

Latitude 38

# Latitude 38

VOLUME 389 November 2009

WE GO WHERE THE WIND BLOWS



NOVEMBER 2009

VOLUME 389



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*Golden Moon* placed first in class in the 2002 Big Boat Series and the 2004 Big Boat Series as well. This year’s races were won with the same Pineapple carbon genoa built in 2007 and a carbon Pineapple Sails mainsail built for Big Boat Series in 2005 (making 2009 its fifth year).

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Cover: Dan Courter's dream came true when his Antioch-based Catalina 30 *Ross's Dream* placed first in the cruising division in the South Beach YC-hosted 2009 Catalina 30 Nationals.

Photo: Peter Lyons/www.lyonsimaging.com

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

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**Catalina 42, 1997**  
\$160,000



**Beneteau 373, 2006**  
\$153,500



**Pearson 36, 1985**  
\$69,000

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Beneteau 473, '04 .....	259,900
Hunter Legend 450, '98 ..	159,000
Beneteau First 45F5, '91	160,000
Catalina 42 MkII, '97 .....	160,000
Tartan 4100, '04 .....	330,000
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Island Packet 40, '98 .....	259,000
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Island Packet 370, '04 .....	299,000
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## Latitude 38

*"we go where the wind blows"*

Publisher/Exec. Editor..... Richard Spindler..... [richard@latitude38.com](mailto:richard@latitude38.com).....ext. 111  
Associate Publisher..... John Arndt..... [john@latitude38.com](mailto:john@latitude38.com).....ext. 108  
Managing Editor..... Andy Turpin..... [andy@latitude38.com](mailto:andy@latitude38.com).....ext. 112  
Editor..... LaDonna Bubak..... [ladonna@latitude38.com](mailto:ladonna@latitude38.com).....ext. 109  
Racing Editor..... Rob Grant..... [rob@latitude38.com](mailto:rob@latitude38.com).....ext. 105  
Contributing Editors..... John Riise, Paul Kamen  
Advertising Sales..... John Arndt..... [john@latitude38.com](mailto:john@latitude38.com).....ext. 108  
Advertising Sales..... Shawn Grassman..... [shawn@latitude38.com](mailto:shawn@latitude38.com).....ext. 107  
General Manager..... Colleen Levine..... [colleen@latitude38.com](mailto:colleen@latitude38.com).....ext. 102  
Production/Web..... Christine Weaver..... [chris@latitude38.com](mailto:chris@latitude38.com).....ext. 103  
Production/Photos..... Annie Bates-Winship... [annie@latitude38.com](mailto:annie@latitude38.com).....ext. 106  
Bookkeeping..... Helen Nichols..... [helen@latitude38.com](mailto:helen@latitude38.com).....ext. 101  
Directions to our office.....press 4  
Subscriptions.....press 1,4  
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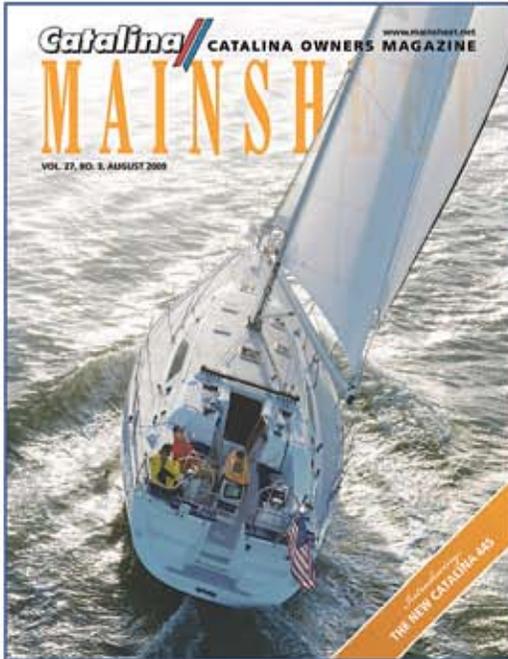
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Catalina 380	1999	\$127,000
Catalina 36	1990	\$55,900
Catalina 36	2002	\$99,500
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Catalina 320	2002	\$95,000
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Hunter Passage CC 42	1996	\$144,900
Jeanneau 42DS	2005	\$249,000
Fountaine Pajot 42	1995	\$269,000
Hunter 41	2004	\$150,000
Hunter 41	2004	\$150,000
Morgan 38	1979	\$57,500
Hunter 36	2004	\$125,000
Wylie 36	1978	\$57,500
Hunter 35.5	1993	\$59,000
Hunter 340	1998	\$79,000
Hunter 310	2000	\$50,900
Irwin 34	1985	\$29,000
Chey Lee 32	1977	\$36,500

Hunter 306	2004	\$59,500
J-100	2006	\$119,000
Coarsair 750	2007	\$49,900

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## CALENDAR

### Non-Race

**Oct. 31** — Dress like a pirate on Halloween.

**Oct. 31** — SailMail seminar by Steve Chamberlin and Eric Steinberg at Richmond YC, 10 a.m. Free but RSVP required to [seminars@pacifccup.org](mailto:seminars@pacifccup.org) or sign up at [www.pacifccup.org/seminars/sailmail](http://www.pacifccup.org/seminars/sailmail).

**Nov. 1** — Daylight Saving Time ends.

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

**Nov. 2** — Howl at the full moon on a Monday night.

**Nov. 4** — Club Nautique's Winter Wednesdays Seminar Series kicks off with 'Cruising Central America' by CN instructor Joe Brandt at Club Nautique in Alameda, 6-8 p.m. Seminars run every other Wednesday at the same time and location, and are free unless noted. **11/18**: 'Cooking Aboard' with Lynn Orloff Jones, author of *Can to Pan Cookery* (\$15); **12/2**: 'Decorative Knots' with West Marine Rigging's Ryan Nelson. Info, (510) 865-4700 or [www.clubnautique.net/winter-wednesdays](http://www.clubnautique.net/winter-wednesdays).

**Nov. 4-25** — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at [www.stfyc.com](http://www.stfyc.com).

**Nov. 5** — Downwind Marine's Cruisers' Seminar Series continues with 'AIS: The Best Collision Avoidance System' by Steven Gloor at Downwind Marine at 7:30 p.m., \$3. More seminars at the same time and location. **11/9**: 'Pressure Cooking for Cruisers' (Steve Ford); **11/10**: 'Outfitting for Safety at Sea' (Bruce Brown); **11/11**: 'Cruising on 12 Volts' (Barry Kessler); **11/12**: 'Outboard Motor Needs for Cruising in Mexico' (Tom Teevin). Info, [www.downwindmarine.com](http://www.downwindmarine.com).

**Nov. 7** — GPS for Mariners by USCGA Flotilla 17 on Yerba Buena. \$55. Info, [FSO-PE@flotilla17.org](mailto:FSO-PE@flotilla17.org) or (415) 285-1100.

**Nov. 7** — Free 12-Volt Charging Systems seminar at Sausalito Marine Electrical Shop, 10 a.m.-12 p.m. Space limited — contact [info@sausalitomarine.com](mailto:info@sausalitomarine.com) or (415) 332-9030.

**Nov. 7, 14, 21** — Sail aboard SF 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](http://www.nps.gov/safr).

**Nov. 8** — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**Nov. 8** — Downwind Cruisers' Kick-Off Potluck BBQ at Downwind Marine in San Diego, noon-4 p.m. Info, [www.downwindmarine.com](http://www.downwindmarine.com).

**Nov. 11** — Take a veteran sailing today.

**Nov. 12** — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Featuring Jim Connolly's Moroccan Adventure presentation. Info, [www.singlesailors.org](http://www.singlesailors.org) or (510) 233-1064.

**Nov. 14** — Boater's Blast at Sausalito West Marine, 10 a.m.-4 p.m. Get your hands on some of the newest gear for your boat — demos, special pricing and seminars. Free BBQ! Contact Mike Cole at (415) 332-0202 for details.

**Nov. 14** — SF Maritime Park's Sea Music Concert Series finale aboard *Balclutha* at Hyde St. Pier, 8-10 p.m. Featuring The Johnson Girls. \$14 each. Info, (415) 561-6662, ext. 33.

**Nov. 14-15** — Victorian Christmas Celebration at Angel Island's Civil War-era Camp Reynolds, 11 a.m.-3 p.m. Demos, kids' crafts, unique holiday gifts, sweets and drinks. Info, [www.angelisland.org](http://www.angelisland.org).

**Nov. 16** — 'Autopilots, Vanes and Emergency Steering' seminar for the Singlehanded TransPac at Oakland YC in Alameda, 7:30-10 p.m. Info, [www.sfbayss.org](http://www.sfbayss.org).

**Nov. 21** — 'Hot Spots for Cruising in the Bay' presentation

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Custom center cockpit teak ketch properly maintained by a meticulous owner. **\$69,000**



**1978 TARTAN 30**  
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# Pacific Yacht Imports

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# CALENDAR

by Rod Witel at Berkeley YC, 6 p.m., \$15 (\$25 at door). Evening includes dinner, music and an update on *The Pegasus Project's* 'No Child Left Ashore' initiative. Info, (510) 205-1069 or [www.pegasusproject.org/celebration](http://www.pegasusproject.org/celebration).

**Nov. 26** — Work off the pumpkin pie with a daysail.

**Dec. 5** — 33rd Annual Lighted Yacht Parade on the Oakland/Alameda Estuary. Starts at 5:30 p.m. Presented by Encinal YC, Oakland YC and Marina Village Yacht Harbor, this year's theme is 'Christmas Carols'. Find out more and enter your boat at [www.lightedyachtparade.com](http://www.lightedyachtparade.com).

**Dec. 5** — South Beach YC Lighted Boat Parade from McCovey Cove to the Ferry Building, 5-7 p.m. Chili and hot buttered rum at the YC after. Info, [www.southbeachyc.org](http://www.southbeachyc.org).

**Dec. 5** — Petaluma YC Lighted Boat Parade, 5:30 p.m. Info, (707) 753-1590 or [www.petalumayachtclub.com](http://www.petalumayachtclub.com).

**Dec. 5** — Vallejo YC Harbor Lighted Boat Parade. Info, [www.vyc.org](http://www.vyc.org) or (707) 643-1254.

**Dec. 5** — Stockton SC Lighted Boat Parade. Info, [www.stocktonsc.org](http://www.stocktonsc.org).

**Dec. 5** — Santa Cruz YC Lighted Boat Parade in the south harbor, 5:30 p.m. Info, [www.scyc.org/lbp](http://www.scyc.org/lbp).

**Dec. 12** — Marina Bay Lighted Boat Parade, 6-8 p.m. Details, [info@mbyachtharbor.com](mailto:info@mbyachtharbor.com) or (510) 236-1013.

**Dec. 12** — Sausalito Lighted Yacht Parade along the waterfront, 6 p.m. Info, [www.syconline.org](http://www.syconline.org).

**Dec. 12** — Holiday celebration at Hyde St. Pier with live music, activities and a visit from the Big Guy himself, 3-4:45 p.m. Tour historic vessels from 6-9 p.m. RSVP for tour. Kids 15 & under free, adults \$5. Info, (415) 447-5000.

**Jan. 4-Mar. 26** — Full-Time Sailmaking & Rigging Course at Northwest School of Wooden Boat Building in Port Hadlock, WA. Info, [www.nwboatschool.org](http://www.nwboatschool.org) or (360) 385-4948.

**Jan. 12-Feb. 2** — America's Boating Class by Marin Power & Sail Squadron in Novato on Tuesdays and Thursdays, 7-9 p.m. Textbook, \$40. Info, (415) 924-2712.

## Racing

**Oct. 31** — YRA-OYRA Jr Waterhouse. RYC, [www.yra.org](http://www.yra.org).

**Oct. 31** — Red Rock Race. TYC, [www.tyc.org](http://www.tyc.org).

**Oct. 31-Nov. 7** — 23rd Annual Pro Am Regatta on Virgin Gorda, hosted by Bitter End YC. Info, [www.beyc.com](http://www.beyc.com).

**November, 1979** — It Was Thirty Years Ago from a *Sightings* article titled 'Notice to Mariners Gets Style':

If you read the *Notices to Mariners* that the Coast Guard regularly puts out, you know it's pretty dry reading. It's all facts and business or blank white space. It's for this reason that we were rather shocked by the lyrical nature of some parts of a recent Notice. In it was the following information, probably written by some young recruit who hopes to be a novelist.

"In the early days of lighthouses — when fish, whale, sperm and lard oils were used as illuminating fuels — it was impossible to 'flash' these burning lamps. As a result, all lighthouses showed a fixed-light characteristic and it was impossible to positively identify a specific lighthouse from a distance when there was more than one in the area. To resolve this ambiguity, and provide some means of positive identification, two lighthouses, or 'twin lights', were built next to each other to provide a two-light characteristic.

"One well-known twin light was located at Cape Ann, Massachusetts, where both light towers are still standing, although only one is still in use. In some cases, three lighthouses were built together to provide a 'triple light'. One of the most famous triple lights was at Nauset Beach on Cape Cod."

That little piece of information is certainly more satisfying than the normal blank space, and we hope they keep up with the reading goodies.



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Thurs	11/5	<b>AIS: The Best Collision Avoidance System –</b> Steven Gloor, Veteran Cruiser
Mon	11/9	<b>Under Pressure! Pressure Cooking for Cruisers –</b> Captain Steve Ford
Tues	11/10	<b>Offshore Safety: Gear You Need and How to Use It –</b> Bruce Brown, Switlik/Survival Technologies
Wed	11/11	<b>Cruising on 12 Volt Batteries, Alternators, Inverters: Tips and Troubleshooting –</b> Barry Kessler, Xantrex & CEO of Altra Regulators
Thurs	11/12	<b>NOAA Weather Service for Mariners</b> Ted Mackechnie, NOAA
Fri	11/13	<b>Outboard Motor Needs for Cruising in Mexico –</b> Tom Teevin, Aquarius Yacht Services

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# CALENDAR

**Nov. 1** — Jack & Jill +1, the woman-skipped triplehanded race on the Estuary. IYC, [www.iyc.org](http://www.iyc.org).

**Nov. 7** — Fall Series #3. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Nov. 7-8** — Perry Cup for Merces. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Nov. 8** — NorCal #3 Appleton Youth Regatta for FJs. Info, [www.pcisa.org](http://www.pcisa.org) or call SFYC Youth office at (415) 435-9525.

**Nov. 8** — Lake Washington's annual Turkey Shoot Regatta. Info, [www.lwsailing.org](http://www.lwsailing.org).

**Nov. 14** — The Running of the Bulls (El Toros) at Moss Landing. Elkhorn YC, [www.elkhornyc.com](http://www.elkhornyc.com).

**Nov. 14** — Commodore's Cup. CPYC, (650) 347-6730.

**Nov. 17** — The Big Sail: Stanford vs. Cal in J/105s. More fun than football! StFYC, [www.stfyc.com](http://www.stfyc.com).

**Nov. 17** — YRA Year-End Awards Party at Sausalito YC. Info, [www.yra.org](http://www.yra.org).

**Nov. 27** — Wild Turkey Race. TYC, (415) 883-6339.

**Dec. 5** — Fall Series #4. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Jan. 18-22** — Key West Race Week by Nautica, the best regatta in the country. Info, [www.premiere-racing.com](http://www.premiere-racing.com).

### Midwinter Regattas

**ISLAND YC** — Estuary Midwinters: 11/8, 12/13, 1/10, 2/14, 3/14. John, (510) 521-2980 or [iycracing@yahoo.com](mailto:iycracing@yahoo.com).

