185-mile days, and had a best 24-hour run of 245 miles. That kind of speed is usually paid for with pain, but not in the case of *Astor*. "She's marvelous at sea," says Richard, "being very comfortable because she's skinny like a needle. She's a dry ride, too. Until it gets wet. Then she's very wet!"

A nearly 80-year-old boat that's covered nearly 1,000 miles of open ocean every month for six years is sure to break something besides records — but that's not been the case with *Astor* under the Stramens' watch. "*Astor* broke everything she was gonna break 50 years ago," he says. "It's brand new boats that break everything. We've only suffered two frayed fisherman's sheets." Even *Astor*'s clothes washer and dishwasher have held up well.

After arriving back in California in August of '06, the couple worked on the boat again until December of '07, at which time they set out for Mexico, the Canal, the Caribbean, the East Coast — and eventually a grand homecoming at the Fife Yard in Scotland. It was on December 7 last year that they transited the Panama Canal. They even had some fine sailing making their way to the Easter Caribbean. "We are 90 miles from Puerto Rico," reads the log entry by Richard. "It

Although 'Astor' wasn't in the best cosmetic condition when the Stramens purchased her, today she wins the Concours.



JANET HEIN

CHANGES

has been a good sail so far, a 50 degree reach up from Curacao in about 15 knots of wind from the ENE. All is well, and the crew has learned that passagemaking is a lot better than coastal sailing. We did 180 miles the first day out of Curacao, often hitting nine knots. This is the best sailing we've had since California."



Astor

Last month the Stramens entered Astor in the Antigua Classic Regatta, perhaps the premiere classic regatta in the world, and she more than held her own. She was awarded not only first-place Concours honors in the Vintage Class, but also Concours honors for the entire 60-boat fleet. In so doing, she was selected over the J Class 135-footers *Velsheda* and *Ranger*, the 139-ft ketch *Rebecca*, and the new 59-ft ketch *Margorie*. But she then proved once again that she's much more than a pretty face, taking honors in Vintage A, besting General Patton's old schooner *When and If* in the process.

After 22 years of ownership, there's still more glory to come. The Stramens will sail Astor to the Northeast and Maine this summer, then across the Atlantic to what's certain to be a spectacular homecoming at the Fife Yard in Scotland.

Buying *Astor* changed our lives," says Lani. "And so far I've just loved it."

—jan hein 04/25/09

Christa — Westsail 32

Christian Allaire The Thorny Path (San Francisco)

I just had another one of those fantastic days here in the tropics aboard

Having sailed to the Eastern Caribbean from Florida, 'Christa' takes a well-deserved breather at Jolly Harbor, Antigua.

my 34-year-old Westsail 32. It started like all the others have since I arrived here in the Virgin Islands two months ago. I awoke naturally to the rising of the sun as a rooster crowed in the morning light. I then heated some water for my customary injection of caffeine, and took a quick peek out the hatch. As usual, I felt a sense of slight relaxation when I noted that *Christa* hadn't moved during the night.

Not all days have been so delightful since I started my lazy circumnavigation in September of '07. For I quickly discovered that I was woefully naive regarding the 'Thorny Path' to the Caribbean, and what a mental strain it would be to bash into the teeth of the trades day after day. Had I known what I know now, I would have sailed to the Virgins via Bermuda. But I'm getting ahead of myself.

I purchased *Christa* in '98 while on active duty with the U.S. Coast Guard on San Francisco Bay. I'd come across the lore of the Westsail 32 in a most curious way. While stationed at Point Judith, Rhode Island, in '91, I was a Motor Life Boat (MLB) coxswain who did a first-hand battle with the Halloween Storm of October '91 — which eventually gained fame in the book *The Perfect Storm*. While not directly involved in any of the rescues chronicled in Sebastian Junger's excellent book, in real time I'd keenly followed the many problems the Coast Guard had on its hands. But I especially remember reading the situation reports regarding the Westsail 32 *Satori* and the plight of her crew.

After the loss of the fishing vessel *Andrea Gail*, and with the *Queen Elizabeth 2* being struck by a 100-foot wave in the North Atlantic, the Coast Guard Cutter *Tamaroa* struggled mightily in a seaway to try to reach *Satori*. As it would turn out, *Satori*, having been abandoned, washed up on a beach a few days later — with no significant damage! That, I thought to myself, must be one seaworthy vessel! Fast forward a few years, with my dream of sailing around the world solidified in my mind, when I was thumbing through the *Classy Classifieds* in the back of *Latitude* and — bam! — I noted that there was a Westsail 32 — same as *Satori* — for sale in Vallejo. Not long after that, I became the proud owner.

I spent the next nine years living aboard *Christa*



in Alameda and Sausalito on the West Coast, at Woods Hole on Cape Cod and Newport, Rhode Island on the East Coast. During that time I learned how to sail *Christa*, upgraded her, and generally soaked up life aboard. I made several offshore voyages up and down the California coast, and on the East Coast gunkholed around the Cape and the jewels of Nantucket, Martha's Vineyard and the Elizabeth Islands. Coupled with all the water under my keel while in the Coast Guard, including time in the Southern Ocean aboard a Polar Class icebreaker, the breaking bar of the Columbia River, and several trips to the Bering Sea, I thought I had a clue. But the ocean is no place for hubris. While I do have all kinds of valuable seamanship experience, nothing had really prepared me for the difficulty of singlehanding a 32-foot sailboat. I don't want to overplay the difficulty, and as the younger generation would say, want to keep it real. But my experience is that cruising is nothing



IN LATITUDES



PHOTOS COURTESY CHRISTA

one from Bud Taplin, the patron saint of Westsail parts. I had no real reason to think the wooden bowsprit had been weakened by rot, but there was no foolproof way to ease my worry. One call to Bud shored things up. Knowing I was heading out for a trip that would last years, he said, "Well, stainless doesn't rot." With that, I had a 'Visa moment'. After a week of continuous labor, I had replaced the old bowsprit. I don't have an engineering background, and replacing the bowsprit was one of those projects where I felt my limited skills would be put to the test. But as with most projects on *Christa*, I discovered that I had underestimated my skills, and simply suffered from a lack of confidence. While replacing the bowsprit wasn't easy, it was logical. Having now done countless boat projects, I've found this to have always been the case. So if you're a new boataowner and wonder how the fellow down the dock became so good at boat maintenance and projects, the answer is simple: trial and error — and copious amounts of boat bucks.

Having run out of room, I'm saving my story of the dangers of the herding instinct of cruisers for the next issue.

— christian 04/25/09

Spread: 'Christa' and another W-32 hide from hurricane Omar in Puerto Rico. Inset; A manatee makes passionate love to 'Christa's dinghy.'

like the way they portray it in glossy sailing magazines. I don't think they could really capture the essence of the experience anyway, and if they could, it probably wouldn't be good for their ad sales. The intensity of something like cruising singlehanded can't be explained, it has to be experienced.

The following is a recap of my experiences to date: I departed Rhode Island, where I had spent the summer of '07 at the Newport Navy Base Marina, taking care of last minute preparations and fulfilling my remaining obligations to the Coast Guard. With a continuous eye toward the tropics, ever mindful of the hurricane season, I made my way down Long Island Sound in September. My good buddy John, whom I had been stationed with in the Coast Guard many years before, joined me for a nostalgic stop in Point Judith, where we'd been

stationed together. Continuing on, with stops for terrible weather, we negotiated Hell's Gate and sailed down the East River with Manhattan to starboard. It was a truly beautiful experience made more poignant by the fact it was September 11th, and that my brother and his family lived just a stone's throw away in the East Village. The Atlantic later greeted us with a fair current and a fresh NNW breeze, and we put the Monitor windvane in charge for rounding Sandy Hook toward Atlantic City. As the wind waned, we changed to the green monster, my new cruising spinnaker. As the sun set with the spinnaker pulling us along, I was nearly moved to tears by the moment.

With the days having gotten shorter and colder, I meandered down the IntraCoastal Waterway, making 50 miles or so a day. During a two-week stop at Fort Pierce, Florida to visit family for Thanksgiving, I decided to replace the wooden bowsprit with a stainless

Swell — Cal 40

Liz Clark

Back In The Water

(Santa Barbara)

Since arriving in the Teahupo'o area of Tahiti, my life has been a blur of waves

When Liz got to the world class surf spot of Teahupo'o, she naturally got to hang out with some world class surfers.



COURTESY SWELL



What a pose!

CHANGES

and new friends — along with the stress of knowing the time on my visa has dwindled to almost nothing. But once again,

it seems as though the universe provides the answers. After it looked as if it would be nearly impossible to find a way to stay here any longer, it turns out that *Swell* has come up with the solution. For after my long, hard and expensive refit, I've discovered a mysterious leak somewhere beneath the

With her 'fly' swatter. engine. Go ahead, feel free to cry for me now if you'd like. The idea of a leak is so horrible that it took me two weeks to come out of denial about it. So forget having to jump through bureaucratic hoops in order to stay at this mid-Pacific paradise, for the French Polynesia government is now obligated to give the time I need to fix the leak before booting me out. Aside from that drama, I've once again fallen into the figurative hands of amazingly wonderful people. And equally amazing surf! Here's the latest:

Swell and I slowly made our way through the lagoon at Tahiti-iti, taking care to stay between the green and red markers. I knew there was a big swell on the way, so after almost a year of surfing the reefs at the passes in French Polynesia, it was soon going to be time for me to test my skills at Tahiti's most famous wave — Teahupo'o. Pronounced 'cho-po', here is how it's been described by others: "Tahiti's Teahupo'o is a hideous, deadly barrel promising a heap of trouble

The marina near Teahupo'o might not have been in the best of shape, on the other hand, there was no charge to tie up there.



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for even the most capable of surfers. In recent years, professional contests and high-profile tow-ins have bombarded us with images of her seemingly flawless barrels, but no other surf spot extracts a higher toll than Teahupo'o, the heaviest wave in the world."

From the zillions of photos I'd seen of Teahupo'o, a part of me wanted nothing to do with its disturbingly thick lips and ledgy take-offs. But the other part of me — the slightly insane part — told me that I couldn't just sail away without at least giving it a try. Besides, I'd heard that there was a little marina just a half-mile from the break where I could tie up *Swell* for free. So that's where I was headed. If it got too big for me to surf, I could at least witness the spectacle of others surfing it up close.

As I came around the point, I saw two masts in the marina. A man in a single outrigger canoe, with a surfboard across the front, guided me around the coral heads at the shallow entrance. I appeared to make him very nervous as — just a few feet from a coral head — I ran around the boat getting docklines and fenders ready. I finally did a 180, then silently nudged *Swell* into the premiere Teahupo'o parking spot. A crowd of girls gathered at the end of the dock stared. I waved. They waved back. Some fishermen raised their beers. I nodded. It was Saturday afternoon in the quiet little town at the end of the road in Tahiti-iti. *Swell* and I had found ourselves a new home.