**BERKELEY YC** — Midwinters: 11/14-15, 12/12-13, 1/9-10, 2/13-14. Bobbi, (925) 939-9885.

**BERKELEY YC** — Chowder Races: Sundays through March except when it conflicts with above.

**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](mailto:racing_chair@cal-sailing.org).

**CORINTHIAN YC** — Midwinters: 1/16-17 & 2/20-21. Donal Botkin, [racing@cyc.org](mailto:racing@cyc.org).

**ENCINAL YC** — Jack Frost Series: 11/14, 1/23, 2/27, 3/27. Matthew Dean, [rearcommodore@encinal.org](mailto:rearcommodore@encinal.org).

**GOLDEN GATE YC** — Seaweed Soup Series: 11/7, 12/5, 1/9, 2/6, 3/6. Mont, [ggycracedeck@aol.com](mailto:ggycracedeck@aol.com) or (209) 481-5158.

**OAKLAND YC** — Sunday Brunch Series: TBA. John Tuma, (510) 522-6868 or [j\\_tuma@comcast.net](mailto:j_tuma@comcast.net).



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Many yacht clubs' midwinter series start this month. Are you, your crew and your boat ready for some laid-back, light-air fun?

**REGATTAPRO** — Winter One Design: 11/14, 12/12, 1/9, 2/13. Jeff (415) 595-8364 or [jzarwell@regattapro.com](mailto:jzarwell@regattapro.com).

**RICHMOND YC** — Small Boat Midwinters: 12/6, 1/3, 2/7, 3/7. Tony, [amcastruccio@sbcglobal.net](mailto:amcastruccio@sbcglobal.net) or (925) 426-0686.

**SANTA CRUZ YC** — Midwinters: 11/21, 12/19, 1/16, 2/20, 3/20. Info, (831) 425-0690.

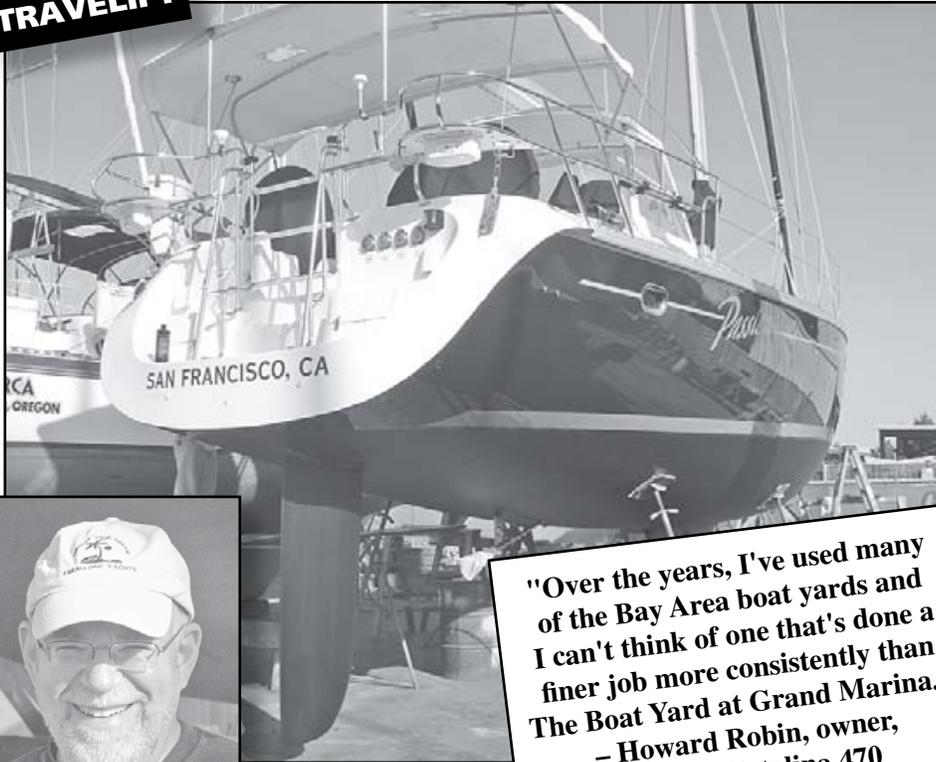
**SAUSALITO YC** — Sunday Midwinters: 11/1, 12/6, 1/3, 2/7, 3/7. John Mount, [race@syconline.org](mailto:race@syconline.org).

**SEQUOIA YC** — Winter Series: 11/7, 12/5, 1/16, 2/6, 3/13. Redwood Cup: 11/22, 12/20, 1/24, 2/28, 3/28. Alex Huang, [jpcfx@earthlink.net](mailto:jpcfx@earthlink.net).

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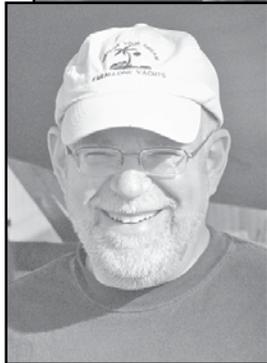
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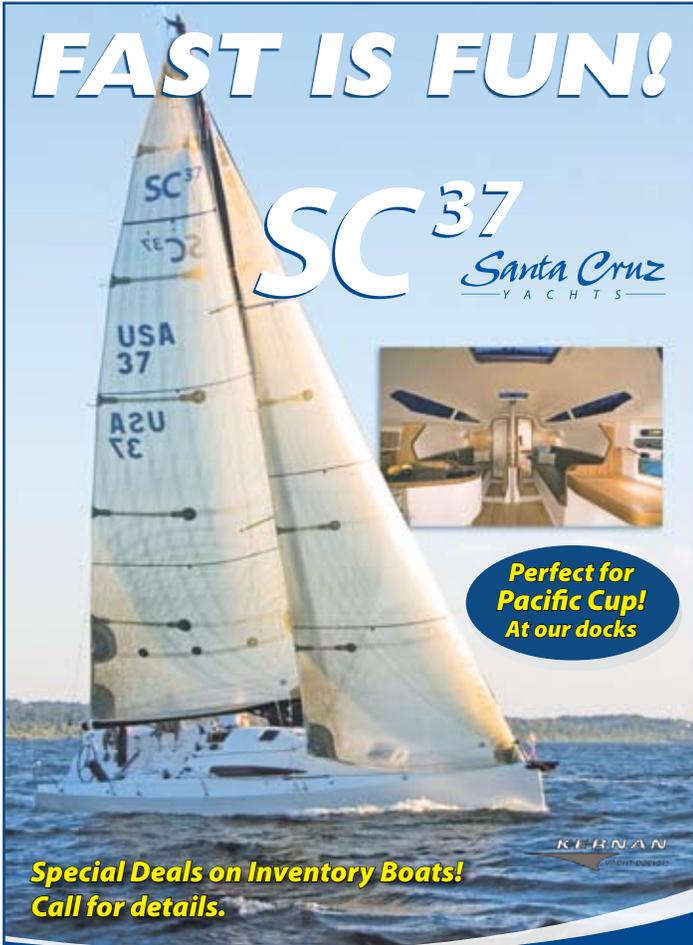
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# CALENDAR

**SOUTH BAY YRA** — Midwinters: 11/7, 12/5, remaining TBA. Jocelyn Swanson, [regatta@cpyc.com](mailto:regatta@cpyc.com)

**SOUTH BEACH YC** — Island Fever Midwinters: 11/21, 12/19, 1/16, 2/20, 3/20. Info, [www.southbeachyc.org](http://www.southbeachyc.org).

**TIBURON YC** — Midwinters: 1/23, 2/13, 3/13. Ian Matthew, [ian.matthew@comcast.net](mailto:ian.matthew@comcast.net) or (415) 883-6339.

**VALLEJO YC** — Tiny Robbins Midwinters: 11/7, 12/5, 1/9, 2/13, March TBA. Info, (707) 643-1254.

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

### November Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
10/31Sat	0351/1.6	1018/5.8	1645/0.3	2323/4.7
11/01Sun	0326/1.9	0946/6.0	1620/-0.2	2313/4.7
11/07Sat	0349/4.6	0805/3.3	1403/5.9	2105/-0.6
11/08Sun	0449/4.8	0927/3.2	1511/5.5	2208/-0.3
11/14Sat	0236/1.8	0908/6.4	1544/-0.5	2235/4.7
11/15Sun	0320/2.2	0943/6.5	1626/-0.8	2330/4.8
11/21Sat	0333/4.5	0757/3.4	1329/5.3	2031/0.0
11/22Sun	0420/4.5	0904/3.4	1420/4.9	2119/0.3
11/26Thu	0649/5.2	1320/1.7	1906/3.8	
11/27Fri	0033/1.7	0720/5.5	1403/1.0	2021/3.9
11/28Sat	0118/2.0	0752/5.8	1442/0.4	2125/4.1
11/29Sun	0203/2.3	0827/6.1	1521/-0.3	2223/4.3

### November Weekend Currents

date/day	slack	max	slack	max
10/31Sat	0016	0248/2.8E	0616	0909/2.8F
	1205	1508/4.1E	1859	2155/3.3F
11/01Sun	0107	0232/2.7E	0552	0844/2.8F
	1136	1447/4.6E	1838	2137/3.6F
11/07Sat		0141/3.6F	0521	0724/1.9E
	1024	1318/2.1F	1554	1933/4.7E
	2332			
11/08Sun		0241/3.5F	0617	0824/2.0E
	1142	1425/2.0F	1704	2033/4.3E
11/14Sat		0143/2.7E	0459	0755/3.1F
	1045	1400/4.7E	1753	2059/3.8F
11/15Sun	0008	0233/2.5E	0545	0837/3.0F
	1124	1442/5.0E	1839	2147/4.0F
11/21Sat		0128/3.1F	0459	0658/1.6E
	1016	1255/1.6F	1530	1901/3.9E
	2307			
11/22Sun		0214/2.9F	0545	0748/1.6E
	1117	1627/1.3F	1905	2223/3.1E
	2355			
11/26Thu	0212	0516/2.6F	0828	1115/2.9E
	1519	1758/2.0F	2053	2326/2.4E
11/27Fri	0257	0559/2.6F	0904	1202/3.5E
	1606	1854/2.4F	2157	
11/28Sat		0020/2.3E	0341	0641/2.6F
	0939	1248/4.0E	1650	1944/2.9F
	2256			
11/29Sun		0112/2.2E	0424	0722/2.6F
	1015	1332/4.5E	1733	2032/3.3F
	2352			

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56' Andrews, '94, <i>Charisma</i>	.....	SOLD
52' Santa Cruz, '00, <i>Isis</i>	.....	Just Listed! \$520,000
52' Santa Cruz, '98, <i>Hula</i>	.....	Just Listed! \$575,000
52' Santa Cruz, '99, <i>Renegade</i>	.....	Just Listed! \$595,000
48' J/145, Hull #9, '03**	.....	Reduced! \$675,000
48' Kristen Steel Offshore, '01, <i>Trinity</i> **	.....	Reduced! \$529,000
44' J/44, '90, <i>Phoenix</i>	.....	Reduced! \$219,000
42' J/42, '03, <i>Freedom</i>	.....	SOLD
41' J/124, '07, <i>Fortuna</i>	.....	Reduced! \$298,000
41' Bianca 414, 1980, <i>Avion</i>	.....	SOLD
41' Passport, '90, <i>360</i> **	.....	Reduced! \$239,000
40' Advance, '85, <i>Caribou</i> **	.....	Reduced! \$139,500
40' X-Yachts X119	.....	Just Listed! \$89,000
40' Olson 40, 1983, <i>Elka</i>	.....	\$79,000
40' J/40, '86, <i>China Cloud</i>	.....	\$159,000
40' J/120, '01, <i>OuIB5</i>	.....	Reduced! \$199,000
39' Carroll Marine CM 1200, '95**	.....	Just Listed! \$82,500
39' Schumacher Custom, '96, <i>Recidivist</i>	.....	\$149,000
38' Sydney, '00, <i>Howl</i>	.....	SOLD
38' X-Yachts 382, '99, <i>X-TC</i>	.....	SOLD
37' X-Yachts 372 Sport, '87	.....	SOLD

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37' J/37, Hull #30, '88	.....	SOLD
36' J/36, '83**	.....	SOLD
35' J/109, '03	.....	Just Listed! \$189,000
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35' Ericson 35 Mk III, '84, <i>Symmetry</i>	.....	\$49,000
35' J/105, Hull #497, '02, <i>Breezy</i>	.....	Pending \$117,000
35' J/105, Hull #298, '00, <i>Chilaxn</i>	.....	\$114,000
35' J/105, Hull #347, '00, <i>Bald Eagle</i>	.....	Reduced! \$109,000
35' J/105, Hull #617, '04, formerly <i>Chili Pepper</i> **	.....	\$127,500
35' J/105, Hull #403	.....	SOLD
35' J/105, '99, <i>Life Is Good</i> **	.....	\$83,000
35' 1D35, '00, <i>Sensation</i>	.....	Just Listed! \$84,900

35' 1D35, '01, <i>Tabasco</i>	.....	Just Listed! \$79,000
35' 1D35, <i>Sweet Sensation</i>	.....	Just Listed! \$69,000
35' 1D35, '99, <i>Sensation</i>	.....	Just Listed! \$64,000
35' 1D35, '01, <i>Yeofy</i>	.....	Just Listed! \$69,900
34' D-Class Catamaran, <i>Rocket 88</i>	.....	\$38,000
34' MJM 34z, '05**	.....	Reduced! \$384,000
34' J/34, '85, <i>The Zoo</i> **	.....	Reduced! \$29,900
34' Olson-Ericson, '89	.....	Just Listed! \$47,500
33' J/100, '06**	.....	\$115,000
33' J/100, Hull #5, '05, <i>Reddie Freddie</i>	.....	Reduced! \$118,000
32' J/32, <i>Independence</i> , '00	.....	Just Listed! \$125,000
30' J/92, '93, <i>J Moto</i>	.....	SOLD
29' Back Cove, '05, <i>Diamond Lil</i>	.....	Reduced! \$159,000
29' MJM 29z, '06**	.....	Just Listed! \$269,000
29' J/29, '85, <i>Masthead</i> **	.....	\$28,000
28' Alerion Express, '06**	.....	Just Listed! \$110,000
27' Choate, '79, <i>Allegro Con Brio</i>	.....	Reduced! \$13,900
27' Antrim 27, '98, <i>Luna</i>	.....	Reduced! \$29,900
26' J/80, '01, <i>Lay Down Sally</i>	.....	SOLD
22' Aquapro Raider 665, '04	.....	Reduced! \$34,900

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## LETTERS

### ↑↓ "UMBRELLA? I DON'T NEED NO STINKIN' UMBRELLA!"

In a recent *Lectronic*, you asked for sailor's stories about the storm of October 12.

I normally berth my boat at Basin 3 of Clipper Yacht Harbor in Sausalito, but I decided to sail her over to South Beach Harbor on Sunday and stay on her for the week of the Oracle Open World Conference in downtown San Francisco. Staying on my boat would be much less expensive than staying in a hotel, would normally have been more comfortable, and would allow me to attend all those late night 'meetings' without having to drive home to Marin.

After spending a pretty sleepless night aboard once the storm hit, I got up in the morning to make the trek to the showers at 5:30 a.m. on Tuesday. In the pre- and post-washing, I took a 'shower'. While getting dressed below in my boat, I watched the rain fly by horizontally. I wondered how the heck I was going to get to my meeting at the Moscone Center still looking somewhat presentable. After all, I would have to get out into the cockpit, lock up my boat, and take a very wet two-block walk to the Muni station in front of AT&T Park. Then I'd have to wait for the train and walk the three blocks from the Montgomery Station to Moscone.

Then it hit me. Thirty minutes later, I walked into my meeting completely dry and looking good — at least in my opinion — while everyone else looked somewhat worse for wear. No one suspected that my complete offshore foul weather gear — boots, pants, and jacket — were stuffed in my backpack. I even gave my umbrella — useless in the wind — to some poor fellow who had no jacket and was already soaked to the bone. "Don't you need it?" he asked me. "No," I replied, "I'm a sailor."

Gary Ryan  
*i'liahale*, Hanse 341  
Sausalito

### ↑↓ LUCK, PURE AND SIMPLE

My MacGregor 26D rode out the October 12 storm on her trailer. A 60-ft tall oak tree broke off at the base and crashed



DAVE HECTOR

**Lucky for Dave, his MacGregor 26D got the branches and not the trunk.**

down around the boat. The Mac was covered in limbs, but they were all small and did no harm. But a truck parked next to my boat was badly damaged as a result of being hit by a 12-inch limb. It might have been fatal if it had hit my sailboat.

Dave Hector  
Mountain Ranch

### ↑↓ SOME RECORDS WE JUST DON'T NEED

The September 28 *Lectronic* report on the mishaps — striking a ship and being dismantled — that took place during 16-year-old Aussie Jessica Watson's shakedown for a solo circumnavigation attempt should be a warning. Years ago, officials in the sport of soaring — gliders — realized that attempts to set records for the sake of records for time aloft was intrinsically dangerous. As a result, duration records are no longer recognized.

I'm also reminded of the tragic fate of seven-year-old Jessica Dubroff who, in '96, died while trying to be the youngest

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## LETTERS

person to pilot a plane across the United States. After her death nobody much cared about being the youngest anymore.

There are some records we just don't need.

Jim Wallis

Axel Heyst, Custom Camper-Nicholson  
Vallejo YC

*Readers — For those who don't remember, Jessica Dubroff, who was born in Contra Costa County and lived in Pescadero, attempted — sort of — to become the first second-grader to pilot an airplane across the United States. Despite the fact that it was a totally bogus attempt — she was accompanied by both her flight instructor and her father — the uncomprehending child became an instant media celebrity. But as if to emphasize both the bogosity of the attempt and the pressures brought on by attempting such stunts in front of the media, the trio left Cheyenne, Wyoming, not only in heavy rain and stormy conditions, but with the flight instructor rather than Jessica at the yoke. Minutes after taking off, the plane crashed, killing all three aboard.*

*Aussie Jessica Watson started her non-stop solo circumnavigation attempt via the Southern Ocean on October 18. We wish the young lady well, but we're convinced she doesn't have a clue what she's getting herself into. As for 15-year-old Abby Sunderland of Marina del Rey, her family was most recently trying to rush the purchase of an Open 40 they found*



COURTESY ELLA'S PINK LADY

*in Europe and hoped to ship to Fort Lauderdale, where Abby would presumably begin her attempt. The problems are that it's already late in the year to start and make it around the Southern Ocean during the southern hemisphere summer and, even in the best case scenario, young Abby will have to start without having spent much time getting to know her boat. But when you're aiming for a youth record, you can't wait until next year.*

*It's just our opinion, but we think that, by attempting to circumnavigate via the Southern Ocean, both young women are lacking in adult supervision. We don't believe either one has a chance of making it as planned. We just hope some higher power keeps them safe.*

### ↑↓ "FLEET WEEK WAS A PUBLIC RELATIONS DISASTER"

I'm among the throng of people who were disappointed that the Blue Angels had to cancel their show at the last minute. It's the second year in a row that weather modified the schedule. Last year it was the parade.

I think the organizers should consider moving the event one month earlier in the year, and start the Angels program at 2 p.m.

The event communications were awful. Apparently nobody bothered to tell the Coast Guard that the show was cancelled. As such, all of us on boats had to wait for the 'crash zone' to open. And, of course, there was the Coastie inflatable, complete with a mounted machine gun, darting in and out of traffic, with various crew members yelling at skippers of recreational boats to relocate to some imaginary line. All the boats that I saw were well behind the cutters, so I think these

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## LETTERS

guys were protecting some setback from the cutters, not the 'ditch zone'.

Anyway, I found it to be a pathetic display of authority, and in the end, it added to the considerable public relations disaster for Fleet Week.

Peter Earnshaw  
Kailani, Catalina 30  
Sausalito

*Peter — It's not as though Fleet Week is the only event or activity that can be negatively impacted or even cancelled by weather. The same happens with America's Cup races, World Series baseball games, tennis and golf tournaments, KFOG Kaboom fireworks shows, countless airplane flights, and afternoon commutes. Nature rules.*

*It probably wouldn't be too hard to reschedule just the Blue Angels for a month earlier in the year, but they are part of the much larger and logistically complicated Fleet Week. We imagine it would take years to change the dates, and even then, there is no guarantee that the weather would cooperate. We would characterize the cancelling of the Blue Angels as a disappointment rather than a "public relations disaster."*

### ↑↓ CAUGHT IN THE ACT



STUART KIEHL

*In case you missed the Blue Angels this year, here's what they looked like on Saturday.*

While the Blue Angels canceled their Fleet Week performance because of the fog, they did make one pass, and I caught it with my point n' shoot camera. I even got the Golden Gate Bridge and a sailboat in, too!

Stuart Kiehl  
Santa Rosa

### ↑↓ OURS IS BIGGER

In the September 28 *Lectronic*, you ran a photo of a circle raft-up in Alameda. They said if anyone had proof of a larger one, they should send it to *Latitude*. Well, that's what I'm doing. The accompanying photo shows 30 — I think — boats from the Corsair YC rafted up in a circle in Newport Harbor.



DENISE NEPTUNE

*The Corsair YC's star raft-up — which looks pretty circular to us — is getting bigger by the year.*

We started this annual event in March of '07 with about 18 boats, and have nearly doubled in size. We expect even more next year.

We start on a Friday by choosing four 'corner

boats' to anchor the raft-up. As new boats, they arrive are tied to one of the anchors or a previously secured boat. In the second photo you will see how it looks before we close the gap

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## LETTERS

with the last boat in. It looks like a big 'C'. We always leave about a boat's width path for dinghies to enter the center of the circle.

Everyone in the raft-up on Friday night takes their dinghy to a local restaurant where all of us dine. By noon on Saturday, the last boat is usually in place. We then have dinghy raft-ups inside the circle, with cocktails and appetizers. Dinner on Saturday night is often a progressive boat event. It's great fun. If anyone feels a bit monkey-like, it's possible to walk over all the boats in a complete circle. I've even done it.

In case anybody is wondering, yes, we do get permission from the Orange County Sheriff's Department Marine Patrol way in advance. It's truly a blast!

Denise Neptune  
Corsair YC

*Readers — The last letter was from Stuart Kiehl, this one was from Denise Neptune and the next is from Mark Haesloop. It's getting pretty nautical around here, isn't it?*

### STAR RAFT-UP TIPS

The Seattle YC does a 'star' raft-up every year or so. The accompanying photo is of one such raft-up at Montague Harbor, Galiano Island, British Columbia. As you might imagine, the strength of the wind can be a determining factor in the success of such attempts.

You start a star raft-up by getting the four biggest boats with the best ground tackle to take up positions at each of the



COURTESY SEATTLE YC

**Seattle YC's star raft-up had four fewer boats than the Corsair YC's — better luck next year!**

four compass points. Once they drop their hooks, they need to back down hard to get their hooks set securely. Then helpers in dinghies take a stern line from each boat to the boat opposite of them. When these four boats are relatively secure in their positions, the other boats fill in the gaps and set stern anchors. Once that's done, the roving party commences.

The art to creating a symmetrical star raft-up is to get the four key boats to position themselves not too close together, but not too far apart either. One-and-a-half to two boat lengths apart seems about right.

Mark Haesloop, crew  
*Perseverance*, Valiant 42, Seattle YC  
San Carlos

### CONDOS AT ANDERSON'S? SAY IT ISN'T SO!

Is there any organized filibustering going on in Sausalito to stop the development at the site of Anderson's Boat Yard? Why can't the Sausalito Planning Commission prevent the Anderson site from being re-zoned to allow for condos, as we've heard the owner of the property would like? Won't the loss of Sausalito's biggest boatyard have a negative impact on the boating community?

Curious Mind  
Sausalito

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## LETTERS

*Curious — There is a lot of misinformation going around with regard to that property. As we've reported, sometime after the first of the year it will become the KKMI Boatyard. There will be no condos.*

### ↑↓ **AND THIS IS HOW WE KNOW . . .**

I understand there is some misinformation about whether KKMI will opening up a service facility in Sausalito. The answer is absolutely yes, we will be opening our facility in Clipper Yacht Harbor, and no, there is no truth to the rumor that Clipper, which owns the land, is planning to use the area to build condos.

We've been working with Clipper for some time in the development of their plans to expand and improve the quality/quantity of the maritime services offered at their facility. The first step in this process is the redevelopment of the former boatyard facility to insure that it is fully compliant with all environmental and occupational regulations. We've had advance meetings with the City of Sausalito Planning Department, and will be submitting our construction plans shortly so that we may get on the department's consent calendar.

Until we submit these plans, Clipper has made the decision to keep things as quiet as possible. Unfortunately, one of the consequences of this silence has been the circulation of rumors such as those about condos. Let me assure *Latitude* readers that there is no foundation to any of these stories. While it may seem crazy to be investing in the marine industry at this difficult time in our economy, the commitment by Clipper and KKMI is steadfast, and built upon our long-term belief in our sport and the maritime industry.

Paul Kaplan  
KKMI  
Richmond

### ↑↓ **PAY TO PLAY RATES**

If I were to crew on the Ha-Ha this year, what do you think a fair contribution to the effort would be? If you have any ideas, I'd really appreciate the information.

Eager To Crew  
Oakland

*E.T.C. — Financial arrangements are all over the map depending on the skipper, boat, crew, the experience of the skipper and crew, the level of friendship and so forth. At one extreme, you have inexperienced skippers who pay crew to mentor them. At the other, you have inexperienced crew paying experienced skippers what are close to charter rates for the learning experience.*

*Then there are special situations where, for example, a group of five friends decide that, in return for one guy's agreeing to take his boat, the other four will pay all the expenses, including the considerable expense of having the boat delivered home.*

*So if someone told us they got paid \$2,000 to crew on a Ha-Ha boat, we wouldn't be surprised or think it a bad deal. One the other hand, somebody could tell us they paid \$2,000 to be on a Ha-Ha boat, and that could be a good deal, too.*

*The thing that skippers who accept money should realize is that, at some point, they could be considered to be carrying passengers-for-hire. In that case, there could be all kinds of negative implications for insurance coverage and liability issues. It's unlikely to come up unless someone gets hurt, but if that happens, it could be a major problem. Some say it's best not to have any agreement in writing. Or that if value is to be contributed, it be done in the form of boat gear or food rather than cash.*

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## LETTERS

### ↑↓SUNDOWNER SYNDROME

We were in Venezuela some years ago, and took a trip inland to see some waterfalls. When the sun set, the moon came up at the same time. If I hadn't had a compass, I wouldn't have known east from west. I wonder if anybody else has been in that situation before.

Cal Chamberlain  
Leeway, Buccaneer 240  
Red Bluff

*Cal — We're confused. After all, you couldn't have been confusing the sun for the moon, and the moon has no effect on the fact that the sun always sets in the west. What are we missing?*

### ↑↓MORE ON MEXICAN MEDICAL COVERAGE

In last month's *Changes*, you wrote about a *USA Today* article that reported how Americans who get an FM3 visa in Mexico can become part of the IMSS — sort of Mexico's social security system — health system. As the article pointed out, for a maximum of about \$300 a year — not a month! — Americans who signed up can get treatment with no deductible for everything from tests to surgery to medicines to X-rays to dental and eyeglasses.

If I might add, two of the greatest things about the Mexico IMSS Health Plan is that there is no limit on pre-existing conditions and no age limit. So if you are a 75-year-old U.S. citizen who's never paid a cent into the system, you can still sign up for coverage as soon as you get your FM3 visa. I can't think of any other 'civilized' country where you can enter, become a legal resident for about \$140, and get full medical coverage for about \$250 CN/year.

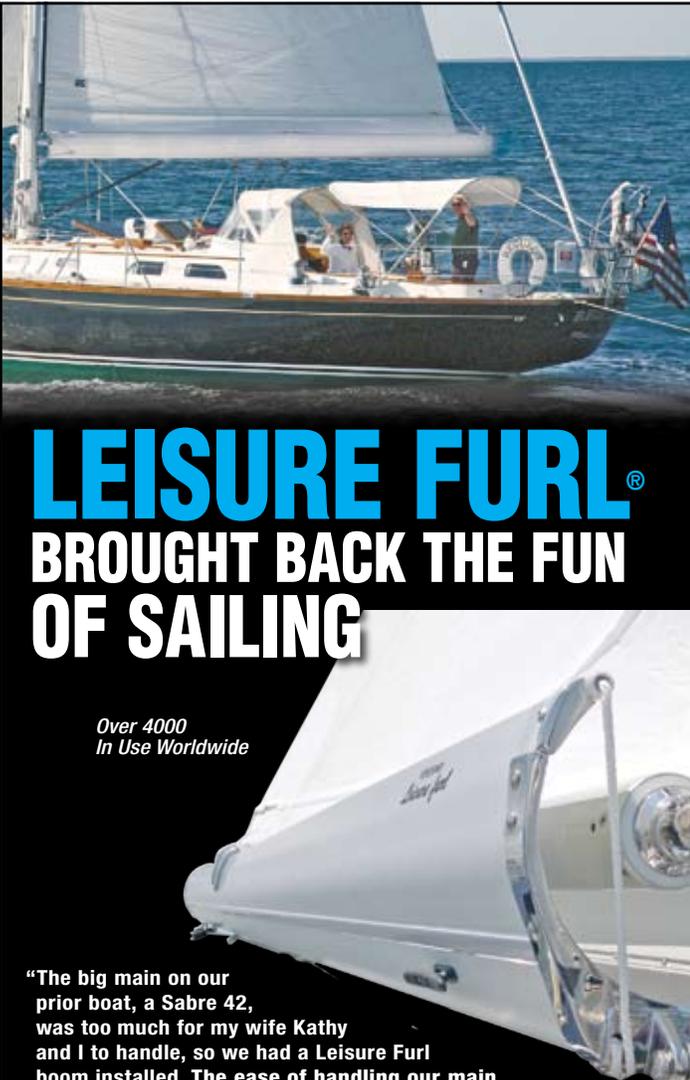
For example, I tried to get a Canadian residency visa about five years ago, but since I was over 55, it was nearly impossible — even though I had sponsors to run a small boatyard and boat restoration program. After 55, you need to have about \$1 million U.S. before they even let you apply. They won't even accept doctors or dentists who don't have the million!

The Mexican health insurance system is actually quite amazing, as it takes only a month or so — and lots of paperwork — to get an FM3 visa. If you apply at a Mexican Consulate in the U.S., it can take about a week. But then you have to get registered at *Migración* in Mexico within 90 days at the location of your choosing. Keep in mind that the FM3 has to be renewed each year at the same place you originally registered. For a cruiser living in Mexico, or staying there for at least a few months every winter, it's not a big issue.

I got my original FM3 at the Mexican Consulate in San Francisco, and registered at *Migración* in Guaymas, where I have to renew it. One can change the residence location, but it requires a little paperwork to do it. You cannot, for instance, register in Guaymas and then renew it next year in Puerto Vallarta.

I have known many sailors and others who have had extensive medical care in Mexico — including a friend from Schoonmaker Point Marina in Sausalito who was treated for colon cancer in La Paz. Once, when the local clinic was closed, he even had a nurse come out to his boat and give him his chemo treatment at anchor. You won't find that kind of service in the United States.