I hopped on my bike and pedaled around to introduce myself to the local crew. The two other sailboats in the marina looked as if they hadn't moved in decades, but the opposite side of the marina hosted a line-up of flash *poti marara* and other local fishing boats. A group of salty old Tahitian fishermen gathered near the ice house, seated on crates, car hoods and a rusty trolley.

"*Ia ora na!*" I said to them as I skidded to a halt, using my bare feet as brakes. For a moment there was silence and I began to feel unsure of myself.

"*Ia ora na . . . ea ha huru?!*" The biggest one asked.

"*Maitai!*" I replied. "*e oe?*"

Amused by my efforts to speak Tahitian, the conversation waterfalld



into who the heck was I and was a young woman such as myself really alone? Did I want a beer? How long was I going to stay? Did I need any ice? How about some fish? I was told to be careful on the street and to lock my boat because the local kids stole stuff. As I sipped a beer, they laughingly told the story of having caught a 12-foot tiger shark two weeks before. After 20 minutes, I had eight new Tahitian 'fathers' who would watch over me and *Swell*. With a smile and a "*Maruru!* (thank you)" and "*Ananahei!* (see you tomorrow)", I pedaled off down the road to check out my new stomping grounds.

The thundering sound on the reef made it impossible to sleep that night. I tossed and turned, fearing the fear I knew I would feel during my first session. After all, it was Teahupo'o. The waves were so thick and the reef so punishing that it was just plain scary. So it was with some reluctance that I pulled out my sweet new J7 6'4" board and put it into *Ripple*, my dinghy. I waved to my new fishermen buddies as I putted off



IN LATITUDES

PHOTOS COURTESY SWELL



Spread; If you're a surfer, you'll immediately know what's wrong with this photo of Teahupo'o. While this wave doesn't really show it, it's perhaps the nastiest break in the world, worse than the world-famous Pipeline. **Inset;** Just a short distance from the waves is the tranquility of a pond.

across the lagoon, talking myself through a strategy and nibbling nervously at my last Clif Bar.

When I got to the channel next to the break, I dawdled around in order to check out the wave and the dynamic of the crowd. The cloudy sky made the place seem angry and mean. But as the waves weren't that big, it actually seemed manageable. So when I spotted a few familiar faces in the break, I tied Ripple to a buoy in the channel, then paddled over to the line-up. After greeting Adam, a friend from a year before, and Fabrice, whom I'd often surfed with near the boatyard, I sat wide of the break to get comfortable with the place. "This one, Liz, GO!!" Adam finally shouted. I paddled hard, got under it, grabbed my rail, and locked into backside three-wheel drive, bracing myself for disaster. But to my surprise, I made the drop, glided just beneath the quickly peeling lip, then saw an exit and launched out

the back. "Okay," I said to myself, "that wasn't so bad." And yes, I realized that I had been talking to myself quite a bit lately.

After I caught a few more waves, my fear diminished. As I paddled through the line-up during the long lulls, I exchanged greetings. Just as I was beginning to feel comfortable, Fabrice called out to me. "You have a *pechul!*" he shouted across about five rows of guys. "*Caca nez!*" Seeing that I didn't understand, he smiled as he put a finger to his nose. He knew the words for 'booger' in Tahitian and French, but not English. After wiping a long white blob of snot from my upper lip onto my hand, I burst into a slightly embarrassed laughter. No one else had bothered to tell me. From that moment on, and after many other sessions, I've learned to never let my guard down at Teahupo'o, not to the wave or

anything else. Teahupo'o will find ways to humble you.

A few mornings later there was much more energy on the reef. The waves were much bigger, and I became scared again. I wanted to go out and I didn't want to go out. I saw the jet-skis buzz by for tow-ins, plus a French pro and his photo posse. I lay down on the settee and took a few deep breaths. I ate a banana. I put on some sunscreen. I laid back down. I put on my sunscreen. I laid back down again and closed my eyes. Finally I decided to get up and go out to the circus that was Teahupo'o that day. It was big and barreling, just as I'd seen in the photos. It's beautiful, too, but I was good and scared. There was a crowd of 15 out, which wasn't bad. I watched the guys take off from way inside, boldly set a rail, then slingshot themselves through the vortex. They make it look so easy!

I paddled out and watched some more. The guys paddled around me as though I didn't exist. Raimana, the king of Tahitian watermen, stood outside the break on his stand-up paddleboard. He was completely calm as he easily stroked into a thick wave at the west bowl. I held my breath as I watched his steep drop just in front of the explosion of whitewater. I don't know why I worried, because it was obvious that it was like a Sunday stroll for him. He paddled

'Swell', having been worked on for months in Raiatea, gets the rainbow treatment after being relaunched.



An apres surf Q.



CHANGES

back out and called the sets, running the line-up like an auctioneer. I waited and watched. On that day he'd brought along Keoni, a 13-year-old local charger. After catching a small wave, I paddled over to the shoulder. Raimana called Keoni into



The green room.

another west wave. But that time there were two waves, and since everyone else was too deep, I had the second one all to myself. Raimana had seen me surf before at the passes, and he'd seen me waiting on that day. But I wasn't sure if he was sure that I really wanted the wave. But suddenly I did. I really did. And I wasn't scared. "Go Liz, go!" Raimana shouted. "Paddle in! Toward the reef! Goooo!" Paddling with all my strength, I just barely got under the wave. It curled up under me thick and started to bottom out. I was late, but there was no turning back, as either I'd make the wave or I'd be planted on the reef. At the critical point, my thinking ceased and my muscle memory took over. I air dropped with my rail in hand. There was water in my eyes and lots of foam, but I somehow recovered from the drop. I momentarily heard the foamball, then came rocketing out the other side. Not only had I survived a big one at Teahupo'o, I wanted more!

That was the good side of things. On the bad side, Swell was going to have to come out of the water in order for me to continue to voyage. She has some kind of delamination under that engine that's

Finding a leak in your boat after a long and exhausting haul out can temporarily alter your perspective on cruising.

allowing water into the hull. Apparently she's not the only Cal 40 to have had this problem, as I got the following letter from a doctor in Santa Barbara:

"I had a Cal 40 for 10 years. One day I noticed water trickling down the stern boundary of the keel bilge. Even after using a mirror at the end of a broom handle, it took days to trace. Bill Lapworth, the boat's designer, sent me a profile of the molding design. When we pulled the boat out, we found the 'squish' at the aft end of the keel up near the hull. There was a large bubble in the lamination, but no evidence of it at the surface. We had to 'chew' the whole section out to rebuild it. Four owners and two TransPacs later, the problem hasn't reappeared."

My problem is not just that Swell will have to be hauled again in order to fix the problem, but it will be expensive, and I spent almost the entire voyage savings on the just-completed refit. I really hate to ask, but if there are any individuals or companies out there that might be interested in sponsoring or contributing to my adventure, I could really use the help at this time. Much appreciated contributions can be sent to: Voyage of Swell, 1021 Scott St., #305, San Diego, CA 92106.

— liz 05/02/09

Capricorn Cat — Hughes 45 Wayne Hendryx & Carol Baggerly Wine Flu And A Broken Trailer (Brisbane)

Two adages come to mind: 'You only get what you pay for', and, 'If it sounds to good to be true, it probably is'. When we heard that the guys at Singlar in Guaymas had built a special trailer to haul cats such as ours, and would take us out and put us back in for just \$500, there was no way we were going to pass it up. Besides, their trailer had already proved that it was up to the job by hauling Guy and Deborah Bunting's immaculate Vista-based M&M 46 cat *Elan*.

So what was that strange noise we heard while *Capricorn Cat* was on the trailer and stuck 20 feet short of flat land? And why was Capt. Wayne freaking out on the trailer? Simple — because the trailer — a homebuilt Mexican special — that our cat was resting on had



broken down. Luckily, we were about 20 feet out of the water at the time, and ended up listing about 15 degrees toward the stern. That meant we got plenty of blood to our brains when we slept on our cat for the next two nights. Yes, we stayed aboard our cat on the trailer because it took three days for the trailer to be fixed and *Capricorn Cat* to join the other boats in the yard.

Nonetheless, assuming the trailer can get us back into the water in one piece, we think we'll have gotten a pretty big bang for our buck here. While it's true that it took three days for us to be hauled out, we only paid \$400 to get out and, hopefully, back in. But in less than two weeks we sanded the old bottom paint, completely rebuilt one rudder, repaired and faired four minor crunches in our topsides, did some work on the steering and exhaust systems, installed new thru-hulls for cooling the engines, installed two new Flex-o-Fold props, and had 2.5 coats of new bottom paint



IN LATITUDES



Spread: When the homemade trailer broke down halfway through the haulout, Capt. Wayne, near the mast, about lost his mind. **Inset left:** Grapefruit in California might be a little prettier at Whole Foods, but they are way more expensive. **Inset right:** Wayne and Carol battle swine flu with wine.

applied. So despite the problem with the trailer, we think we've had a very good experience here, and believe that we got a lot of value for our money.

Actually, we left much of the work to Francisco and his three assistants. As is the case with contractors the world over, in order to get a good job done the way you want it done, you must supervise every step. We did, and we were happy with the results. We and Francisco agreed on 'contract' prices up front. We would supply the bottom paint, for example, and then he and his assistants would wash, sand, tape and apply the paint. For that he charged a flat fee of \$400. As always, there is more work than first meets the eye, and we agreed to pay time and materials for the extra stuff. Francisco charged \$100 a day for himself, while his three helpers were \$45 U.S. a day each. We feel we got our money's worth on

labor. Materials, on the other hand, are really expensive down here, so if anyone is planning to bring their boat down to have work done, bring as many of the materials as you can.

As for the Singlar trailer used to haul *Elan* and *Capricorn Cat*, she'll be retired once we both get back in the water. Where else can cats with 26-ft or greater beam be hauled in Mexico? To our knowledge, the only choices are Mazatlan, where Dave Crowe's *Humuhumu*, with a beam of 34 feet, hauled, and the yard at Nayarit Riviera Marina, where their huge Travel-Lift can haul boats with beams of 32 feet. If anybody knows of any other places, we cat owners would love to hear about them.

Other than the trailer

PHOTOS COURTESY CAPRICORN CAT

problem, we have to say the Singlar yard here in Guaymas is about as good as it gets. The facility is new and clean, the prices are reasonable, and the folks are friendly. Last year at this time they had just three boats hauled out. Now they have 22, and many plan to be out of the water for three to six months.

We also have enjoyed Guaymas and the neighboring city of San Carlos, and have met many wonderful locals and fellow cruisers. But with our superfast new bottom paint, we can't wait to play with our other cat friends such as *Sea Level*, *Escapade*, *Endless Summer* and *Profligate*, all of whom, like us, are heading up to California for the summer before doing another Ha-Ha in the fall.

Sometimes our hearing is a little off, but did someone say 'wine flu'? Or maybe something about wine being a prophylactic for swine flu? Perhaps thanks in part to our wine consumption, we've yet to have an outbreak on our cat. But come to think of it, based on reports from Guaymas and San Carlos, as well as all the other cruising centers in Mexico, there haven't been any cases. Maybe the virus doesn't like to go near the water.

By and large, the cost of living in Mexico is very modest. Folks thinking about bringing their boats down next year might be interested in some of the food prices in Guaymas-San Carlos area. Mind you, Guaymas is a traditional working class town — albeit one that has produced three of Mexico's presidents — rather than a booming tourist destination. In any event, one of our favorite eats is a whole BBQ chicken, with beans, rice, onions and tortillas from Pollo Feliz. It costs 85 pesos — about \$6.50 — but Wayne and I get four meals out of it! You can't eat much less expensively than that. We also like the taco vendor across

Wayne and Carol's Hughes 45 'Capricorn Cat' was fast enough the way she was. We don't see why she needed a bottom job.



DOG STAR

CHANGES

the street from the marina. He gives us four *big* tacos, with endless sides and condiments, plus a drink, for about \$3.85 U.S. Of course, sometimes we really get hungry for a big steak dinner. When that happens, we've been going to the Hotel Oeste Steak House, where for \$35 U.S. we got a two huge steaks, an endless salad bar and two glasses of wine. It's either a 1.5 mile walk or a \$2.50 cab ride to get to the steak house, although the last time a Guaymas cop and his wife gave us a ride.

Of course, if you really want to eat inexpensively, you buy your food at the *mercados*, where it's really cheap. For example, we bought 50 large, sweet grapefruit for just \$3.75! Take that, Costco! And we got just under five pounds of mangos for \$3.75. Match that, Whole Foods!

— carol

Corazon — Searunner 34 Tri Jack and Joanne Molan From Stainless To Dux (San Carlos, Mexico)

When was the last time the sailing industry followed the lead of commercial fishing when it came to technology? Maybe never. But for multihulls at least, that might be changing.

While at Sea of Cortez Sailing Week, we crossed paths with participant Jack Molan, who has replaced all the stainless wire on his Sea Runner 34 *Corazon* with a synthetic fiber product called Dynex Dux. He's used the Dux to replace stainless wire for his shrouds, headstay, lifelines — even the shackles. Shackles made out of synthetic line? That's right. If you've ever been whacked on the side of a head with a big stainless steel shackle, it's easy to appreciate the safety feature of a fiber shackle.

Despite weighing almost nothing, Molan said this Dynex Dux could replace the heavy 9/16" shrouds on 'Profligate'. We'd like that.

Having previously owned a Searunner 37 trimaran and a Nor 'Sea 27 monohull, Molan is the skipper of a 125-ft fishing boat four months a year. He spends two months of the summer and two months of the winter offshore trawling for pollack in the Bering Sea. The rest of the time he lives in San Carlos, Mexico.

"I believe in Dynex Dux because we've been using it in Alaska for six years now for everything we used to use wire for," says Molan. "We don't use wire on trawlers anymore because Dux is a whole lot safer and because it lasts three times as long as the stainless steel we were using. Wire is dead."

The base product for Dynex Dux is SK-75, which is called Spectra when sold by Dow Chemical and Dyneema when sold by the other maker in Denmark. Using either of these base products, Hampadjans, a company in Iceland, heats it and stretches it, making it super stiff and eliminating almost all the creep and stretch to create an entirely new product. To give you an idea of how strong it is, 7mm of Dux — a hair over a quarter inch — has a breaking strength of 15,000 pounds. That's about twice the breaking strength of quarter inch wire. 9mm Dux has a breaking strength of 27,000 pounds. That's impressive.

One of the major benefits of Dux is the weight savings. Getting rid of weight aloft is critical for boat stability and performance, and Dux weighs one-ninth of the stainless steel wire. "When I reregged my Searunner with Dux, she lost 40 pounds aloft," says Molan. "The total weight of all my rigging is just 15 pounds." Molan also claims that Dux costs less per foot than does stainless or PBO, the latter being another synthetic material.

To get another perspective on Dux, we spoke with Mike Leneman of MultiMarine in Marina del Rey and Scott Easom of Easom Rigging in Pt. Richmond. Both like and use the product, but only for certain applications. Easom says he's been using Dux for years for things like running backstays. While Dux is very low stretch and therefore appropriate for use for shrouds on multihulls less than 40 feet, both Leneman and Easom say it's not low enough stretch to be their first choice for shrouds on monohulls. It seems to us that the most cruiser applicable use of Dux would be as a backup shroud



or stay for cruisers. It's impractical to carry stainless steel backups for all your shrouds and stays, but you can easily do it with Dux, which is super light and flexible, and can be easily adjusted to any length. It's also an interesting choice for lifelines, provided there are no burrs to snag the Dux fiber.

The Dux products — and there are a number of them — are marketed by Colligio Marine. It's owned by engineer John Fronta, who like Molan, spends much of his time in San Carlos. Both Molan and Fronta are walking the walk, having replaced all the wire and shackles on their multihulls — Fronta has the 38-ft tri *Pranaja* — with Dux. It's going to be interesting to see how the product performs over time on their boats.

— latitude 05/14/09

Cruise Notes:

A big *Latitude* salute goes out to the Arnold family — Geoff, Karen, and daughters, Claire, 16, and Alexandra, 14 — of San Jose for having completed a cir-



IN LATITUDES



LATITUDE/RICHARD

Spread: The Searunner 34 'Corazon'. **Inset left top:** Look ma, no turnbuckles for the tri's upper shrouds. **Inset left bottom:** Dynex Dux can also be used as shackles for blocks and halyards. **Inset top right:** Jack and Joanne, who bought 'Corazon' for \$22,000 before restoring her.

cumnavigation in the Marquesas on April 26 aboard their Dufour 45 ketch **Fafner**. They started with the Ha-Ha in late October of '06, and have since covered 34,865 miles. According to their Ha-Ha bio, Geoff's parents took him and his two siblings around the world back in '74-'76 aboard the family's 36-ft aluminum sloop **Nomad**. Prior to the start of the '06 Ha-Ha, Geoff told us that he and Karen wanted to circumnavigate with their daughters "while they were old enough to know what was happening, but too young to do anything about it." Mission accomplished. What's interesting about the Arnold family's circumnavigation is that after the Med, they sailed to and down the east coast of South America, to Cape Horn, then up the South Pacific to the Marquesas, where they completed their circle. When they get back to the Bay Area in July, we'll be interested to find out more about their trip around

the Horn — or was it through Drake Passage? In either case, it had to be a fabulous adventure.

While checking out *Fafner*'s website, we noticed a section on **Ed Arnold**, Geoff's father. Not only did Ed take the Arnold family around when Geoff was young, -he did an 11-month solo circumnavigation aboard *Nomad* in '01. "Ed arrived safe back in Sitka, Alaska, on September 6, having completed an 11-month solo circumnavigation. He had stopped only twice: Once in South Africa to repair damage caused as a result of hitting an iceberg, and at Adelaide, Australia, to fix a broken radar." It's amazing how many 'unknown' sailors there are like Ed who have

made fantastic voyages. Good on 'em!

"Here are the details of our trip from La Paz back to San Diego," write Mary Lee and Lewis Guiss of the San Diego-based Beneteau 473 **Merry Lee**. "While berthed at Marina de La Paz, we went to the ship's agent across the street from the marina and inquired about clearing out of the country from La Paz. The agent told us that we'd first have to go to the Health Department to make an appointment to have our boat inspected, and that it could take up to three days. And this was before the swine flu scare. Once that was done, she could process our exit papers in one day for \$120. Neither the inspection or her price sounded very inviting, so we just cleared out for Cabo from La Paz. Cruiser weather forecaster Don Anderson predicted an excellent weather window for our trip. After 24 hours and 150 miles of motoring into 10 to 15-knot southerly winds in the Sea of Cortez, we stopped at Cabo for one hour to take on 25 gallons of fuel. Three days and 420 miles later, after 64 hours of motoring into 10 to 15 knot NW winds, we pulled into Turtle Bay. A *panga* met us at the entrance and escorted us to the anchorage near the pier, then came back with the fuel *panga*. We nonetheless had to plug their AC fuel pump into our inverter in order for them to be able to pump 67 gallons of very clean looking fuel into our tanks. The whole process took less than one hour. After 48 hours more of motoring 300 miles into 10 to 15 knot NW winds, we stopped at Coral Marina in Ensenada, where we took on fuel and spent the night. The slip fee was \$1.80/ft/night, which is expensive, but it allowed us to buy our final 78 gallons of fuel at \$2.16/gal. That price was a 32¢ discount off the normal fuel price,

Like father, like son. Geoff Arnold takes his family around the world. This photo is from the start of the '06 Baja Ha-Ha.



COURTESY FAFNER

CHANGES

and was substantially less than the cost of diesel in San Diego. The marina processed our exit papers for just \$45, and there was no need for a health inspection. One of our crew had a FM3 card, so he had to visit Immigration to have his document stamped and pay a small additional fee. All in all, our Bash wasn't bad at all. As we carry 110 gallons of fuel, we had the luxury of motoring 147 hours at 70% of our engine's max rpm's. The worst winds we had were 25 knots at the capes of Cabo Falso and Punta Abreojos. But in general, we had a good weather window, so we took advantage of it by driving hard and making minimal stops. Once we got to the San Diego Police Dock, we walked to the payphone and called Customs. We were told that an agent would be there in 20 minutes. He arrived two hours later. They wanted a copy of our Mexican exit papers as well as our fruit and uncooked pork products. We had fun doing the '08 Ha-Ha, so we plan on doing it again this fall."

Port officials have always been inconsistent with their interpretation and enforcement of maritime laws in Mexico,



LATITUDE/RICHARD

Having had a great Ha-Ha, a great winter in Mexico, and a great Bash home, Mary and Lewis are really to do it all over again.

and never is it more evident than in La Paz, which is the only port we know of that requires a health certificate when clearing out for another country. The simple way to avoid this is to either stop

at Cabo or Ensenada on the way home and clear for California from either of these two ports. You didn't hear it from us, but in years past some cruisers have done a domestic clearance out of La Paz for Ensenada, but then just blown by Ensenada on their way to San Diego. What happened when they got to San Diego without an international clearance from Mexico? Nothing, from what we've been told.