I know a lot of Canadians who get medical treatment in San Carlos, too, because if they leave Canada for more than three consecutive months, their coverage in Canada lapses. They have to return home for something like six months before it takes effect again. For many Canadians, this was a



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## LETTERS

big issue, as they had to rush back from Mexico to Canada when there was still snow on the ground! But now many of them just stay in Mexico and get treated there — they say that in some ways the treatment in Mexico is as good as or better than what they get back home in Canada.

John 'Woody' Skoriak  
Sausalito

*Readers — Lots of Americans are getting discouraged because the standard of living in the States is going down while the cost of health care continues to rise. As we've said many times before, folks on fixed incomes who enjoy sailing can have a much richer and more abundant life in Mexico than in the United States. And they can get a much bigger bang for the buck when it comes to health care, too. So yes, there's more to look forward to in life than watching television and shopping at Wal-Mart.*

### ↑↓ MEDICAL CARE IN MEXICO SUPERIOR TO U.S.

Thank you for referencing the *USA Today* article about Americans getting low-cost health insurance and medical treatment in Mexico. In addition to the excellent care we have gotten the few times we needed it, our daughter has gotten fine treatment, too. She's lived in San Carlos for the past 16 years, during which time she gave birth to three children in the States. Her fourth child was born in Hermosillo, Mexico. Not only did she think her doctors and hospital in Mexico were superior to the ones in the States, she got to stay in a suite, which meant her husband could stay with her. Furthermore, the Mexican hospital required her to stay in the hospital longer than would have been allowed in the U.S. The cost of our daughter's having a baby in Mexico was half of that in the United States.

Many doctors practicing in Mexico trained in the United States, although local medical training is excellent too. We would never hesitate to seek medical care while cruising in Mexico.

Dennis & Lynn Cannon  
Pura Vida, Catalina 400  
Scottsdale, Arizona

### ↑↓ ENVIRONMENTALIST INFIGHTING

There was an interesting article in an October issue of the *San Francisco Chronicle* that reported that all the detritus from the hydraulic mining of the Gold Rush is finally being flushed out of the Bay, leaving the water clearer than it's been in more than 100 years. Perhaps counterintuitively, some environmentalists don't want a clearer, more "natural" Bay because it will have adverse affects on some wildlife and waterlife.

I have very strong feelings on the subject, but making sure folks are aware of this potential controversy is more important than my own take. Readers can find the article at [www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2009/10/05/MN781A0F6G.DTL](http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2009/10/05/MN781A0F6G.DTL).

Eric Artman  
Tiburon

*Eric — We thought the article, by staff writer Kelly Zito, was one of the better ones we've read in the Chronicle lately. It reported that hydraulic mining in the Sierra during the Gold Rush created more sediment in Delta and Bay waters, and that over the years nature adapted to the more murky water. But now that time has washed away most of the sediment to nearly the original state of water clarity, the plants and wildlife*

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## LETTERS

that adapted to the murkier water are now endangered. As a result, there is now a battle between environmentalists who are in favor of the pre-1850s water clarity and environmentalists who are in favor of the post-Gold Rush water clarity.

Unlike you, we find it hard to pick which side to be on. The

COURTESY UC BERKELEY



An example of hydraulic mining during the Gold Rush. It's not clear to us whether the pre- or post-mining water clarity is more desirable.

one constant in nature is change, no matter if it's caused by man or by more natural occurrences such as volcanic eruptions, hurricanes and earthquakes.

With every change there are winners

and losers. Every time man chooses the winners, things seem to get even more screwed up.

### ↑↓ STURGEON, SPURGEON — SOMETHING LIKE THAT!

Some time ago, *Latitude* wrote an article about some of the supposed remedies for sea sickness. I remember one of them being a medication called Spurgeon. I may have the spelling wrong.

I first purchased some of this medication from a pharmacy in Mexico in '95, after hearing about it from other cruisers. It worked marvelously for me. I found that by taking a pill several hours before the approach of bad weather, I didn't get seasick.

I haven't been cruising in 15 years, but am considering chartering in the Caribbean this winter. I would appreciate any information you might have on this drug. Also, what's the best choice these days for the prevention of seasickness?

Andy Buchan  
Planet Earth

Andy — You're referring to cinnarizine, a.k.a. Stugeron, an anti-histaminic drug primarily used to control vomiting due to motion sickness. While it's available over-the-counter without a prescription in many parts of the world, it's not legally available in the United States or Canada. The manufacturer simply didn't want to pay for the extensive testing required in the U.S.

The drug acts by interfering with the signal transmission between vestibular apparatus of the inner ear and the vomiting center of the hypothalamus. The disparity of signal processing between inner ear motion receptors and the visual senses is abolished, so that the confusion of the brain with regard to whether the individual is moving or standing is reduced.

We've never used Stugeron ourselves, but know sailors who swear by it. We've also heard from a few who reported having mild to strong side effects, including hallucinations. We're certainly not in a position to recommend that anyone use Stugeron, but if someone decides they want to try it, they should first carefully investigate which drugs it can't be used in conjunction with — such as some types of anti-depressants — and what dosages to take.

Seasickness seems to be a very personal reaction, with some people rarely, if ever, suffering from it, and others coming down with it on even the calmest days. When it comes

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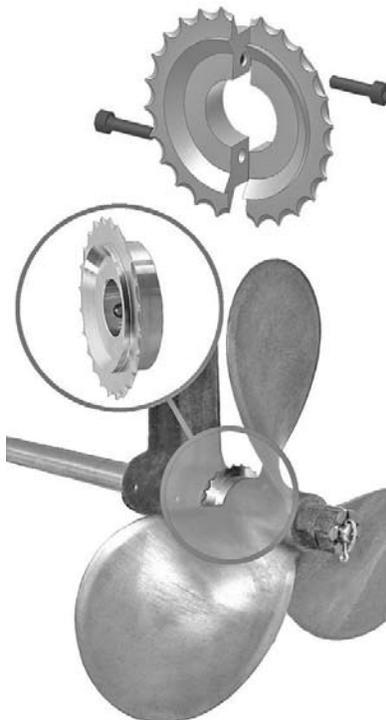
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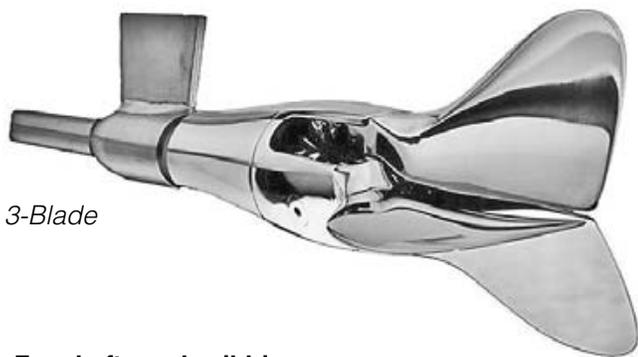
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## LETTERS

to supposed methods of prevention, the results seem to be equally personal. The things that some people swear by — be it Bonine, ginger, wrist bands, looking at the horizon — don't work at all for others.

Where you charter in the Caribbean will also have a big effect on whether you and the rest of your crew get seasick. If you stay in the confines of the relatively flat waters of the British Virgins, for example, you'll be far less likely to toss your cookies than if you try to sail upwind from St. Martin to Antigua.

### ↑↓ MMS ON AMAZON

I read with quiet dismay Doug Nash's letter about how his wife Sylvie died in front of him on their Dana Point-based Spindrift 43 Windcastle after taking MMS, the self-described Miracle Medical Supplement. Just so everybody is aware, Amazon sells this product on their website.

Allan Lim  
Penang, Malaysia

Allan — Thanks for the heads-up. We wrote a 'review' for the product, indicating that it appeared MMS was a potentially deadly supplement. We referred everyone to Nash's letter in the October issue of Latitude 38.

### ↑↓ SEA VIKING WILL END UP COSTING YOU MONEY

For some months, the tug *Sea Viking* has been anchored about .75 miles from the Southampton Shoal light at approximately 37° 53.114 N, 122° 23.090 W. Although at times it has shown an anchor light, it hasn't recently. Nor does there seem to be anyone aboard. Although the tug is close to the boundary of Anchorage #6, it's not within any designated anchorage.

I recently made an inquiry to the Coast Guard about the tug, and separately sent them an 'Abandoned Vessel' report. They responded by saying they were "aware of the tug *Sea Viking*, and at this time there is no concern of pollution." In response to my report of an abandoned vessel, they wrote, "vessel was not in our database but has since been added."

The tug was originally anchored to the east of its current position, and dragged anchor for some distance before being re-anchored in its current position. Having unattended vessels anchored upwind of a wildlife sanctuary such as Brooks Island seems ill-advised. And for it to be legal, shouldn't it at least be showing an anchor light?

Perhaps someone has further information about the tug that justifies the Coast Guard's apparent lack of concern and/or action.

Mike Carnall  
Cape Farewell, Westsail 32  
Brickyard Cove

Mike — We talked to the Waterways Department of the Coast Guard, and they are indeed concerned. In fact, a spokeswoman told us that they "desperately" want to get the tug moved to a secure location before the onset of winter storms. One of their main concerns is that it might break loose and damage one of the bases of a bridge or something else of value.

The 100-ft tug had previously been anchored in or near a designated commercial vessel anchorage, and was therefore issued a 'Captain of the Port Order' to temporarily move to its current location. The problem seems to be that the tug is owned by a private individual who apparently doesn't have the funds to have it repaired or towed to a secure berth. Thus the Coast Guard finds itself in the position that gives so many harbor masters fits — being responsible for someone else's

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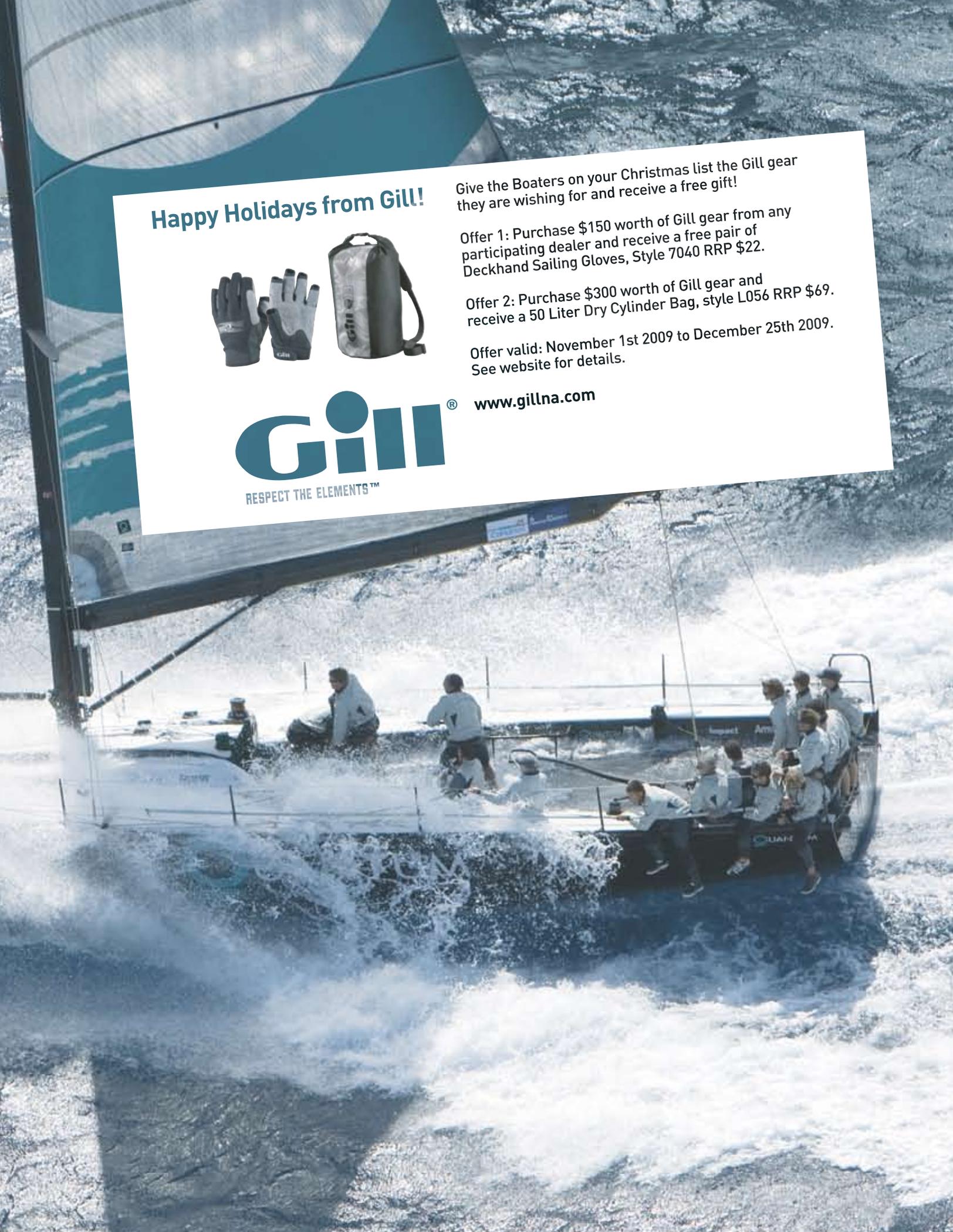
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## LETTERS

abandoned vessel. In this case, however, the vessel is very large, and it's going to cost a lot of money to break it up or keep her in a berth. It's not right, but if you pay taxes, you're no doubt going to end up helping to foot the bill.

### THE SILLY THINGS WE SAY

The October issue *Sightings* reference to the Coast Guard having strange conversations with sailors — such as telling skippers of racing boats they need a support boat when practicing for races — reminded me of a similar conversation I had last week. As I was in the process of launching my singlehanded racing dinghy, a member of a Bay Area police force that shall remain unnamed came up to me and said, "Where's your CF number?"

Me: "The office manager at my local DMV office told me that engineless dinghies used for racing don't need CF numbers."

Policeman: "But you're not racing."

Me: "Are you saying that if I'm sailing to the race area or training before a race, I need a CF number for my boat, but don't need one if I'm actually racing?"

Policeman: "Yes. That's what I'm saying."

Iain Woolard  
San Francisco Bay

Readers — For the record, almost every sail-powered vessel over eight feet in length that isn't documented by the Coast Guard must be registered with the State of California. So *El Toros*, which are eight feet, don't need to be registered while *Vanguards*, which are 15 feet, do. This is not to say that lots of dinghy sailors don't shine on the need to register their boats.

The two exceptions to the 'over eight-foot rule' are boats brought into California for racing purposes only, which get exempted for tune-ups and races only, and sailboards, meaning "non-motorized surfboards propelled by a sail and with a mast that the operator must hold upright."

### COAST GUARD DISCONNECT

Having just read the October *Sightings* item about the curious behavior by the Coast Guard with regard to recreational mariners, I'd like to point out that such behavior is not limited to San Francisco Bay. On two occasions over the last several weeks, I have observed the Coast Guard cutter *Narwhal*, stationed here in Newport Harbor, motor through the harbor sounding the five-toot danger signal. They were apparently claiming right-of-way in the harbor.

The second time they did this was right in the middle of



COURTESY USCG

the start of a Balboa YC beer can race. The *Narwhal* proceeded through the harbor sounding the danger signal, forcing numerous sailboats to alter course to avoid them. It's not a big deal, of course, but it blew our start. On this same occasion, there was an 80-ft day fishing charter boat just behind the *Narwhal*. The fishing boat did what is the norm

When tied up with another cutter and flying all kinds of flags, the 'Narwhal' (right) has extremely restricted maneuverability.

On this same occasion, there was an 80-ft day fishing charter boat just behind the *Narwhal*. The fishing boat did what is the norm

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## LETTERS

for large boats in Newport Harbor — they gave the sailboats the right-of-way. A couple of times the fishing boat even came to a dead stop. The *Narwhal*, on the other hand, continued to blunder through the racing fleet, and continued to sound the danger signal.