"Hello from the Coco-Nuts," write Greg King, Jennifer Sanders and Coco Sanders of the Long Beach-based 65-ft schooner **Coco Kai**. "We're currently enroute from Christmas Island to Penrhyn Atoll. We'll be making a stop at little Starbuck Island tomorrow for a day or two. I doubt if the island gets more than one cruising boat a year, but it will give us a chance to see if our lobster fishing skills have improved. You should have seen the surf at Fanning Island — an overhead left with one perfectly shaped wave after another. And no other surfers. Greg was awestruck at being out there by himself."

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For the record, uninhabited **Starbuck Island**, about five miles by two miles, is one of the Line Islands of Kiribati. The island, now home to an estimated five million birds, was mined for phosphates in the late 1800s. The only shelter is provided by lees, as there is no natural anchorage. Indeed, in an update, the Coco-Nuts report they couldn't find a suitable place to drop the hook and had to move on without stopping.

After a long and interesting trip from Maryland to Florida to the Bahamas to the Eastern Caribbean, with lots of stops along the way, Mark and Liesbet Colleart of the Emeryville-based Tobago 35 cat **Irie** have now been in St. Martin for three months. "It's getting really old being in the same place for so long," Liesbet moans. "What happened to the cruising life? The only reasons we're still here are because of a friend, because two sets of parents visited, and to do some boat projects and to earn some money."

How have they been earning money in St. Martin? Liesbet has been doing some online consulting work for pub-

lishers, and Mark has been doing computer consulting for boaters in the lagoon and at Marigot and Simpson Bays. They also invented a wireless antenna solution for boats that, according to them, is user-friendly, waterproof, has the fastest chip on the market, and is apparently selling like gangbusters. But it's not yet available in the U.S. For those

who may not remember, back in '05 the couple and their dogs Kali and Darwin left Emeryville aboard their Islander Freeport 36 **F/Our Choice** to start a much awaited cruise. But after just a day, it became obvious to them that their big dogs wouldn't be happy aboard a 36-footer on the ocean. So they turned around and sold the boat. They tried to

Liesbet's dogs found life aboard a catamaran to be much more comfortable and less stressful. So it was less stressful for her, too.

scratch their traveling itch with a long road trip through Central America, but it just wasn't what Mark was looking for. So after returning to the States, they bought a Tobago 35 catamaran in Maryland, thinking it might be a workable solution for the dogs. And that's the way it turned out.



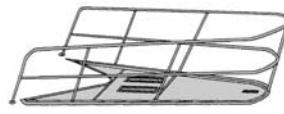
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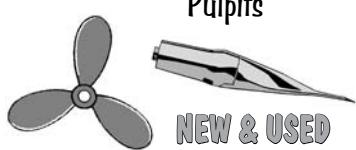
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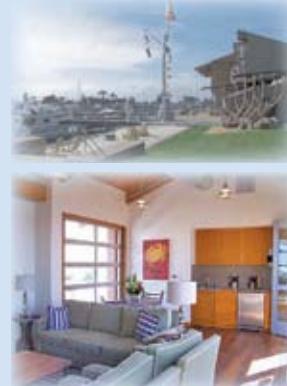
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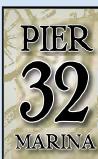
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CHANGES

The **Atlantic Rally for Cruisers** (ARC), the original cruising rally, continues to be enormously popular. The economy in Europe may be even worse than here in the United States; nonetheless, by the end of April, a total of 181 paid entries had been received. And mind you, the 2,500-mile Canaries to St. Lucia event doesn't even start until late in November. Fifteen of the entries to date are multihulls. So far there are six American entries: Alan Spence's Broadblue 41 catamaran **Ca Canny**; Hank Lim's Hallberg-Rassy 37 **Further**; Emmett Gantz's Swan 46 **Le Reve**; Craig Scott's Amel 54 **Lone Star**; Marjan Golobic's Bavaria 36 **Spalax**; and Nicholas Orem's Najad 440 **Wassail**. We wish we could report the homeport of each entry, but that information was not available.

Although he won't be part of the ARC, George Backhus of the Sausalito-based Deerfoot 62 **Moonshadow** reports that he and his sweetheart Merima Jaferi will be crossing the Atlantic to the Caribbean this fall. If we're not mistaken, Backhus is starting his 16th year of cruising.

It's always fun to hear from Jack van Ommen of the Gig Harbor, Washington-



MOONSHADOW

After spending much of the summer in the Adriatic, Merima and George will sail 'Moonshadow' across the Atlantic.

based Najad 29 **Fleetwood**. As many *Latitude* readers may remember, van Ommen did the '82 TransPac aboard his self-completed 29-footer. After keeping the boat in storage for many years, in '05

he set off to complete a circumnavigation before he turns 80. Not that he was even close to that age when he started. He made it all the way around to the Caribbean aboard his small but sturdy boat, and is planning on at least two years in Europe before tying the circumnavigation knot. Here's the latest from Jack:

"I hauled today at Green Cove Springs, Florida, after a winter of cruising in the Caribbean. I decided that after 30 years of maintaining the clear mahogany finish on my boat's hull, it was time for me to sacrifice my vanity for an opaque paint job. My boatyard neighbors are Bob and Gail of the San Diego-based **Tulum III**. They remember me from Simons Town, South Africa in '07, but I'm embarrassed to say that I don't remember them. Am I getting amnesia? Anyway, the three of us agree that the Caribbean just can't hold a candle to the Pacific and cruising farther west of that. In fact, if the Panama Canal wasn't such a hassle for me, I'd be going back to the Pacific in a heartbeat. Fortunately, by the time I get back from Europe in '11, the Northwest Passage should be ice free, so I can return to the

An advertisement for Marina Riviera Nayarit. The top half features a woman in a white bikini and a wide-brimmed hat standing on the right, looking out over a marina filled with sailboats. The bottom half shows a wide shot of the marina with many boats docked. The logo for Marina Riviera Nayarit is in the upper left of the image.

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Pacific without having to go through the Canal. In any event, I will have to hustle to get Fleetwood's hull painted in time for the June window to the Azores and onward to France and Holland."

A few years back, **Linda Ellerbee** was a much respected and high profile television journalist, correspondent, and a co-anchor of NBC's News Overnight. Although still a much respected journalist based out of New York City, over the last four years she's spent a considerable amount of time in Puerto Vallarta. As *Latitude* readers know, we've been downplaying the effects of narco-violence on Americans in Mexico, so we thought you might be interested in Ellerbee's point of view. Here are some excerpts as they appeared in a Puerto Vallarta newspaper:

"I'm in Vallarta now. And despite what I'm getting from the U.S. media, the 24-hour news networks in particular, I feel as safe here as I do at home in New York, possibly safer. I walk the streets of my Vallarta neighborhood alone day or night. And I don't live in a gated community, or any other all-gringo neighborhood. I live in Mexico among Mexicans. I go

where I want and take no more precautions than I would at home in New York, which is to say I don't wave money around, I don't act the Ugly American, I do keep my eyes open, I'm aware of my surroundings, and I try not to behave like a fool. The U.S. media tend to lump all of Mexico into one big bad bowl. Talking about drug violence in Mexico without naming a state or city where this is taking place is rather like looking at the horror of Katrina and saying, 'Damn. Did you know the U.S. is under water?' The recent rise in violence in Mexico has mostly occurred in a few states, and especially along the border. It is real, but it does not describe an entire country. It would be nice if more people in the United States actually



Talking heads in the States may have been freaked about safety in Mexico, but not these cruisers with their bare feet on the sand.

came to this part of America — Mexico is also America, you will recall — to see for themselves what a fine place Mexico really is, and how good a vacation — or a life — here can be. So come on down and get to know your southern neighbors. I think you'll like it here. Especially the people."

We think Ellerbee expresses a senti-

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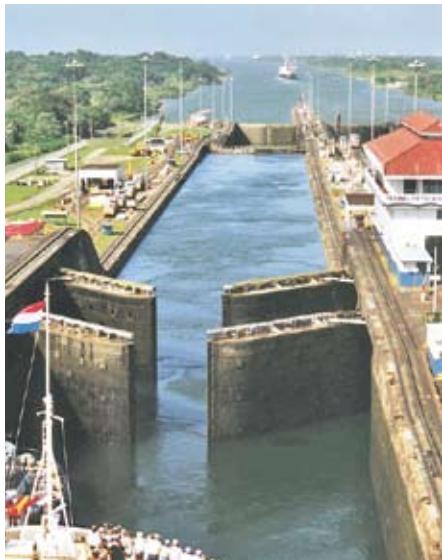
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CHANGES

ment shared by almost all cruisers who have spent more than a couple of weeks in Mexico.

By this time, most of you will have read the letter in this month's Letters about John and Gilly Foy of the Alameda and Banderas Bay-based Catalina 42 **Destiny** losing their anchor in the Sea of Cortez because of an anchor swivel failure. They nonetheless had a fabulous time in the Sea, and then stopped at **Singlar Marina** in Mazatlan on the way back to the boat's summer home on Banderas Bay. "Singlar's boatyard in Mazatlan is clearly the nicest boat yard we've ever hauled at, as it's got a pool, hot tub, clean restrooms and showers — to go along with the very friendly staff. Singlar hauls and powerwashes your boat, then you make arrangements with an on-site private contractor to do the actual work. The reasons we decided to haul here are the good reports from others who have done it and that the prices are lower than at the yards on Banderas Bay."

Think all of **Central America** has moved to the political left? It's true that Nicaragua and El Salvador may have



HENRY MORGAN

The citizens of Panama have voted to back a business agenda, both with the expansion of the Canal and with their new president.

elected leftists with a liking for the caudillo-ism of Venezuela's Bolivarian Socialist President Hugo Chavez, who has steadily been increasing his dictatorial grip even as the country struggles

with yet another year of 30% inflation. However, Panama just took a turn to the right. Last month Ricardo Martinelli, a pro business conservative supermarket magnate, was elected president of Panama — by a landslide. What do all these elections mean to cruisers? Probably not a whole lot — unless the new guys in El Salvador and Nicaragua pick up on Chavez's practice of expropriating private property on the ground that "it's for the people", the ruse used by dictators since the beginning of time.

"The southern hemisphere summer has come to an abrupt end down here in New Zealand, where there are 10 times as many sheep as there are people," write Mike Scott and Liz Strash of the Seattle-based Cal 40 **Argonaut**. "That means it's time for us to get on down — up? — the road to Fiji and Vanuatu. We've had many highlights on our trip so far: making landfall at Fatu Hiva; seeing our anchor in 80 feet of water in the Tuamotus; Huahine and Taha'a in the Windward/Leewards; Suwarro Atoll in the Northern Cooks, which is a

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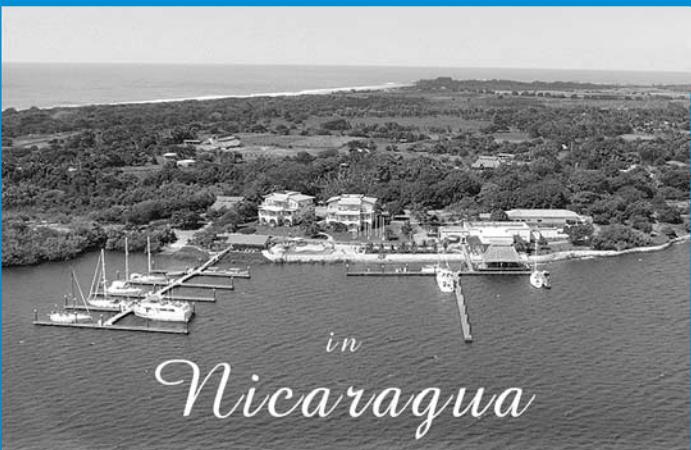
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special place among special places; both Samoas, including American Samoa for putting on the Festival of Pacific Arts in Pago Pago, and Western Samoa, because it's even prettier and the locals are just as terrific; Niutaoputapu, Tonga; Vava'u, Tonga, one of the most gorgeous groups of islands with the best cruising in the South Pacific; stopping six days in North Minerva Reef — which is in the middle of nowhere, and thus was a very surreal experience — on the way to New Zealand; and New Zealand, a country of 'can do' people. With luck and fair winds, we'll return to New Zealand next year. And we certainly don't want to forget all the cruisers and locals we've met along the way!"

Speaking of Cal 40s, if you read the May 11th SOS from Liz Clark of the Santa Barbara-based Cal 40 **Swell**, you know that after a very long, expensive and arduous refit in Raiatea, she discovered a "mysterious" but persistent leak beneath the engine when she got over to Tahiti. Exhausted and out of money from the refit, and assuming that the engine

would have to be removed, we reported that she was open to accepting donations to help pay for the repairs. Less than a day after the posting in *Lectronic*, she reported that she was both amazed and very grateful at the response. But perhaps the most welcome response came from Stan Honey, who is not only the owner of the meticulously rebuilt San Francisco-based Cal 40 **Illusion**, but whose offshore and round-the-world racing experience on top racing monohulls and multihulls is almost unmatched.

"Sally's and my Cal 40 *Illusion*, as well as many other Cal 40s, had the same problem that Liz describes," he wrote. "But it's an easy repair and doesn't



Like a lot of Cal 40s, 'Illusion' suffered from a weeping problem. But it was an easy repair and hasn't hurt her performance over the years.

require removing the engine. When the Cal 40s were molded, it wasn't possible for the laminators to get much glass into the really skinny part of the trailing edge of the keel just below the hull and above the propeller shaft log. So some Cal 40s developed a weep there. The fix is pretty easy. It requires that the boat be hauled

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out, but the work can be done from the outside of the boat. The dicey glass work on the trailing edge of the keel above the shaft log has to be ground away until solid laminate is reached. Then, using West System epoxy, roving and mat, it needs to be laminated back to the original shape using plenty of roving. As I recall, it's only a two or three-day job, but since it's structural, it would be best to have a good glass person do the work. The fact that Cal 40s have solid rather than cored hulls makes the repair easier."

Folks who have cruised in France or in the French islands may have noticed some differences between the **French and American** behavior and customs. There may be some good explanations. According to the Organization of Economic Co-operation and Development, the French sleep an average of 8 hours and 50 minutes a night — which is at least 50 minutes more than the average for Americans and residents of most other countries. The French also spend an average of 150 minutes a day eating, which is said to be almost double that of



LATITUDE/NICK

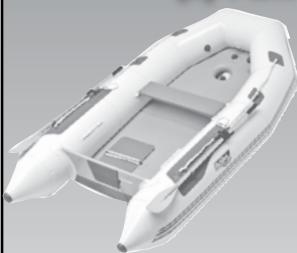
With a small chicken like this costing as much as \$45 at St. Barth in the French West Indies, it's no wonder the French eat so slowly.

Americans, Canadians and Mexicans. So if you're going to be cruising to France, the French West Indies, or any of the French islands in the Pacific, keep these statistics in mind.

Maybe all that time spent sleeping and eating is the reason why French boat-building companies aren't very punctual when it comes to delivering boats. Off the top of our heads we can think of four big cats ordered from French companies in the last four years, and all of them were delivered two to six months late. Marc Wilson is the skipper of the most recent of these, a **Catana 52** that was built for owners who wish not to be identified. The boat was scheduled to be completed in November so they could sail her across the Atlantic in time for the winter season in the Caribbean. The boat wasn't even close to being ready. In fact, it wasn't until late March that she was floated onto a Dockwise ship in Toulon, France, for delivery to Nanaimo, British Columbia. Wilson was also not pleased to discover she was delivered with an ordinary boom as opposed to the V-boom they had ordered, but was otherwise quite pleased. "Despite that and a normal laundry list of issues typical of any new build, she's a fine cat. And Jim Betts of Anacortes is building a new carbon boom for us. We

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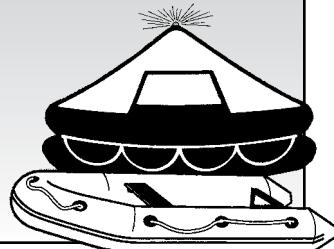


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Jupiter, Florida

expect to be in Seattle in June for about six weeks, and will then head north for a cruise to Canada and Alaska. Come winter, we might find ourselves in Panama looking for surf."

We want it clear that we're not dissing French boatbuilders. Boat manufacturers around the world, particularly when there are customizations, are notorious for late deliveries. Having bought their Catana 52 **Escapade** used, Greg Dorland and Debbie Macrorie of Lake Tahoe didn't have to worry about a late delivery, and have been absolutely thrilled with their cat. In fact, after Sea of Cortez Sailing Week and having a fabulous time cruising the Sea of Cortez in April, they're headed off to Hawaii and maybe even British Columbia before returning to California to get ready for another Ha-Ha. *Escapade* spent much of the time in the Sea of Cortez with Steve May and Manjula of the Emeryville-based Corsair 41 cat **Endless Summer** — in fact, the two boats are on the cover of the May issue of *Latitude*. Manjula will fly back to California, while Steve and

some friends will do a slow Baja Bash, surfing along the way. *Endless Summer* is also expected to do the next Ha-Ha.

Brett Phillips of Honolulu reports that the 46-ft sloop **Fast Forward** — formerly raced extensively on the Bay under the names *Mary Jane* and *Ursa Major* — ended up on a reef off Kahala, Oahu. Apparently the owner had anchored her to windward of the extensive reef, and then went ashore in an inflatable. This puzzled many, because she was based out of the Ala Wai, just four miles away, and nobody anchors where she did. In any event, while the skipper was gone, the boat either dragged or had an anchor or chain failure, for she was blown right onto the devastating reef. She was looking like toast in a video put up on



Steve May plans a slow Bash back up Baja, giving himself plenty of time to hit all the surf spots with his buddies.

the Honolulu Advertiser website, and the keel was later separated from the hull. "Fast Forward had been dry stored in Kona for five years after the death of the previous owner," reports Phillips. "She was purchased in about '05 and brought to the Kaneohe YC as a racing boat, and was completely gone over. She was sold again two or three years ago and basically cruised."

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25 TO 28 FEET

25-FT US25, 1985. Fresno, CA. \$3,995. Great starter boat. My family and I learned to sail on her last year. We spent 24 days and nights, sleeps 5. Freshwater sailed since new, Tahoe and Huntington Lakes. Fixed keel, main, 100% jib, 150% genny, sail covers. Standing and running rigging all OK. 5-hp Mercury 4-stroke longshaft outboard, EZ-Loader trailer with surge brakes, inflatable dinghy. Selling due to Laser 28 *Peggy Sue* following us home from Alameda. Call Mike (559) 647-2679.



26-FT MacGREGOR 26M, 2006. Bel Marin Keys, Novato. \$27,500. Loaded motorsailer. 50-hp Etech Evinrude, still under warranty, will get you flying at 16 knots. Trailer has bigger winch and spare tire. Water 20 gal. Fuel 24 gal. Mainsail, jib, genoa on furler. Antifouling excellent, GPS/depthsounder, radio/CD player, search light, engine hours counter, inverter, bolted safe, EPIRB. Sleeps 6. (415) 382-1124 or reggie@isapix.com.

ERICSON 27, 1979. \$11,900. New Honda outboard. New skipper's head. New boat cover. New main halyard. New seat cushions. Fun boat. Call Mike (510) 569-2010.



EXPRESS 27, 1985. St Francis YC. \$15,000. *Baffett*: Excellent racing boat. Many wins in a strong fleet. Many sails. Easily sailed in San Francisco Bay conditions. Planes easily, very stable. Classic Carl Schumacher design. Dry-sailed from its trailer at St Francis YC. (650) 917-1858 or forest@baskett.com.

SANTA CRUZ 27, 1977. Richmond. \$9,999. New deck, hull, topside, interior LPU paint. New traveler, tracks, clutches, cam cleats. Every bolt and nut replaced. New mahogany interior with 10 coats varnish. Three jibs, main and spinnaker. 2-hp 4-stroke Honda. Trailer. Mach5 national champion. <http://picasaweb.google.com/aphilliphadley> Email: phillip050@yahoo.com.

OLSON 25, 1984. Berkeley. \$10,400. New standing rigging, race bottom, battery 2008. New running rigging, 2 sets of sails including: North 3DL #1 and #3, 2 spinnakers, 2 mains. 6-hp Mercury 2005. Depth and speed. Upwind slip. SF one design fleet. (510) 798 7550 or falk.meissner@gmail.com.



26-FT WILD IRISH, 1984. One of only two Yamaha 26s on SF Bay. In very good condition. Great singlehander, racer/cruiser. Very good sails, diesel, generator, refrigerator, autopilot, GPS, dinghy, new instruments and more. \$14,000. Call for details: (510) 338-3812.

CATALINA 27, 1973. Alameda. \$2,900/obo. Very nice sailing boat. Settee model, sleeps 6, 6'2" double bed, all newly recovered cushions. Sails are in good condition. All original. Newer Johnson 9.9 outboard, electric start with alternator, runs perfect. (408) 378-3700.



SAN JUAN 28, 1979. South Beach Harbor, E9. \$10,500. Very good condition. Yanmar diesel/low hours, roller furling, self-tailing winches, extra sails, spinnaker pole, bottom diver maintained, good headroom/teak interior. Excellent Bay sailboat. (650) 589-7703 or (415) 641-7979 or mesa797@hotmail.com.

25-FT CAL 2-25, 1978. Berkeley. \$5,800. Recent bottom paint. New in 2004: standing and running rigging, cutlass bearing, batteries and holders, more. Yanmar diesel runs well. Great boat, stiff, fast and easy to handle. Must sell. (510) 326-4208 or mgrady@jfk.edu.