If an 80-ft fishing boat — and lots of other bigger private boats — can maneuver and stay clear of right-of-way boats in crowded Newport Harbor, I don't see why an 87-ft government-owned boat can't obey the Rules of the Road as well. Come to think of it, the *Catalina Flyer*, which is a 90-ft power catamaran, and is therefore probably at least twice as large as the *Narwhal*, arrives in Newport from Catalina right around start time of the Thursday night beer cans. Yet I can never recall them sounding a danger signal or claiming right-of-way under the 'tonnage rule.'

If the *Narwhal* had waited 15 minutes, they would have had a wide open channel, since all the sailboats would have been farther up the bay by then. The Balboa YC has been running their Thursday night races for 40 years right in front of the *Narwhal's* berth, so it's not as if the race came as a surprise to the Coasties. It didn't help the Coast Guard's reputation that, when we came back down the bay toward the finish, we could see the *Narwhal* tied up at a fuel dock. So she'd disrupted the racing fleet for a mission of going to the fuel dock.

A number of us on the boat had a discussion about whether the cutter, if not responding to an emergency, had a different



LATITUDE / RICHARD

**Why the toots? There's plenty of room.**

status than other power-boats. Some claimed that Coast Guard vessels always have the right-of-way, not just in emergencies. But there have been bigger government vessels in

the bay than the *Narwhal*, and I've yet to hear them sound the warning signal. Most courteous sailors will cut a large Coast Guard vessel some slack because of its size, but they often have to change course and speed to avoid other boats.

The question still hasn't been resolved: Is there some rule that gives Coast Guard vessels special rights on the water when not responding to an emergency? Or was the *Narwhal's* captain either ignorant or arrogant?

Since I'm paranoid about the ability of civil servants to punish citizens who call them on their shit, please withhold my name.

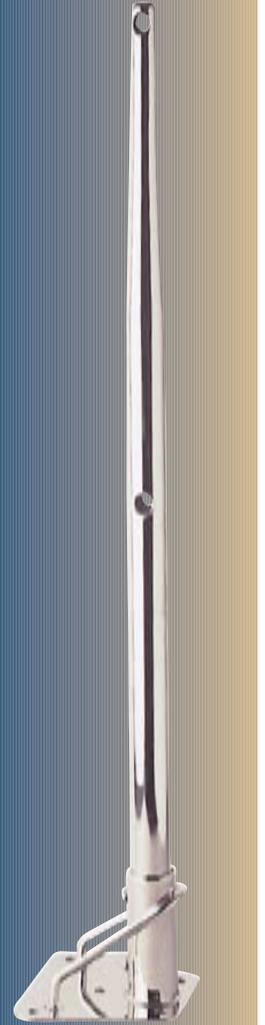
Paranoid  
Newport Beach

*Paranoid — We spoke with Lt. Junior Grade Mark Whittaker, who is the captain of the Narwhal. He notes that Rule 9 of the Rules of the Road prohibits vessels under sail from restricting the passage of a vessel which can only safely operate within the limits of a channel. Just because the channel in Newport Harbor isn't a registered restricted channel, such as those on San Francisco Bay, doesn't mean it's not restricted. Because Narwhal's 6.5-ft draft restricted its ability to maneuver, Whittaker said that the beer can racers were obligated to stay clear*

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## LETTERS

of the cutter. In non-emergency situations, Coast Guard vessels have no special navigation rights.

There are a lot of gray areas in the navigation rules, and this is one of them. As you note, there are many vessels larger than Narwhal that navigate Newport Harbor but don't insist on being given the right-of-way because of the restricted channel. But they could if they wanted to. As for the Narwhal pushing the issue despite knowing there is a beer can race on Thursday nights, it probably wasn't the best public relations move.

Those who race on San Francisco Bay have to give way to other vessel traffic on a regular basis, and think nothing of it. Personally, we believe that it adds yet another random element to the competition that rewards superior strategy and boathandling. On the Bay, we wouldn't say that the Narwhal screwed up your start, but rather that you did by failing to adapt well to yet another variable on the course.

### ↑↓ THE LENGTH OF THE AVERAGE BASH

I was hoping that you'd know how much time I should set aside to do a Baja Bash after the Ha-Ha. I'm crewing on a boat down to Cabo, but have to look for another boat coming back north. I have until the 16th off work, and if the Ha-Ha awards party isn't until the night of the 7th, I probably only have about a week at best. If I can't get more time off work, I might have to fly home instead.

Evan Halstead  
Baja Bound

Evan — Obviously, this letter is now dated, but the 'How long does it take to do a Bash?' question is such a common one that we decided to respond to it here anyway. As much as we'd like to give an exact answer, there are too many serious variables. The biggest are: 1) the weather; 2) the determination of the skipper to continue even if the weather gets a bit sloppy; and 3) the speed and reliability of the boat.

It's roughly 750 miles from San Diego to Cabo, so if you want to make it in a week, the boat you're on would need to average 4.5 knots or 100 miles a day the entire way. The problem is that you have to maintain that speed 24 hours a day while almost surely heading directly into the wind and seas. If you were to encounter a front with 30 knots on the nose, it could set you back three or more days. You might also lose a day stopping for fuel at Turtle Bay.

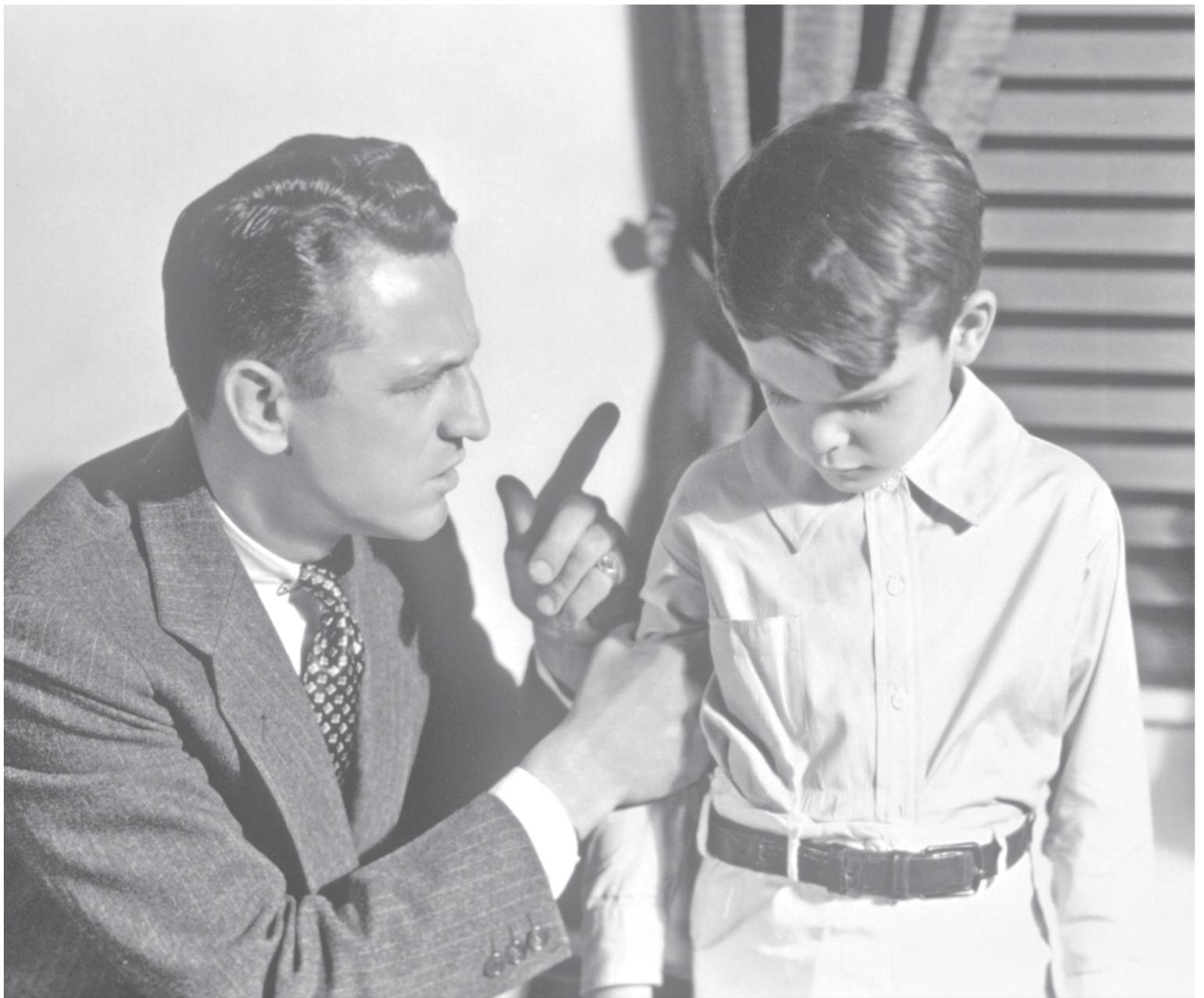
While we know of boats that have done the Bash in less than four days, we also know of others that have taken three weeks. Given the average Ha-Ha boat, and a skipper who was intent on making it back to San Diego but not willing to bust his boat, we think the average Bash would take between 7 to 12 days.

### ↑↓ "I DON'T OWE TAX BUT THEY WANT ME TO PAY IT"

We left California in May of '08 on an extended cruise. So far, we have traveled to Hawaii and the Marshall Islands, and are currently in Kosrae, Micronesia. Our boat was registered in California, but is now a U.S. Coast Guard-documented vessel with a homeport of Florida. We are also legal residents of Florida, and no longer have any ties with California.

However, the Alameda County Tax Assessor requires us to provide proof of a permanent berth outside of Alameda County. We've provided receipts of ports we've visited and explained to them that we are a yacht in transit, and therefore won't have a permanent berth until we reach Florida several years from now. They refused to take our word for it, so they put a lien on our vessel for unpaid personal property taxes.

We've written letters and tried to call the Alameda County

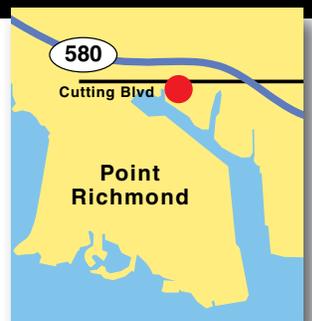


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# LETTERS

Marine/Aircraft Division, but all we get is an answering machine that advises us to leave a number. Since we are full time cruisers, we don't have a phone number we can leave with them.

Has anybody else run into this problem, and does anyone know how to clear it up?

Ken & Katie Stuber  
Sand Dollar, Bristol 32  
New Smyrna Beach, Florida

Ken and Katie — Unfortunately, many Californians who have gone cruising have run into similar problems. As we've reported many times before, for some reason different county assessors in this state are allowed to interpret the personal property tax laws in different ways.

The result is that some boat owners get letters from their assessor's office that make them happy. As you may have read a couple of issues back, Steve May of the Gualala-based Farrier 41 Endless Summer recently got a letter from his county assessor telling him that he had a personal property tax refund coming because he'd had his boat out of the county and country for more than six months, and had the receipts to prove it. Then there are boatowners from other California counties, such as yourselves, who don't owe the tax, yet get a letter from a tax assessor that makes them unhappy. Even if your boat had been in Hong Kong all year, and you no longer reside in the state, they'd still bill you for personal property tax on your boat. And as you know all too well, they'll ultimately put a lien on your boat and, for all intents and purposes, make themselves unavailable for you to respond in defense. As we recall, some cruisers from L.A. County were out cruising the far reaches of the world for six years, and their county assessor still insisted they owed six years worth of personal property tax on their boat.

We're not sure what the solution is in your case, because it might be less expensive to pay the tax than fly home and confront the Alameda County Assessor face to face. On the other hand, you might collect your receipts from the Kosrae YC — wink, wink — and send them to the Alameda County Assessor as proof that you now have a permanent slip for your boat.

But let this be a lesson to everyone in California who plans



COURTESY SAND DOLLAR

Ken and Katie thought they could sail away from the long arm of the Alameda County tax assessor.

on going cruising but doesn't want to get stuck with personal property tax they shouldn't owe. Well in advance of leaving, determine the tax policy of the assessor in the county where you keep your boat. If he/she is going to assess your boat even when it's on the other side of the world, move your boat and get her on the rolls in a county with a more friendly assessment policy. If your boat is worth a chunk of money, you might want to have it owned by an LLC in a corporation-friendly state such as Delaware. It only costs about \$150 and can be done over the internet in about two days. There is an annual LLC fee, but depending on the value of your boat, it could be substantially less than the personal property tax would be. And if we're not mistaken,



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## LETTERS

*when it comes time for somebody to buy your boat, they don't have to pay sales or use tax, because all they are really buying is the stock in the LLC.*

### ↑↓ **HAS GLOBAL WARMING REVERSED COURSE?**

Did you see the report from the National Snow and Ice Data Center in Boulder, Colorado, that said there was more sea ice at the end of this summer than there was at the end of summer in '07 or '08? I'm just not sure I believe all the claims about global warming.

Ted Lewis  
 Sacramento

*Ted — That report reminds us of the old joke that statistics are like prostitutes because you can do anything you want with them. We did a little checking and found that at the start of the winter refreeze this year, there was indeed more ice than in either of the previous two years. But to put things in perspective, the least ice ever was recorded in '07 and '08, so we wouldn't be in a rush to buy a Hummer. It's apparently also true that the last year or two have been cooler than previous high years, but don't make too much out of that either.*

*It's our two cent's worth that man's understanding of the world's climate is on par with what we knew about the workings of the brain 100 years ago. That is to say, it's rudimentary at best. So while we're not saying climate change might not become a big problem, we're not ready to call for dykes to be built around the shores of San Francisco Bay in order to prevent flooding in low-lying areas — such as the Latitude 38 World Headquarters.*

### ↑↓ **ARE POT, COKE AND LSD LEGAL IN MEXICO?**

I'm thinking about sailing to Mexico this winter, and have heard that Mexico has legalized a lot of popular drugs. Is that true?

Name Withheld By Request  
 Pepperland

*N.W.B.R. — On August 21, Mexico "decriminalized" individuals being in possession of small amounts of certain drugs. The limits are five grams of pot, half a gram of coke, 50 milligrams of heroin, 40 milligrams of meth, and .015 milligrams of LSD. Ingest all of the legal amounts at once, and you won't be in Mexico anymore.*

*Before anybody heads off to Mexico with dreams of being stoned all the time, they should remember that there would be risks involved, not only from taking the drugs, but also from buy-*



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*ing them. Historically, the cruising world has been very safe in Mexico, but historically, the drug-buying world in Mexico has been anything but. We don't know about the rest of you, but the last thing we want to do in Mexico is try to*

*score some pot from a guy — or group of guys — who are high on meth and need money to buy more drugs for themselves. How would Mexican authorities know if you are in possession of drugs, and whether the amounts are too great to be*

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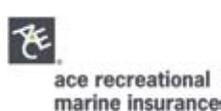
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## LETTERS

*legal? Simple. All Mexican law enforcement officers, without any excuse or reasonable cause, may perform a revisión precautiva, or precautionary inspection, of your stuff and your body. This means that anytime they want, they can inspect your wallet, purse, bag, clothes — and body orifices — looking for drugs, knives and guns.*

### ↑↓ PROACTIVE SWIVEL ACTION BY CATALINA

For what it's worth, I just learned that Catalina Yacht Anchorage, which is Catalina Yacht's proprietary dealership, is now installing a one-ft length of chain between the anchor and the swivel on their boats. This is in response to the reported failure of anchor swivels. The idea behind the one-ft length of chain is to eliminate the strain. It sounds like a good idea to me.