CORONADO 25, 1968. \$6,995/obo. New standing and running rigging, roller furling jib, fridge, microwave. (310) 418-8661.

O'DAY 27, 1976. Price reduced: \$4,500/obo. Yanmar diesel. Great blend of cruising comfort and racing performance. Many upgrades and extras. Complete inventory of sails, 10 bags. (408) 497-6691.

MacGREGOR 26, 2006. Loch Lomond Marina. \$23,775. Like new, all extras. Completely equipped. 50-hp Evinrude E-Tec. Second battery, shore power. Blue hull. (650) 222-8748.

ISLANDER 28, 1978. Sausalito. \$10,500. Robert Perry design, sleeps 6, galley and stove, head, heater, fridge, Autohelm, GPS, VHF, depthsounder, knot log, twin compass, folding prop, spinnaker, Tape-Drive jib, large sail inventory, Atomic 4, extra winches and deck hardware, great liveaboard. (650) 575-7207.



ANTRIM 27, 1999. Sausalito. E.T. for sale. Spectacular PacCup performer: Top 10 Overall in 2000, 2002, 2006, 2008. \$50,000 with PacCup Category 1 ocean gear; \$45,000 without ocean gear. Includes motor, trailer, many sails. (415) 460-6248 or toddhedin@prodigy.net.

26-FT MacGREGOR 26M, 2004. Brisbane Marina. \$23,800. Well maintained, white hull, 40 hp, roller furling jib, non-toxic antifouling over epoxy base. Bottomsiders custom cockpit flotation cushions, bimini top and helm cover. 1000w inverter, 800w microwave. Trailered and ready to sail. Email: ss26m@yahoo.com.

29 TO 31 FEET

CAPE DORY 30, 1978. Cottonwood, CA. \$27,000. New bottom. New paint on mast and boom. New mast lights. New running rigging. Removed fuel and water tanks, cleaned, relubricated. Pressure water. Rack and pinion steering. Beautiful teak inside and out. MD7A Aries windvane. Windlass. Charming wood heater. On 3-axle trailer included. (530) 347-6126 or (530) 524-7821 or havens38@aol.com.

C&C 29, 1977. Santa Cruz. \$14,500. New mainsail and cover, 5 jibs, 2 spinnakers, hull repainted 2005, new windows, newly reupholstered interior. 16-hp diesel Universal motor. Interior lighting upgraded to LED/halogen throughout, wheeled steering with new compass. This is a well-built boat that sails beautifully in heavy wind. (831) 421-1631 or mhieber13@yahoo.com.



CAPE DORY 30 CUTTER. \$38,500. Well maintained. Recent E80 radar, Variprop, new upholstery and cushions. A sweet sailing boat and easy to singlehand. \$38,500. Lots of pictures at website: http://cd-30.blogspot.com. (510) 910-2099.



CAPE GEORGE 31 CUTTER, 1992. Port Townsend, WA. This CG is one of the finest examples of a yard-completed Cape George 31 in existence. Launched in 1992, carefully maintained, well equipped for extended cruising. Interior layout features laminated Port Orford cedar beams, trim with teak cabinets. Double berth forward, enclosed head with shower, settee-berths amidships, overhead skylight. Aft galley to starboard, nav station to port. Cockpit has two large cockpit lockers, 1 propane locker and 1 lazarette locker. New engine, radar, Trinka dinghy, running backstays, downwind pole, windlass, AGM batteries, Force 10 stove, BBQ, boom gallows, windvane, SSB, VHF, new thru-hulls/seacocks, etc. See at: www.capecgeorgecutters.com/brokerage/ (360) 385-3412 or cgmw@olympus.net.



30-FT PEARSON 303, 1983. \$24,995. Doyle main and roller furling jib, spinnaker and gear, hot and cold pressure water, 16-hp Yanmar diesel, new interior cushions, lives like a 35-foot boat. Priced to sell. (510) 917-7749.



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HUNTER 31, 1985. Marina Del Rey. \$21,500. Very spacious 31-ft sloop, perfect for Catalina cruising, Yanmar 18-hp diesel, furling jib, wheel steering, solid rigging, very easy to sail and good speed. Includes Achilles inflatable with 8-hp 2-stroke. Very spacious 31 footer. Call (858) 922-0188 or timcannon712@hotmail.com.



31-FT ULDB BLOOM COUNTY. \$25,000/obo. Custom designed for local ocean racing. 99 PHRF. Turnkey racing program, strong record of safety and success, completely ready for this summer's coastal races. Planing design routinely in high teens off the wind. Great interior with galley, sleeps and feeds five. Great sail inventory, main and jibs post-2006 carbon. Recent professional standing rig / running rig / deck layout job. Always dry-sailed, full Sunbrella cover, good road trailer (upwind deliveries at 55 mph). (650) 560-9871 or tbasso65@gmail.com.

30-FT INTERNATIONAL 210. \$1,500. Original 1950s Bay Area International 210. Designer: C. Raymond Hunt. #206, 'Top Banana'. On trailer. Needs paint to finish rebuild of this wood classic. Races with crew of five. Fast boat. Call Mike (510) 569-2010.

CAPE DORY 30, 1980. Marina Bay, Richmond. \$39,500. New 20-hp Beta Marine engine, v-drive, shaft, bearings with less than 40 hours. 4-bladed Variprop feathering propeller, radar, GPS, chartplotter, davits, new Profurl on yankee sail. Email for photos and details. Call (925) 838-1048 or (530) 525-4222 or email: lgerhardy@hughes.net.

ISLANDER 30 Mk II, 1971. Berkeley, SF. \$9,900. Great sailboat, clean. Newer diesel. Ready to sail, cruise, race. Great hull, rigging, mast, bottom paint, electronics, dodger, oven, roller furling, etc. \$269/mo transferable slip. Consider trades. See boat website: www.zoltanistvan.com/islander30.html Call (541) 661-6346 or info@zoltanistvan.com.



ISLANDER BAHAMA 30, 1984. Like new Yanmar, new canvas, fridge, microwave, flat-screen TV, stereo, cushions, flooring, electric head, roller furler, wheel steering, shower. \$29,900/obo. (310) 418-8661.

32 TO 35 FEET



WESTSAIL 32, 1973. Factory boat. Rare rectangular main ports. Hull, spars, sails, engine all sound. Bronze windlass, Achilles. All known deficiencies divulged to serious buyers. View at Pier 39, Slip C-11. Possible boat/slip combo deal. Low as-is price will rise as refit progresses later in the summer. (707) 494-8931.

BRISTOL 33 PLASTIC CLASSIC, 1969. Brisbane. \$17,000. Halsey Herreshoff design. Great Bay sailer, liveaboard. Electric auxiliary power, 48-volt system, no fossil fuel required. Berthed in Brisbane. Email for details: cwbyslr@comcast.net.

35-FT J/105, AQUAVIT is for sale, \$92,500. Fastest 105 on the Bay. Season champion 2007. Number 103 (pre-SCRIM). Excellent sail inventory. Professionally faired bottom. A steal for \$92,500. Willing to help new owner get up to speed. (415) 302-8926.



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BARBICAN 33, 1980. San Francisco. \$20,000. World-cruising ketch. Full-keel hull, 4' draft with 4' centerboard, built of epoxy-coated fiberglass. Custom-built teak and mahogany coachwork. 30-hp diesel. Monitor windvane, large diesel tanks. See pictures and more specs at website, search for Barbican 33: www.yachtfind.com. (650) 619-6640 or philip@philiprobertsmodels.com.



HALLBERG-RASSY 35, 1972. Moss Landing, CA. \$55,000. This is a nice center-cockpit bluewater cruiser. 30k in the last few years. Rebuilt Volvo MD30A. New Ullman sails with Furlex on jib. New rigging. ComNav autopilot, Raymarine plotter, radar, Interphase Outlook and more. (831) 595-2467 or olinjordan@yahoo.com.

32-FT PEARSON RACER/CRUISER, 1979. Fast, easily singlehanded boat for couple. Featured in August 2007 *Practical Sailor*. 1,250 hours on original M-15 (formerly 5411) Universal (Kubota) raw water-cooled diesel. Gear, vintage 1995: Autopilot, digital depthfinder and gauge, gennaker, Harken furler, Navtek backstay adjuster, Hall Spars Quik Vang, Furuno radar, 25w marine radio. New: 19-gallon aluminum fuel tank and electric fuel pump, 2002; two batteries 2006. Documentation: All original manuals, surveys, maintenance, diving, haul records since my 1995 purchase. Location: Alameda. Before calling, strongly recommend that you: 1) know production boats, 2) check current BUC prices, and 3) forget loballing. \$23,000 or an informed and intelligent offer. (510) 525-2754.



OCEANGOING SEAGOER 35 YAWL. Excellent condition, seven sails, Yanmar diesel, everything stainless. Located San Francisco. \$35,000. Ready to go. See: <www.theseagoer.com> Call (209) 532-5397.

35-FT J/105, 1999. Lake Tahoe. \$98,000. Boat has always been on fresh water, sailed only in summer months. In the water after May 22. See photo and details at: <www.maidoftime.com> (415) 308-2376 or maidoftime@yahoo.com.

YORKTOWN 35, 1974. Emery Cove Marina. \$30,000/obo. Bluewater cruiser for sale at a great price. Large center cockpit. Ready to cruise with 12v fridge, radar, large battery bank, rebuilt Perkins 4-107 and more. For more info, visit website: <www.maryanntwo.com> (408) 202-4944 or mortensontyler@yahoo.com.

OFFSHORE ONE DESIGN 34, 1980. Price reduced: \$34,900. Doug Peterson design, Jeremy Rodgers construction. Excellent condition. Carefully maintained and improved with many recent upgrades. Exceptional value. Call for more info. Pics and details: <yacht.milagro.googlepages.com/home> (415) 552-0860.



HUNTER VISION 32, 1994. Alameda. \$39,900. Unstayed mast, new tri-radial sails, full-battened main, roller furling. 27-hp Yanmar diesel, electric halyard winch, radar, autopilot, GPS, DVD player, instruments, cockpit speakers, (3) Optima gel-cell batteries. Walk-thru transom, new dodger, new cushions, bimini, refrigeration, stove, oven, microwave, inverter, hot/cold pressure water with shower. Fabulous interior with great lighting and visibility, separate owner's cabin. Easy to sail with rigid vang, wheel steering. Sailing lesson included. Rare to market, last year of production. Hi-res photos/video available. <www.flickr.com/photos/29966373@N02/sets/72157618427090906/> (435) 216-6655 or yarboat@msn.com.

33-FT J/33, 1988. South Beach Harbor. \$15,000/obo. Well maintained, many recent upgrades, near new main/jib, lifelines, standing rigging, boom, other. Volvo diesel. PHRF 81. South Beach Harbor, slip E-14. Randy (415) 552-6246 or rbroman@bayarea.net.