Richard Drechsler  
Last Resort, Catalina 470  
Long Beach

### ↑↓ OVER 100 YEARS OLD, AND STILL SAILING!

I was delighted by the photo of the 31-ft *Vixen* in the full page ad for Pineapple Sails inside the front cover of the September *Latitude*. The accompanying text described how the new owners had done a wonderful job of restoring the boat, and had participated in Master Mariners Regattas with considerable success.

But there is even more of a back story to *Vixen* that I'd like to share with your readers. *Vixen* was built in the Frank Stone Boatyard on Beach Road in Tiburon/Belvedere. Started on February 23, 1904, she was finished on May 14, 1904. Initially she was a 27-ft gaff-rigged sloop, but four feet were added to her length in 1922.

*Vixen* has had a dozen different owners, gone from yacht club to yacht club, and managed to accumulate many honors along the way. For example, she was the winner of the San Francisco to Vallejo to Bluff Point Race in '12 and was the winner of Richmond YC's first YRA Season Championship in '34.

In the late '50s, *Vixen* began to disintegrate. At one point, the bilge pump had to run continuously. At that time, she was owned by a group of casual day sailors that included my colleague and mentor, Wladek Swiatecki, a physicist at the University of California Lawrence Berkeley Laboratory. During the period '61-'68, while I was getting my PhD under Wladek's guidance, he undertook rebuilding *Vixen*. In an epic labor of love, he eventually replaced every single piece of wood, and in the process converted her to a yawl rig. With a self tending jib, main and mizzen, it was easy to tack *Vixen* out of the Estuary from her berth at Oakland's 5th Avenue Boatyard. Wladek and his wife Uta often entertained visiting scientists with a sail out the Estuary, followed by a quiet downwind drift back to the slip.

A few years ago, it became clear that *Vixen* wasn't being used much, and her upkeep and annual haulout had gotten too much for Wladek to do himself. He started to look around for someone who would care for the boat as much as he had over the years. The present owners, Steve and Linda Kibler, fit that bill. And everyone who knows *Vixen* is delighted with her latest rebirth.

I have a lot more details and photos from the old days. If any of *Vixen*'s old friends would be interested in them, they can contact me at [navigator.bill@gmail.com](mailto:navigator.bill@gmail.com).

Bill Myers  
Cirrus, Standfast 40  
Kaneohe YC



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## LETTERS

### ↑↓FORGOT THE CAMERA OR DIDN'T WANT EVIDENCE?

Knowing that *Profligate* was having some repairs made to her cockpit in San Diego, I decided that our group would cover the always entertaining Buccaneer Day festivities at Catalina on October 3. Unfortunately, our photographers



*The kind of shot our photographer was supposed to take.*

failed in their mission to get some interesting photographs. Sorry. But from what we could tell, it was a good crowd this year. Yes, it was shoulder-to-shoulder at the various bars on Saturday night, but everything was under control for as long as we were there. And we didn't hear of any problems later.

Just as we failed in the photography department, I also failed to make it over to the seawall at midnight to get a head count — if you know what I mean — on the number

of couples there. More than a few sailors have met at Buccaneer Day. For instance, Greg King and Jennifer Sanders of the Long Beach-based 65-ft schooner *Coco Kai*, who have been out cruising for a couple of years now.

While Buccaneer Day itself was fun, the big action took place on Sunday, as there was a gale warning in effect when the hundreds of boats headed back toward the mainland. Indeed, lots of boats turned back to Catalina after deciding the trip back to the mainland would be too rough in those conditions.

As for us, we were having a great sail back to the mainland. But just five miles out from the island, Judy, my girlfriend, took a sip of Coke from a can that had a wasp inside. The wasp stung her at the top of her throat. Her having previously had an allergic reaction to bug venom, the wasp sting had the potential to be serious. As a result, we brought out the anaphylaxis kit, had Judy down some Benadryl, and monitored her vitals. We also got the Two Harbors paramedics on the line, and headed back to Two Harbors.

Having made so many passages to and from Catalina hoping there was more wind, this time I found it different. It was blowing something over 30 knots, with legitimate eight- to nine-ft swells. As such, transferring Judy to the lifeguard boat wasn't a viable option. Those poor lifeguards got blasted by waves until we made it into smoother water. I guess we did the right thing, since Judy was still pretty stable when we got back to Two Harbors. In fact, she declined the lifeguard's offer to take her to the hospital in Avalon.

We ended up spending another night at Two Harbors. Given the rough weather in the channel, we weren't the only pirates and wenches to turn back. As a result, the restaurant at Two Harbors was much busier than it had been staffed for, so the service was a bit slow. But since we ended up having Mika as our server, it was worth the wait.

We weren't the only ones to have excitement over the weekend. The sailboat *Dream Weaver* was dismantled a few miles from the Isthmus and had to be brought back by Sea Tow. We also heard that the Coast Guard was looking for a couple of kayakers who were reportedly trying to paddle from the Isthmus to Redondo Beach. I don't know the resolution of



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## LETTERS

that case, but if the two survived, they should be committed — against their will, if necessary. We also heard a call that a 13-ft center console Carib inflatable was found drifting west of Palos Verdes. Apparently the Coasties were already aware of it, as they basically blew off the call.

Even more exciting was the case of a powerboat with five aboard that blew up near the West End of Catalina. The para-

medics who helped us said everyone was safely rescued by them and a Sheriff's chopper.

You know how we Southern California sailors are — when it blows over 20 knots, we think the world is ending. I had a friend aboard who has done a lot of sailing in Sydney



**The problem with wasps is that they can both sting and bite.**

Harbor, and he told me they often didn't want to go out until it was blowing 25.

Bill Lilly  
 Moontide, Lagoon 470  
 Newport Beach

### IF IT SMELLS, IT'S PROBABLY B.S.

For what it's worth in the long ongoing dispute between Alfred Eggert of the Long Beach-based Bayfield 32 *Raven* and local Santos Torres in El Salvador, I'll put my support with Torres.

I met both of them shortly after the legal settlement. I found Alfred to be a somewhat effusive character who, even in three or four meetings, never told me the same story. In one, Torres had supposedly threatened him with a gun, but he never mentioned the gun in other versions of the story. Sometimes he said that Torres had broken his arm, other times he said that Torres had only hit him on the arm.

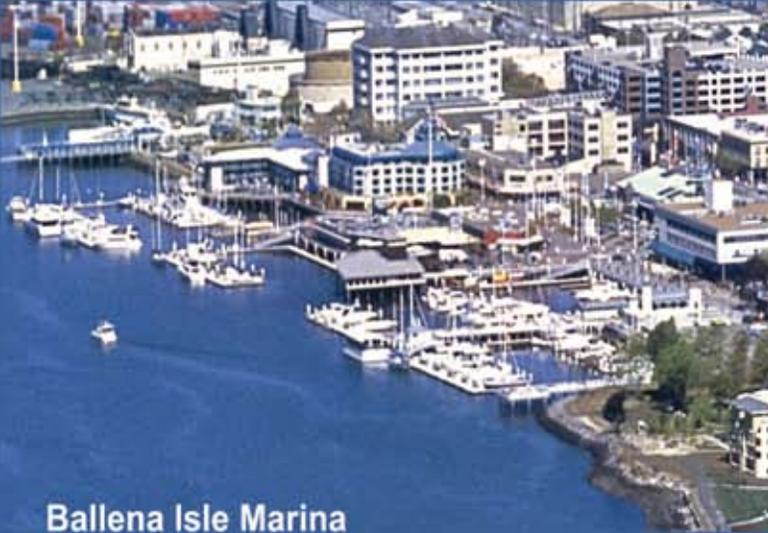
When we first met, Eggert was introduced as someone who knew how to beat all taxation by declaring himself a sovereign government. When I asked a few questions about how this was possible, he mumbled vaguely, then quickly changed the subject. He couldn't even explain how one goes about declaring oneself a sovereign government. He reminded me of some talk show hosts.

Conversely, I later took my crew on a dinghy trip up the bay to the public market. It was a fair distance. When almost back to our boat, but with a strong current against us, my outboard crapped out. I was able to paddle us to where we could grab the anchor chain of an unoccupied trimaran. While we were fussing with the motor, a *panga* came out from shore and asked if we needed assistance. The young man then graciously towed us to *Someday*. While thanking him, I learned that he was Torres.

Having already met Eggert and deciding that he wasn't a reliable source of information, I asked Torres about the problems between Eggert and him. He mostly deferred, in effect saying that they had a dispute over a bill and that tempers had gotten out of hand. But he said he'd never touched Torres. There was something about his mother's being involved, but I can't remember in what way.

Bill Nokes  
 Someday, Gulfstar 41  
 Brookings, Oregon / San Juan del Sur, Nicaragua

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## LETTERS

Bill — As we've said all along, we don't think any of us will ever really know what went on between Eggert and Torres. But our gut instinct is that neither is capable of giving an entirely accurate account of what happened.

If Eggert doesn't always tell the same story, that's certainly not in his favor. But it is consistent with his stateside character reference describing him as a rather different kind of fellow with some unusual but strongly held beliefs. As for Eggert's having some unconventional ideas about taxes and governments, isn't that pretty much the norm for a lot of singlehanders and ex-pats?

It certainly was nice of Torres to give you and your dinghy crew a tow to your boat, but that hardly seems a rational basis on which to believe his account of the troubles. If Eggert's story is to be believed at all, he and Torres had quite a bit more than a minor dispute over a bill. As we recall, Torres was arrested for threatening Eggert and given detention. Eggert was then arrested and spent five days in jail for allegedly damaging \$3,000 worth of Torres's stuff. Torres was subsequently sentenced to jail for allegedly threatening Eggert with a gun, allegedly having previously killed a 17-year-old. Then Torres' mother accused Eggert of demanding \$10,000 from her, and saying that if she didn't pay the extortion, he was going to have Torres killed in jail. That landed Eggert in prison for 44 days. But after all that, a new judge decided that Torres should face 14 to 17 years in jail for his armed threats, and that his mother should pay big fines for trying to extort Eggert. If even 10% of all this was true, we'd do our best to steer clear of both Torres and Eggert.

Before being so certain of Torres' complete innocence, you might want to ask yourself how it would be possible for Eggert, a foreigner who can't tell the same story twice, to convince a Salvadoran judge that one of his countrymen had so badly wronged a gringo. It doesn't pass the smell test to us.

↑↓ "I'M A 'LIVE AND LET LIVE' KIND OF GUY. REALLY!"

I'm not surprised by Chip Megeath's response to my June letter, in which I basically said that sailors, particularly older sailors, are obsessed with safety. After all, most sailors I run across are so terrified of going to sea and engrossed with all the latest safety stuff, that I can imagine them really being rankled by my letter. Their knee-jerk response is to attack those of us with differing views, and it seems par for the course for them to call us things like "stupid" and "double dumb."

I'm a 'live and let live' sort of a guy, and if someone wants to have all the safety stuff imaginable, I say go for it. Never in my letter did I suggest that people should go to sea without a liferaft. I merely stated that my partner Lisa and I have chosen to go without one. But I do think something should be said about EPIRBs.

My philosophy goes something like this: We non-commercial mariners sail the oceans not because we have to, but because we choose to. I assume we do it for enjoyment, although I suppose racers could do it for the glory. But as we're sailing for pleasure, I personally can't justify pressing a button from the middle of some gigantic ocean and expecting that everybody should jump to my rescue from whatever country — rich or poor — I'm near, no matter how many thousands of miles away. Those rescues often cost tens of thousands of dollars — perhaps much more — and generally endanger the lives of far more people than just the two of us. How can I justify this? Why should I think that everybody else except myself needs to be responsible for me? And why do people seem to get so rankled when someone such as myself wants to take full responsibility for their own actions — i.e. going

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# LETTERS

to sea in a small boat?

I like the *Latitude* editor's view that a good inflatable tender and a satphone would be a good alternative to an EPIRB and a liferaft. It implies taking matters as much as possible into one's own hands, having some control rather than simply drifting — especially if it included a simple sail rig — until somebody rescues you.

The satphone is a big improvement on the EPIRB in the sense that it at least affords the caller the opportunity to explain what kind of help or assistance might be appropriate. After all, it's one thing to be without a rudder, and another being on the verge of slipping beneath the surface.

We carry two high-quality inflatable kayaks on our boat — in addition to being our dinghies, they double as our liferafts. We also carry some excellent ditch bags, stocked with what we would need to stay alive for a fair amount of time. We also carry a handheld VHF with lots of spare batteries.

We figure that if we really did lose our boat, we'd do our best to rescue ourselves, since the kayaks are at least as mobile as liferafts. And we'd certainly be willing to try to hail any ship or signal toward any ship's light that we saw. By the nature of VHF, such a ship wouldn't have to travel too far to get us. As such, it would be unlikely that our being rescued would endanger the lives of too many other folks or cost the poor taxpayers of some country an obscene amount of money.

And if that wasn't good enough to save our lives, hey, like I said in my letter, we've all got to die sometime. And honestly, the more I've thought about it, the more I think dying at sea would be in the top part of my list of "best ways to go."

I'm sorry if what I say sounds callous, but I mean it from the heart. It really deserves more philosophical thought than a knee-jerk reaction such as in Mr. Megeath's letter. I would suggest that he, as well as anyone else who is interested in delving into the philosophical side of this discussion, read my book. Who knows, Mr. Megeath might even love it. Most people who read it do.

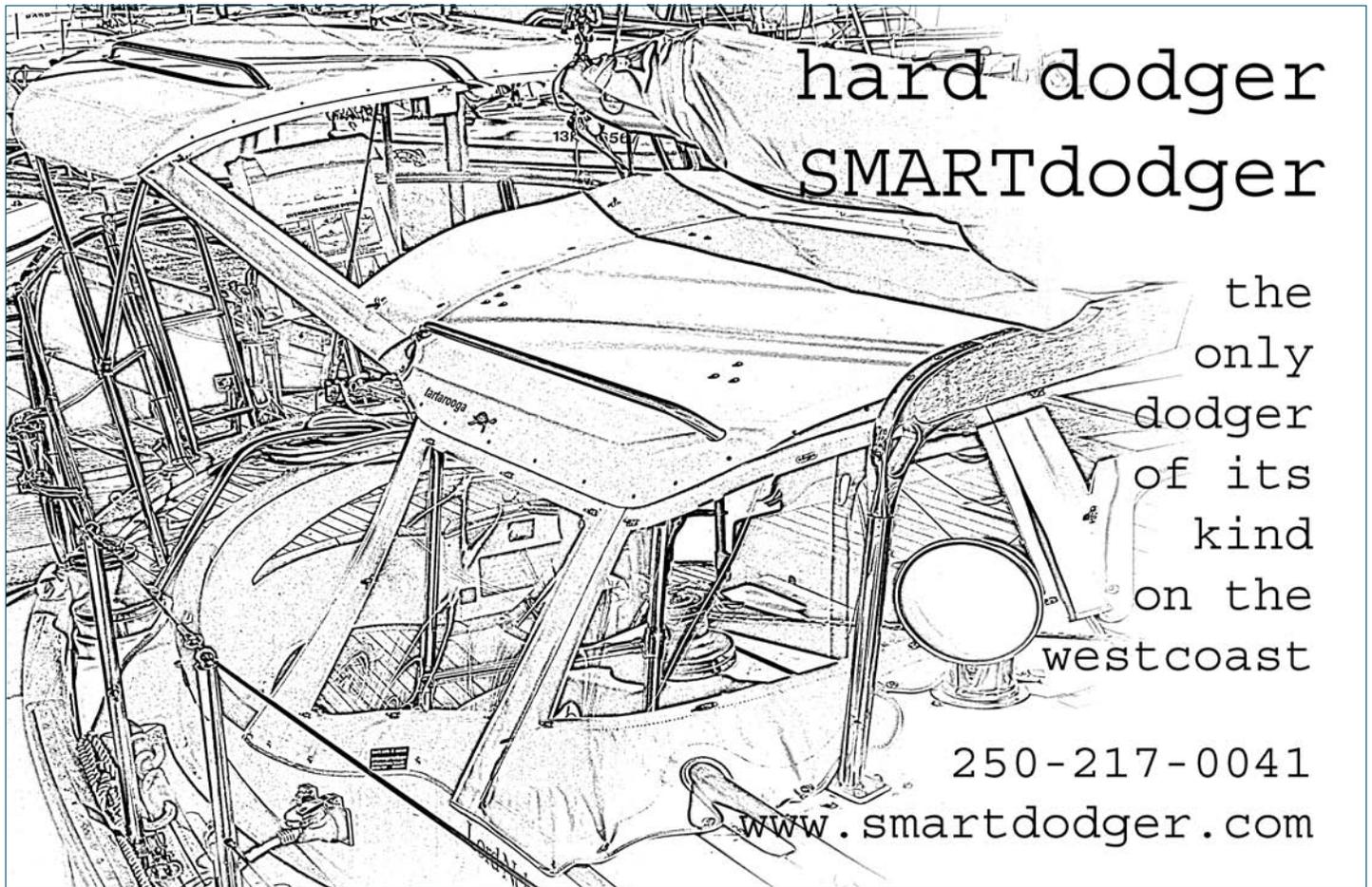
I agree with Mr. Megeath in one respect, anyway — I'm also grateful that I'm not on the TransPac Race Committee

Andy Deering

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

Andy — Like our most of our readers, we understand what you're doing. Statements in your first letter such as, "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," were deliberately provocative and made to call attention to you and your book. And now that Mr. Megeath has obliged your request to be verbally punched in the nose, you respond with a second letter in which you've suddenly become Mr. Semi-Reasonable, Mr. Live and Let Live. Did you just graduate from the University of Al Sharpton or something?

As for your apparent assumption that Chip Megeath is some kind of wimp who lives in fear, you don't know how silly that is. After all, his R/P 45 Criminal Mischief is, in the parlance of youth, one sick boat. In the last TransPac, for example, this 45-footer had three 300-mile days in a row, followed by a 298-mile day. Had you been aboard for a run down the Molokai Channel, we suspect that your white shorts would have turned brown. We're talking about surfing in excess of 20 knots for long periods, where human skills, technology and untamed nature intersect for high risk and high adventure. And like all top athlete-adventurers, from football players to race car drivers to downhill racers, Megeath insisted on outfitting his boat



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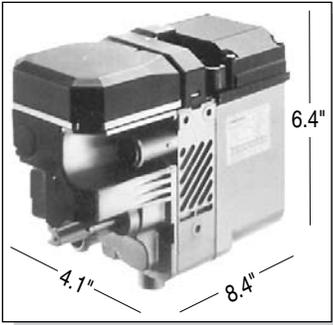
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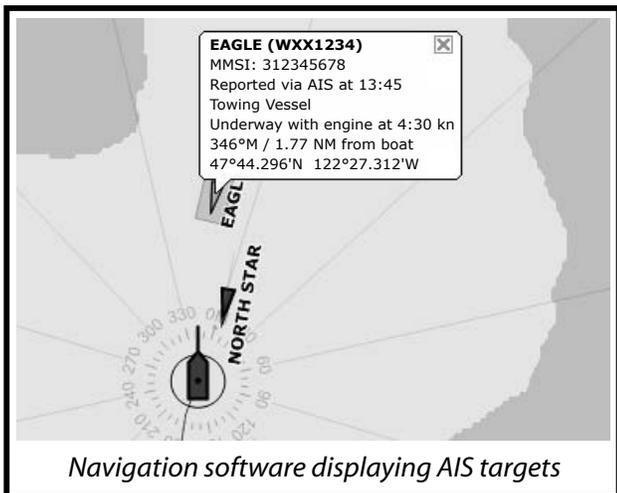
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## LETTERS

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You claim that you don't want to expose other people to the risk and expense of searching for and rescuing you if your boat sinks. But what century are you living in? Ever since COSPAS-SARSAT — part of the greater Global Maritime Distress Safety System — was founded in '82 by the United States, Russia, France and Canada, the use of EPIRBs and satellites has resulted in 24,798 lives being saved in 6,766 distress situations. And the newer EPIRBs have GPS which, because they "take the 'search' out of 'search and rescue'" — have made rescue attempts easier and more successful all the time.

The fact is that by not having an EPIRB, you have chosen to opt out of a tremendously efficient and effective worldwide SAR system that's been in place for more than a quarter of a century. As such, you have the potential to make the lives of rescuers more difficult and a rescue effort more expensive.

If someone sets off an EPIRB because their boat is sinking, rescue authorities quickly learn the boat is in trouble, and even without the GPS feature on the EPIRB, have a very good idea where to find the distressed mariners. And except for the Southern Ocean, there are few places on earth where a ship would have to travel more than a few hours out of its way to rescue a mariner in distress. And trust us, the captains, crews and owners of such vessels are more than happy to save lives.

Indeed, the real problem for rescue folks and the taxpayers who have to support their services, are mariners such as you, who, presumably out of ignorance, decide not to be part of the system. Suppose your boat quickly sinks, giving you time to only put out a single mayday over the VHF before you have to jump into your inflatable kayaks. And suppose just one other boat manages to hear your call, but not get your position. Having decided to ignore 20th century technology, you've presented rescue folks with a monumental — and expensive — problem. By not having your GPS position, they are confronted with the task of trying to find your sorry ass — pardon the emphasis — over 1,000 square miles of ocean. Is there any way you could have made their job harder, their task any more expensive? If you don't want to cough up the \$700 for an EPIRB for the sake of your wife, yourself and your family and friends, do it for the sake of the folks who might have to rescue you and those who would have to foot the expense.

If EPIRBs are so great, why did we, in the last issue, say that if we could only afford to have either an EPIRB or a satphone, we'd go with the satphone? It's because the satphone is more versatile. If we needed to call the Coast Guard in an emergency, we could do it with the satphone and give them our GPS position, too. But we could also use the satphone for other emergency purposes — such as health advice in the case of a heart attack or major injury — and for a host of non-emergency purposes — such as calling friends to tell them not to report us overdue if our passage takes longer than anticipated, to order boat parts, to make reservations in marinas, to hear the voices of our kids, and so forth.

We have tremendous respect for the capability of inflatable kayaks, such as you use for liferafts. In '56, Dr. Hannes Lindemann made his famous 72-day trip across the Atlantic aboard his stock Klepper Classic two-seater. But we're also realists about the shortcomings of kayaks in the wrong environments.

The name Victoria Seay may not mean anything to you, but on December 1 of '05, she and two other female athletes from Vancouver set out on a 15-mile kayak trip from Isla Carmen to the Baja mainland. Then a Norther came up, and before long Seay became separated from the other two women, who later

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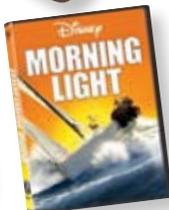
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## LETTERS

*made it to shore. Despite being so close to land, and Seay's being in voice contact for 12 hours with two large rescue boats searching a very small area of water for her, they couldn't find her. Her body was found the next day. To our mind, kayaks are not suitable rough weather or cold water substitutes for liferafts. And we will note that had Seay had an EPIRB, she would almost certainly be alive today.*

### ↑↓MEAN WHAT YOU SAY AND SAY WHAT YOU MEAN

I contacted the publisher of *Latitude* via email to inform him of a growing concern about the budget crisis in California, and how it might affect the drawbridges of Alameda County. My first mistake was in assuming that the publisher would want to contact me to have an intelligent conversation and get a more detailed explanation of just what was going on. My second mistake was using the word "closed" in regard to the drawbridges. I figured that I would be able to explain the USCG 33 CFR 117.181 drawbridge regulations to the publisher. But instead of contacting me, the publisher decided that he had all the information he needed, and published my letter. I read his editorial response, and refused to become part of the immature 'slam festival' just for the fun of the readership.

Then Skip Edge, the Public Works Inspector in Alameda, decided to, without contacting me, join in on the bashing party. Had Mr. Edge decided to speak with me directly, he would have learned that, not only am I the shop steward with 21 years of proud county service, but I spent every one of those years as a bridge tender. I don't need him to tell me what the Coast Guard regulations are with regard to bridges.

Because of the lack of desire on both the part of the publisher of *Latitude* and Mr. Edge to find out a little more information before trashing me, I have found myself in the unfortunate position whereby I must explain to my co-workers that I really do have a good understanding of the situation, and that I really do care about their jobs. The thought that my actions had something to do with fearing a reduction of the dues collected by the union, as suggested by Mr. Edge, never even crossed my mind. But I thank him for asking.

I must also, to the best of my ability, regain the trust, loyalty and respect of my workers after both of you carelessly did what you could to destroy it. Yes, I feel that you have personally disrespected me, and would like to officially inform both of you that I will no longer tolerate direct personal attacks from either one of you. If you want to correspond with me in a mature, intelligent and direct manner, I invite you to do so.

Furthermore, I will do everything in my power to ensure that any information I give to anyone from here on out is true and accurate to the minutest detail — regardless of the import. I have learned that you cannot assume anything.

For your information, Mr. Publisher, the bridge tenders of Alameda County are required to perform a wide variety of preventative maintenance that requires heavy lifting, hard-hats, eye protection, double hearing protection and a full body harness for safety, and requires that they reach many remote areas of the bridges. Not many elderly people I know would be able to do such work, or would be willing to work in this environment with solvents and grease in tight places while upside down in dark and dirty crawl spaces. A little more effort on your part to communicate with me would have made your ridiculous suggestion that bridge tenders could be replaced by retired mariners who would volunteer to do it. We bridge tenders must also be intimately familiar with the normal and emergency electrical drive systems in order

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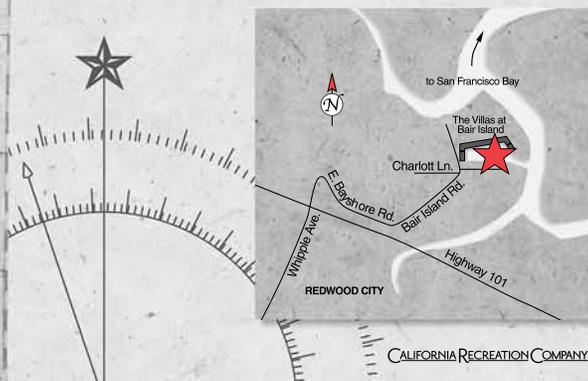
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## LETTERS

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Thank you for your attention, no matter how this situation may end up.

Dave Kelly  
Shop Steward, Local 342  
Alameda

*Dave — We're sorry if our inherent journalistic curiosity caused you to get into hot water with your co-workers, because we have no doubt that you're a nice guy, a good worker and truly care about your fellow union members. Nonetheless, most of the your injuries were self-inflicted.*

*We're also afraid that your current letter doesn't accurately characterize the situation. You say you assumed that your initial email to Latitude would cause the publisher of this magazine to contact you to have an intelligent "conversation." If you really wanted to have a conversation with us, wouldn't you have included your phone number? As it was, you ended your letter with, "We need to call all of our representatives who will be going back to Sacramento . . ." You then listed the telephone numbers of State Senator Lori Hancock, State Senator Ellen Corbett, Assembly Member May Hayashi, Assembly Member Alberto Torrico, and State Senator Denise Moreno Ducheny. Frankly, your email came across as very intimidating — support our union with calls to these legislators or the bridges will be closed on you mariners.*

*As for your having mistakenly used the word "closed" because it wasn't really what you meant to convey, that also strains credulity. After all, this is what you wrote: "Without this money, no traffic signals will be repaired, no roads will be repaired, flood control will be shut down and, most important to local boaters, all of the Oakland/Alameda Estuary draw bridges will permanently be shut down and all personnel laid off. They will not open for vessels at all." How could your letter have been any more threatening to mariners?*

*To strain credence to the breaking point, you — a bridge tender for 21 years and a shop steward — made the claim that you didn't know how much bridge tenders get paid. We understand that as a bridge tender, debating isn't your field of expertise, but trust us, in a situation like this, you've got to respond by either providing the information we requested or telling us that it's none of our damn business. The problem with the latter option is that we the taxpayers are your bosses, and that we have every right know what we're paying for the services you provide. This is particularly true in these challenging economic times, when cities, counties, states and the federal government are all going bankrupt, and drastic cuts are going to have to be made.*

*It's an unfortunate fact of the current economic situation, but lots of government jobs have been lost, and lots more are going to have to go. Either that, or government workers — like many workers is the private sector — will have to agree to give up some of their pay to keep as many of their co-workers as possible employed. Why government and union workers aren't as willing to share the pain as employees in the private sector are has always puzzled us.*

*As a taxpayer who cares deeply about the terrible financial straits all our levels of government are in, and what it means for the future generations who are going to get stuck with all the bills, we're interested in looking everywhere to see where efficiencies could save lots of money. That's why we suggested that it might be possible for retired mariners, in teams of two, to operate the bridges on a volunteer basis. You listed all the hazards that bridge tenders face in keeping the bridges main-*

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## LETTERS

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tained. But as any experienced offshore sailor could tell you, what bridge tenders face in terms of nasty chemicals and hard-to-reach places is nothing — in fact, absolutely nothing — compared to what sailors commonly have to face while making offshore passages. And unlike boats, bridges don't get tossed around by strong winds and high seas when the work has to be done. We're not saying this to slight bridge tenders, but just to make a statement of fact about the mechanical challenges regularly faced by offshore sailors. In any event, we weren't talking about retired mariners doing the maintenance on such bridges, but just the opening and closing of them. After all, isn't this done by pushing a button or pulling a lever? Bridge tenders don't actually have to lift the bridge by hand, do they?

Please understand that our questions and editorial responses are not personal attacks on you. As a member of the Fourth Estate, some of our responsibilities are to be nosy as hell and try to make sure that taxpayers are getting their money's worth.

### ↑↓ HURRICANES, PIRATES AND FUEL PRICES, OH MY

I'll be sailing from Guaymas, Mexico, to the Panama Canal in November of this year, and expect to take two months to reach the Canal, including a week or so in Costa Rica. I have a few questions about my route. First, can you suggest any interesting ports that I should stop at? I have all the large ones plotted, but you may have a few to suggest that are small, inexpensive and interesting. Second, are there places that I should avoid because of known piracy or other factors such as very high mooring or fuel prices?

I'm then going to sail south from the Canal, and was told to avoid Colombia. What information do you have on ports in Venezuela and the Lesser Antilles? And last, I will need to put the boat up on the hard out of the hurricane zone, and therefore need to know of a place south of Venezuela.

By the way, I did the Ha-Ha last year and had a really fun experience.

Roger Behnken  
Jolly Roger, Bombay 44  
Berkeley

Roger — Thanks for the kind words about the Ha-Ha. As for places to stop between Guaymas and the Canal, they are well known, as you'll pretty much just be following the coast. You'll get the latest and best info from cruisers headed in the other direction. Because of problems that a number of cruisers have had with officials, the one place you may want to avoid is Puerto Madero, Mexico. Two very interesting places that often get passed over are the Gulf of Fonseca and the islands off the northwest coast of Panama. But if you have only two months, you're not going to have a lot of time.

There are a few exceptions, but don't expect to find cheap berthing anywhere in the Third World. In the case of U.S.-style marinas, expect the berthing to be higher than most places in the States. Once again, cruisers coming the other way can give you the latest on the least expensive berthing and mooring options, as well as the best places to anchor.