35-FT J/105, 1992. South Beach Harbor, SF. \$57,500. Tiller boat *LaPavoni* is for sale and priced aggressively. Fast (pre-SCRIMP) boat. Great race record (3rd). Unused for several years and needs maintenance (bottom, sails, instruments, diesel, etc). Email: edoel2@gmail.com.

ERICSON 32, 1974. Redwood City. \$18,500. Beta Marine, 220 hours. Alpha3000 autopilot, Horizon depth and knotmeter. Good main with 3 reefs, good storm jib, new UK tapedrive 100 and 125% Ballenger boom, Schaefer roller furling, Harken 2-speed self-tailing winches, mast-top strobe, dodger, singlehanded TransPac vet. Call (650) 575-2466 or PatTuna22@aol.com.



HUNTINGFORD NOON OCEAN 34 cutter. Huntingford designed, professionally custom built double-ended fiberglass cutter. Offshore or liveaboard. Yanmar 3-cyl engine, hull, sails all in fine condition. Good headroom. Spares. Lovely teak interior. See: <www3.telus.net/khamsin> (604) 730-1993 or gillian_mikewest@hotmail.com.

ERICSON 34, 1987. Berkeley. \$56,500. Cruiser and fast sailboat in excellent condition. Roller furling jib, spinnaker, autopilot, chartplotter, dodger, beautiful interior, refrigeration, extensive DC/AGM upgrade 2008. Universal diesel, much more. Berkeley slip. Detailed specs and pictures: www.ericson34.info. Call (510) 717-5693 or jdeboersf@yahoo.com.



VALIANT 32 CUTTER, 1980. \$53,000. Roller furling jib, 3-cylinder Universal diesel, 3 anchors and all-chain rode, windvane, radar, autopilot, SSB and VHF radios, 6-man liferaft, hot water, propane stove with oven. Includes a dodger and large solar panel that were removed for cruising. Proven bluewater cruiser, just back from Hawaii. Moving to a smaller boat. Currently docked in SF. Call (415) 601-5666.

SABRE 34, 1983. Bel Marin Keys. \$39,000. Good mid-size cruiser/racer. 6'3" headroom below, Can sleep six. Beautiful wood interior, galley, head with shower. New Hood Sails 90-105 headsail, Harken roller furler, new Harken traveler, new fuel lines, dodger, Westerbeke 28-hp diesel. Clean. (415) 883-3733 or (415) 601-4043 or jackson@pbworld.com.

ERICSON 32, 1972. Richmond Marina Bay. \$17,500. *Zealous*, #250. Wheel, autopilot, 3-blade folding prop. Universal diesel. Harken furling, dodger, spinnaker; all lines led aft, self-tailing winches. Wind, depth, speed, VHF, GPS, stereo. Pressure water, battery charger, inverter. 12v starting battery, two six-volt cabin batteries. Hauled KKMI 2/20/09: bottom paint, zinxs, diesel serviced, survey. Pictures available. (209) 915-7057 or (209) 406-8316 or nmrvrdgig@comcast.net.

ERICSON 34, 1978. Redondo Beach, CA. \$19,999. Fully loaded with radar, GPS, windpoint/windspeed, autopilot, dual compasses, ICOM VHF radio, and more. Rebuilt engine, new bottom paint, varnish and Awlgrip on the decks. 7 sails, dodger, and bimini. This boat sails fast. (310) 968-3070 or (310) 822-0669 or timb@cyayachts.com.



ISLANDER 34 SLOOP, 1969. Emery Cove Yacht Harbor. \$11,000. Full restoration near completion. New Awlgrip paint, electrical, water, waste systems. New range, Autohelm instruments, stainless steel oven, water heater. New Universal diesel. Needs sails. (209) 613-9331 or westsideassociates@yahoo.com.

35-FT COLUMBIA 10.7M, 1980. Brickyard Cove Marina. \$31,000. Recently serviced 22-hp Yanmar diesel, very good main/jib, dodger, bimini, radar, VHF, Loran, etc. Shower, hot and cold pressure water, large interior, teak and holly sole, good condition, extra gear and sails, great liveaboard. Call Dan (530) 752-7031 (days) or (530) 753-0270 (eves).



33-FT CUSTOM CUTTER ANNIE, 1981. Port Townsend, WA. \$108,000. Custom built, full keel, fiberglass hull with Airex core. Wood house, decks and interior, seven Hasse & Petrich sails, Volvo diesel, Autohelm, pressure water, ElectraSan, propane galley stove. A robust and superbly constructed cruising yacht. Shows as new. Email: priatt.annie@gmail.com.

36 TO 39 FEET

BENETEAU 393, 2002. Sausalito, CA. \$168,000. Well equipped and maintained racer/cruiser. 2-cabin 2-head model. Full-batten main, 135 and 105, spinnaker, pole. Diesel, autoprop, GPS, radar, chart, wind, tri-data, autopilot. Windlass. Cherry interior, ultra-leather. Sale or partnership. (415) 331-4900 or (415) 332-4401 or 393@marigotgroup.com.



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ISLANDER FREEPORT 36, 1985. Long Beach, CA. \$49,000. All upgraded windows. Pathfinder motor. Everything works great and is good to go. Too many extras to list, all original plans and paperwork, complete, must see. (310) 418-0379 or wnbnfrench@msn.com.

38-FT CATALINA 390, 2002. San Leandro Marina. \$153,000. Exceptional value for a 3-cabin cruiser with many amenities for long distance trips or daysails. Will gladly consider 1/4 ownership if interested. GPS, full galley, shower, water heater. Call (209) 321-7524 or email: daniel@danloren.com.

ERICSON 38-200, 1988. Moss Landing, CA. \$89,900. Relocation inland forces sale of racer/cruiser with beautiful wood interior and complete set of racing sails. Info and lots of pictures: www.seacode.com/windhold (978) 807-4091 or email: windhold@seacode.com.

JEANNEAU 36, 1997. Very well maintained. Electric anchor windlass, dodger, refrigerator/freezer, GPS, chartplotter, autopilot, CD player, VHF, B&G instruments, depth/knot/wind, dinghy with 2-hp Johnson. Price reduced: \$89,000. To view call Roy or Brian. (510) 523-4081 or (209) 722-2068 or coolwick@aol.com.

COLUMBIA 36, 1968. Marina del Rey. \$19,900. Overhaul and survey in Aug. 2008. New gas tank, bottom paint, gel coat, canvas covers, handrails, eyebrows and newly restored engine. Call Peter at (310) 864-4842.

ALDEN 38 CUTTER, 1952. \$39,500. *Comanche*. An impeccable pedigree. Well equipped and professionally maintained by this owner 22 years. Loaded with classic charm, charisma and character. Very recent survey. She'll steal your heart. Must see. (805) 639-0836.

RAFIKI 37. \$49,500. Double ender, good liveaboard. Cutter rig, radar, updated electrical, instruments, plumbing, running rigging, fuel tanks, LPU and cushions. Sound engine. Tom (510) 799-1712.



ISLANDER 36, 1977. San Leandro Marina. \$39,500. Documented bluewater cruiser. Well maintained and in good condition. Comfortable liveaboard or racer. Recent haulout, paint, cushions, and wood work. Many equipment and electronic upgrades, chartplotter, Autohelm, VHF radio, Force 10 propane stove, Isotherm fridge/freezer and Pineapple sails in 2003-4. Atomic 4 gas engine overhauled in 2005, very dependable. Our 36 Double D's is a Baja Ha-Ha 2004 vet and ready to go again. See: <http://daledenaadventures.shutterfly.com>. Call (925) 337-4586 or email: double.dharma@yahoo.com.

FREYA 39 IN STEEL, 1974. Oxnard, CA. \$39,000/obo. Freya Halvorsen 39 steel sloop. Insulated, Rebuilt 85-hp Ford diesel. Autopilot, radar, GPS, fridge, shower, hot water. Hood roller furling, hydraulic windlass, sounder, dodger, refurbished aluminum mast/boom. 8' dinghy. (805) 200-6089 or traim69@hotmail.com.



FREYA 39, #4, 1977. Plywood deck, glass over. One owner. Serious, quick, ocean-going boat, 2 autopilots, Aries, Profurl, complete ground/antenna/power set-up for SSB, mast well-repaired after break. Recent survey. Yanmar 3 cyl, 2,000 + hours. Used sails. \$54,500. Call (925) 522-1353 or crowellam@hotmail.com.

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**CAL 39, 1982.** Alameda, CA. \$62,500. This classic is a solid, well maintained sailing vessel perfect for cruising or sailing the Bay. The three-cabin design includes many extras with a rebuilt diesel. Berthed in Alameda, owner moved out of the state. (208) 407-6505 or Doug.swanson@earthlink.net.



**38-FT SLOOP, 1970.** Monterey, CA. Asking \$24,000/obo. Sparkman & Stephens-designed, Canadian-built Hughes. Sails well, has new diesel inboard engine. (831) 915-4984.

**COLUMBIA 36, 1969.** Sausalito. \$25,000. Many recent upgrades including: new Westerbeke/Universal diesel engine with 90 hours, 2 new SS fuel tanks (full), new running rigging, electronics, spreaders, rigid boom-vang, has davits and fiberglass dinghy, many other extras. (415) 713-5778 or terichappell@yahoo.com.



**ISLANDER 36, 1975.** Sausalito. \$44,500. Roller furled jib, 2 self-tailing winches, holding tank, macerator, propane stove/oven, anchor/chain and rode, curtains. Richardson Bay Marina in Sausalito. Lyneill (415) 793-2134 or lynellp@aol.com.

**36-FT SABRE 362, 1998.** Built in Maine, this blue-hull beauty is waiting for adventure. Autopilot, shallow draft keel, lightly used spinnaker and new main, newer standing rigging. Recently painted hull and topsides. \$155,000. (925) 766-2205 or dan@deltaexcavating.net.

**CATALINA 36 Mk II, 2002.** Long Beach, CA. \$114,900. This exceptional Catalina is ready to sail. Ultra leather salon cushions, full electronics, RayMarine RL/70 4kw radar/chartplotter, data repeater below, Autohelm 5000, Standard VHF radio with spare, 12 CD changer with controls at the helm and Bose speakers. ESPAR hot water central heating system, dodger, bimini with connector. Teak cockpit table, Link 1000 battery controller, Heart inverter/charger, starting battery and much more. Beautiful inside and out. Safe, fast and fun. (949) 741-9723 or michael\_weir@cox.net.

**INGRID 38 BLUEWATER KETCH, 1976** Colin Archer/Wm. Atkins design. Built in Port Townsend. Yanmar diesel, vane, furling, radar. Extra stout, solid, glass double-ended cruiser. *Hyperion* has sailed to Alaska and Hawaii. Best offer over \$52,000. (415) 332-7245 or (562) 899-0774.

## 40 TO 50 FEET

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**BENETEAU FIRST 42ST, 1997.** Alameda, CA. \$179,000. Beautifully cared for French-built boat. Yanmar 48 diesel, 3 cabins plus saloon, 2 showers, furling genoa, spinnaker, GPS, moving map, radar, autopilot, electric anchor, bathing ladder, pop-up table in cockpit. This is a fast boat, and speed is one of the safest features you can have for bad weather. This boat is for sale, and not for donation, trades, or other tax schemes. (650) 269-8794.

**40-FT CUTTER, 1996.** Pt Orchard, WA. \$59,000. Dix Hout Bay 40 steel cutter, built in South Africa. New electrical system, turtle, bowsprit, thruhulls, clamps, hoses, Ford-Lehman 59-hp, new exhaust system, sleeps 5 in two cabins, must sell. Email: jabba7tn@hotmail.com.

**42-FT VALIANT.** \$295,000. Never used. Never in salt water. Quantum sails, Pro-Furl on jib, autopilot, microwave, Westerbeke diesel. Boat is as new, location Valiant factory in Texas. Dick May (480) 513-7136 or boatseller@aol.com.



**CAL 2-46 KETCH, 1974.** Open-interior cruiser, Lapworth design. 2 staterooms/heads, engine room/shop, heavy custom dodger. Upgrades: shaft, propeller, E120 radar/chartplotter, VHF, Schaefer furler, dual Racor filters, upholstery, Force 10 stove, dinghy, 9.9 Merc and more. \$68,500/obo. Info/pictures: www.StillCrazySailing.com. (831) 708-2144 or (831) 601-6249.

**MORGAN 41 CLASSIC MODEL, 1991.** San Carlos, Mexico. \$98,000. Primo condition. Equipped and ready to cruise. Center cockpit, great liveaboard, must see to appreciate roominess. Recent survey. See blog for equipment list and current photos: <<http://sailboatvagari.blogspot.com>> Email: stanstrebig@gmail.com.



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**ROBERTS MAURITIUS 44, 1996.** La Paz, Baja California Sur, Mexico. \$158,000. Ready to cruise in the Sea of Cortez. Beautifully finished center cockpit aft cabin ketch with all roller furling sails. Great liveaboard. Walk in engine room. Fully equipped. No findings last survey. [www.morningstar-rene.blogspot.com](http://www.morningstar-rene.blogspot.com) (408) 382-9408 or ReneDorieMS@cs.com.

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**PETERSON 44, 1977.** San Carlos, Mexico. \$89,500. Price reduced, must sell. Two staterooms, two heads. New Yanmar, LP, fuel tanks. Robertson autopilot, radar, dinghy, outboard. For more info and photos: (520) 235-6695 or (520) 742-2727 or [svubetcha@aol.com](mailto:svubetcha@aol.com).



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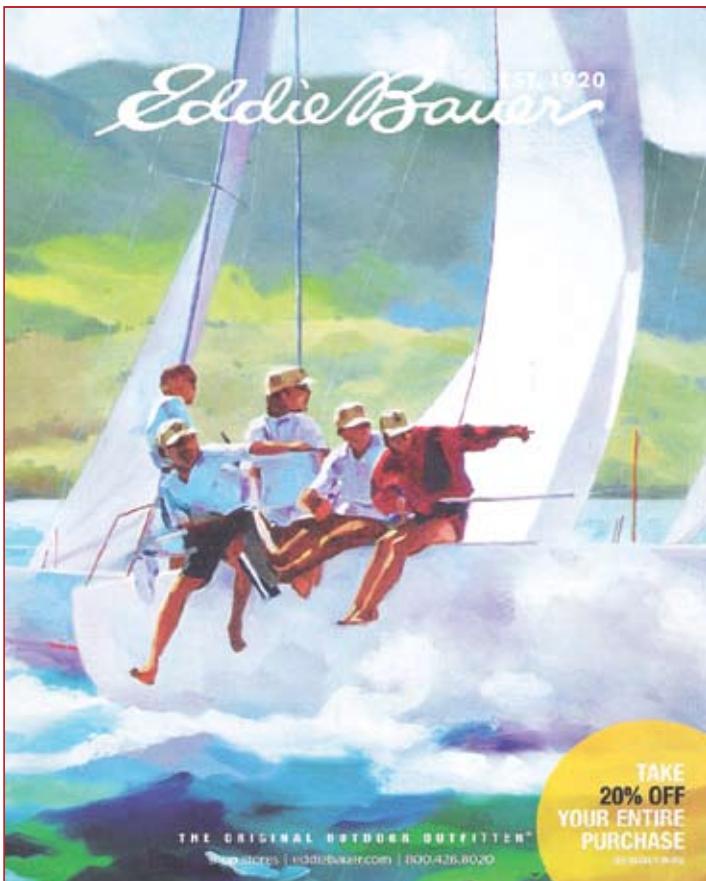
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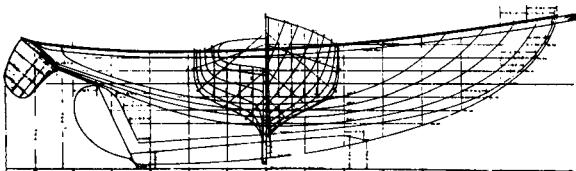
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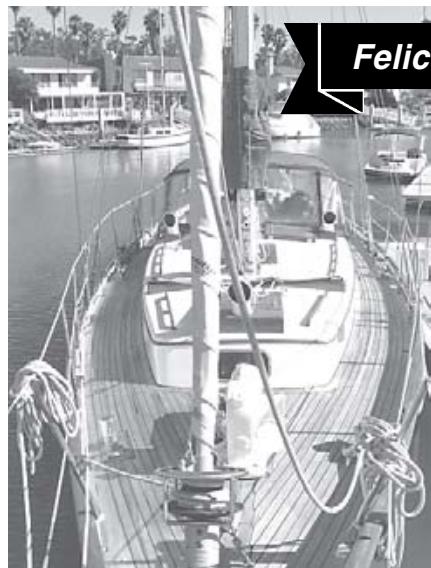
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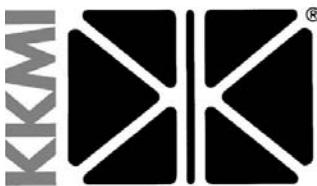
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### 45' HUNTER 450, 1998

All the amenities one would expect from Hunter with two spacious staterooms, two heads, very functional galley area and **HUGE** comfortable salon. This low time vessel is in nice shape overall and 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 and competitively priced to boot!

\$169,500

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### 38' HUNTER 386 LE, 2004

This one-owner, never chartered, professionally maintained Hunter shows Bristol topside and below. Gelcoat is perfect and interior looks brand new. She's the deep draft version, is well equipped from the factory (she's the LE version) and has an extensive suite of electronics and only barely 400 hours on the spotless Yanmar diesel. Must see.

\$149,500

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### 38' HANS CHRISTIAN TRADITIONAL, 1984

The 38 Traditional is a lovely modern classic and this particular example is in very nice inside and out. Some highlights: new main in 2003, new roller furler in 2001, all new electronics in 2001, epoxy barrier-coated bottom painted 2001.

\$134,900

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### 36' CASCADE CUTTER, 1989

Custom-built raised cabintop cutter that was designed specifically for a cruise that was never taken, almost \$30,000 spent over the past couple of years. She shows very nicely today – new electronics, new sails and rigging, low time on the Yanmar diesel and a hard dodger that's a work of art.

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### 34' HANS CHRISTIAN CUTTER, 1978

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### 30' NONSUCH ULTRA, 1987

Professionally maintained late-model example in super nice shape (the interior is flawless and the exterior comes close), and lying in a transferable Sausalito Yacht Harbor slip that has a great Richardson Bay, Angel Island and San Francisco views. All in all, a nice turn key package that must be seen to be appreciated.

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NEW LISTING

### 36' ISLANDER, 1979

This later-model Islander (she's a 1979 but shows more like a mid-1980s) is **VERY** clean overall with her oiled teak interior showing almost as new. Note that all the canvas, including the dodger, is just a few years old and shows practically as new. Also note that the boat has the attractive dark blue cove and boot stripes (as well as canvas) – many of the Islanders had unusual color combinations. \$44,500

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NEW LISTING

### 32' DREADNAUGHT, 1978

Built down in Carpinteria, these stout double-enders will go anywhere in safety and comfort, plus they have all the charm in the world! This particular example is in very nice shape and lying in a transferable Sausalito Yacht Harbor slip – all in all a very nice, turn key package.

\$36,000

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### 35' SANTANA, 1979

Deep lead keel and fractional rig make for a stable ride on the Bay whether racing or daysailing, and this particular example is in fine shape with an \$18,000 refit in 2004 – all new rigging, reworked mast/boom, new Navman wind instruments, new batteries. Additional work done since includes new: depthsounder, stereo, exhaust elbow, cushion covers.

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**Pictured: PASSPORT 42 PH, 1984**  
Very clean. \$130,000  
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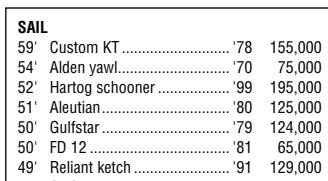
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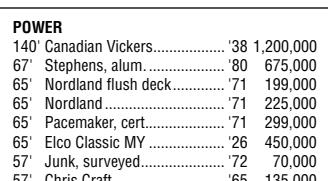
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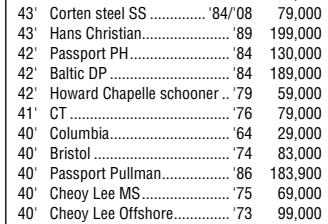
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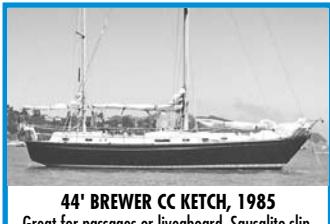
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**Also: 50' STEPHENS, 1963**  
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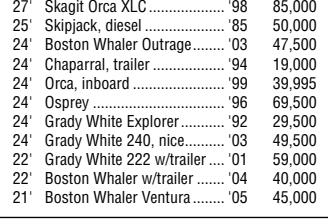
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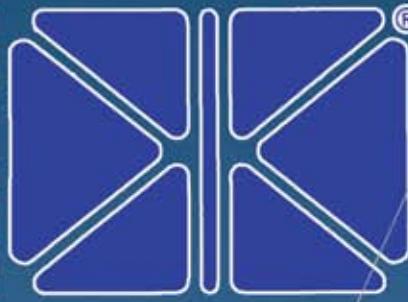


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