Similarly, don't expect to find cheap fuel anywhere — until you get to Venezuela, where it's dirt cheap because they have so much of it.

To our knowledge, there have been very few, if any, recent pirate attacks on recreational boats off either coast of Central America. It's even been very safe ashore as long as you exercise normal precautions. Costa Rica, however, is considered to be one of the bag-snatching capitals of the universe. No matter where you are, carefully guard your backpack and money



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## LETTERS

when around places like bus terminals and when on trains and buses.

You confuse us when you say you're going to sail south of the Canal, but then seem to suggest that you'll be doing it on your way to Venezuela and the Lesser Antilles. If you sail south of Panama, you'll hit the Pacific Coast of Colombia on your way to Ecuador. The Pacific Coast of Colombia is not only remote, it's home to lots of drug smuggling activity and therefore is largely lawless. Be on your guard if you cruise that coast. Although Eric Baicy and Sherrell Watson of the Seattle-based Pacific Seacraft 31 Sarana were the victims of a violent attack in November of '08 at Punta Pedernales, Ecuador, most of that country, and particularly the Bahia de Caraquez area, is considered to be quite safe.

If, on the other hand, you're talking about the Caribbean coast of Colombia, you shouldn't have any problems when sailing between the San Blas Islands and Cartagena. However, the coast between these islands and Cartagena has been lawless for many years, so don't push your luck. A few years ago there were a number of violent attacks on cruisers when anchored on the coast of Colombia between Cartagena and Cabo Velo. This being the case, you'll want to get the latest updates on that stretch of coast from the very active cruising community at Club Nautico in Cartagena. We assume you're aware that the passage from Cartagena to Cabo Velo is, between mid-December and June, one of the nastiest in the world of cruising. And it's not much better the rest of the year.

Lots of cruisers still go to Venezuela, but violent incidents have been on the rise, particularly in the more dangerous eastern part of the country. Once again, check in with the local coconut telegraph to get the most recent information.

There is no convenient place to put a boat on the hard for hurricane season south of Venezuela, because you'd have to fight the current all the way down to Guyana. Fortunately, there is no reason to go so far south to get out of the hurricane zone. We'd start by looking into marinas in the Puerto La Cruz area of Venezuela or at the Chaguaramus area of Trinidad. While Trinidad is north of Venezuela, it's still south of the hurricane zone, as evidenced by the countless number of boats that spend the summer on the hard there.

Your biggest personal safety concerns should be about criminals ashore, not on the water. Nonetheless, always be vigilant along the coasts of Colombia and Venezuela.

### THE BEST THING ABOUT CHINA CAMP

I just read LaDonna Bubak's September issue article on China Camp, and agree that it's a great place to spend a weekend. My wife and I have spent a number of thoroughly enjoyable nights there.

However, I think she missed one of the greatest features about anchoring at China Camp. The tide keeps you pointed either east-west or west-east the whole time except for the short periods of slack current. This means that you're either pointed directly into or away from the big wakes created by the ships that transit San Pablo Bay. Combined with minimal side-to-side rolling in the early morning, this gives you a better night's sleep. At least we find this so.

Contrast this to Paradise Cove on the lee side of the Tiburon Peninsula. When anchored there, we always seem to be beam-to the wakes from ferries and large ships. Plus, there are always the fishermen who seem to enjoy racing through the anchorage at 30 knots at 6 a.m., and who seem to get a kick out of watching the indignant crew of anchored boats 'prairie dog' from their companionways to curse them. China Camp has been far more restful for us.



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**LETTERS**

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↑↓ **THE HOBIE CAT WHISPERER**

I'm back on Cozumel, Mexico, for about 10 days. I'd recently taken the auto ferry to the mainland and rode my motorcycle down the coast to snorkel in *cenotes*, which are sinkholes filled with groundwater. The first one I visited was El Eden, a beautiful pool in limestone, with channels and caves connecting it to other pools. The fresh water is incredibly clear, with about 200 feet of visibility. El Eden supposedly is home to eels and turtles, but all I saw were small tropical freshwater fish.

After an hour of snorkeling, I continued south to Dos Ojos *cenote*, which is the subject of an IMAX movie, *Hidden World*. I got there too late to dive, so I ventured on to Tulum. I found a hotel for \$30/night, and had dinner with two *gringos* who live there. One, a really nice guy, is a dive master and tour guide. He retired from the British Navy about five years ago and settled in Tulum. The other guy was a 31-year-old vagabond who makes his living singing and playing guitar.

The next day I got up at 7 a.m. and walked a mile to the beach at Tulum. The English dive master gave me directions to the 'local's road' to the beach that passes Tulum Park. As I walked from the road across the beach through the coconut trees, I was startled to hear a soft voice crying, "Save me! Save me!" I cautiously walked toward the sound and saw the hulls of a Hobie 18 resting on poles. The cat had a torn tramp and no mast or rigging. Her hulls weren't in bad shape, but she'd nonetheless been abandoned.

Miss Hobie went on to tell me that about a month before, she'd been sailing in 30 knots of wind when the idiot driving her steered her into an accidental gibe. She couldn't help but pitch-pole, which caused her to turn turtle. She told me that she was towed upside down to the beach, which damaged her mast, and was then stripped and abandoned. I gently tapped her hull for soft spots, and softly rubbed my hand over a repair from a prior accident. I told her that I couldn't save her. She appreciated my concern, and understood that I would've helped if I could have.

You may wonder why a Hobie Cat would cry out to me for help. I've have owned and raced Hobies for 30 years, and I think she could feel my *simpatico* spirit. I can think of no other explanation.

David Hammer  
 Weaverville

*David — A boat calling out to a sailor is not uncommon. In fact, wood boats, particularly yawls, are known to be among the most loquacious. Indeed, they are known as the sirens of sailboats.*

*We don't wonder why the cat would cry out to you in help, we wonder why you didn't trade your motorcycle for a Hobie mast, tramp and sails, then set sail for Cuba.*

↑↓ **GENTLEMEN AND CATS DON'T SAIL TO WEATHER**

I did the '07 Baja Ha-Ha as crew aboard the San Diego-based Hallberg-Rassy 46 *Merry Rowe's*. But now I'm looking to get into a catamaran, and wanted to know your thoughts — having done the Baja Bash numerous times — on the up-wind abilities of your cat.

Dave Rowe  
 San Diego



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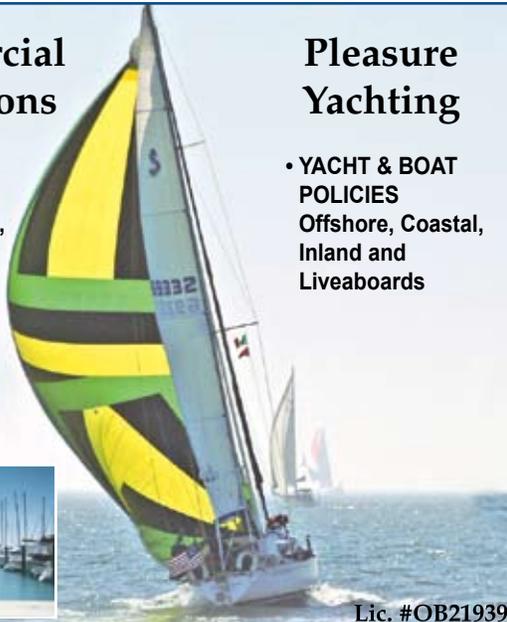
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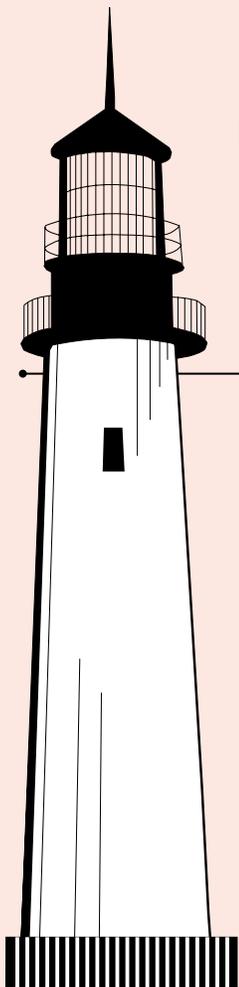
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## LETTERS

*Dave — Let us preface our remarks with the wisdom of Bruno Peyron, who set the around-the-world course record with his 120-ft catamaran Orange II: "When sailing a catamaran, I'd rather reach for 200 miles than sail upwind for 100 miles." As for us, we'd rather reach 400 miles than beat 100 miles in rough conditions.*



COURTESY ORANGE II

**Bruno didn't like sailing upwind on the 120-ft cat 'Orange II'.**

*The deal is, if you're sailing in relatively flat water, such as on San Francisco Bay or Banderas Bay, cats are great fun sailing upwind. They may not point as high as weatherly monohulls, but*

*it's a very fast and pretty smooth point of sail. Sailing upwind in a decent ocean swell is an entirely different story. Not only are lots of cats prone to bombs under their bridgedecks, but if they pick up any speed, they start leaping over the waves and, as a result, slam into the next wave. It can be very nasty.*

*In the case of Profligate, she has an unusual amount of bridgedeck clearance, so she doesn't suffer from 'bombs'. On the other hand, both bows tend to pound rather violently. It's stupid for us not to slow her down or fall off in such conditions.*

*When it comes to the Baja Bash, there are two reasons that it's always a delivery under power for Profligate: 1) The coast of Baja is cold as heck during the spring and summer, so who wants to sail upwind day and night in that stuff? 2) What's the point of beating up the boat, the sails and crew by slamming to weather for 750 miles? We'd put as much wear on the expensive main doing one Bash as we would doing 10 Ha-Ha's. By motoring 30° off the wind and slowing down when it gets rough, it's a much more pleasant and less expensive trip.*

*As for the issue of pointing ability, cruising cats have a lot of great things going for them, but pointing ability isn't one of them. We've had a lot of owners tell us how high their cats can point, but having done dozens of races in Mexico and the Caribbean against different kinds of cats — including many with daggerboards — we've yet to see one that could tack in much less than 105 degrees and maintain good speed. Any decent monohull will outpoint a cruising cat by a significant margin.*

### ↑↓ A LITTLE MOUSING CAN SAVE YOUR BOAT

I worked in the sea urchin diving business for many years. Urchin divers anchor and re-anchor many times a day when working. Being divers, we were able to check and recheck our ground tackle as we worked the bottom. We also often anchored close to the surf break or rocks, or both, because that's where the urchins live. As such, we needed to know that our anchor gear was very robust and that it got well set on the bottom.

Knowing this, the only type of swivel I use is the American-made eye-to-eye galvanized steel type with no cotter pins and few moving parts. I attach the swivel with well moused shackles. I like to use big swivels. Because the swivel is one of the weakest components in ground tackle, it seems silly not to. In my opinion, if your bow roller won't accommodate such a swivel, it's not because your swivel is too big, but because your bow roller is too small. After all, if you anchor in rocks when there is a lumpy swell running, the strain on your roller

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## LETTERS

and anchor gear is tremendous. Strange things can happen under such loads, as I can tell you.

It was 1978, and it was my first day on the job as a commercial sea urchin diver. This was back when the sea urchin business was just getting started. I went out with some of the top commercial abalone divers on a custom 30-ft Radon powered by twin Volvo diesels with outdrives, then one of the newest and nicest commercial diveboats.

We left Pillar Point Harbor and dropped the hook near the now famous Mavericks surf spot. The tide was high but falling, and in a couple hours we had bagged a pretty decent load.

As the tide began ebbing rapidly, it became alarmingly clear that we would have to curtail diving and leave our spot ASAP. The surf began to break right behind the transom of the boat. This wasn't a jumbo size Mavericks wave, because generally speaking we stopped diving when the swells got to be higher than seven feet. But even moderate surf is no place to park a 10,000-lb boat.

With the tide falling fast, we divers boarded quickly and the tender coiled the hoses rapidly. But before we could get under way, a large wave broke almost amidships. Thankfully the anchor was still holding, because we were right against the reef. If we had been any closer to the reef, we would have been on it, and the surf was breaking under the boat.

As the skipper pulled the slack out of the anchor rode by hand, the Radon rose to every wave. The lead diver gently motored the bow directly over the anchor, and momentarily shifted into neutral. As long as the engines didn't quit, we were out of danger. We moved away from the rocky reef and out to sea as the skipper pulled the anchor onboard. I watched intently, as this was all new and exciting to me. I'd never seen a wave break under a boat before and I certainly had never seen a boat anchored so close to rocks and breakers.

But when the anchor hit the foredeck, the skipper and I stared in shocked disbelief! The shackle pin fell from the shackle, leaving the anchor no longer connected to the chain. The anchor lay by itself on the deck, the shackle in another spot, and the pin in yet another. We'd been unbelievably lucky that it had all separated when the anchor hit the deck and not while we three divers were in the water and the boat was backed up to the reef. Had it happened then, it would have been a gnarly mix of breakers, divers, and hundreds of feet of floating hose, with spinning propellers churning up the whole mess as the skipper tried to extricate his pride and joy from the rocks. We were darn lucky that day that we didn't lose the boat and no one got hurt.

The skipper had risked his \$100,000 boat and our safety on the lack of ten cents worth of wire mousing.

It's 30-plus years later and I'm still seeing boats sporting weak but attractive looking swivels and shackles without mousing. I get the impression that some boaters don't know what mousing is, why they need it, or how much strain anchoring can put on a swivel.

John Dervin  
Sausalito

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

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

*By far the best way to send letters is to email them to [richard@latitude38.com](mailto: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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## THINK

*Just say no to boxy dodgers!*

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## LOOSE LIPS

**Eight bells.**

We're sorry to report that noted yacht designer W.I.B. Crealock died on September 26 at his home in Carlsbad after breaking his hip in a fall. He was 89.

William Ion Belton Crealock was born in Westcliff-on-Sea — just east of London — on August 23, 1920. The son of a government railway bridge designer, Crealock grew up in India. Having studied naval architecture at Glasgow University, he got his start in design at a shipyard in Glasgow during WWII.

But in 1952, Bill got itchy feet. He and three friends pooled their resources to buy the old cutter *Content*, which carried them on some epic adventures — including chatting up some Guyanese cannibals the day after a 'feast' — which are documented in his book *Vagabonding Under Sail*.

In his second book, *Cloud of Islands*, Crealock detailed his voyage to the South Pacific as crew aboard the ketch *Arthur Rogers*. He later crewed on the 105-ft schooner *Gloria Maris* on a scientific circumnavigation of the Pacific — which eventually brought him to California, where he quickly earned a reputation as a world-class yacht designer.

'Gentleman Bill' designed for such varied boatbuilders as Clipper Marine, Cabo Rico, Willard, Pacific Seacraft and Kendall. The latter hired Crealock in the late '60s to work up plans for a fiberglass version of Billy Atkin's 32-ft Eric — a boat he opined the company might sell a dozen of. In fact, the company went out of business after just two years, but they sold the molds to a husband-wife team, who hired Crealock to redesign the boat's deck and interior. The result was the iconic Westsail 32.

In the '70s, Clipper Marine committed to produce Crealock's ideal two-person cruising boat. The company had begun tooling for the 37-footer — but had not laid up a hull — when they went bankrupt. Cruising Consultants picked up the molds and sold 18 Crealock 37s before they, too, went out of business in 1978. Pacific Seacraft bought the molds in 1980, and had built 263 when the design was inducted into the American Sailboat Hall of Fame in 2002.

The Crealock 37 holds a special place in the hearts of *Latitude* Editor LaDonna Bubak and her husband Rob Tryon. They have owned and cruised hull #24 for more than a decade. Shortly after buying *Silent Sun*, the pair were fortunate to meet Bill Crealock and his wife Lynne at a rendezvous.

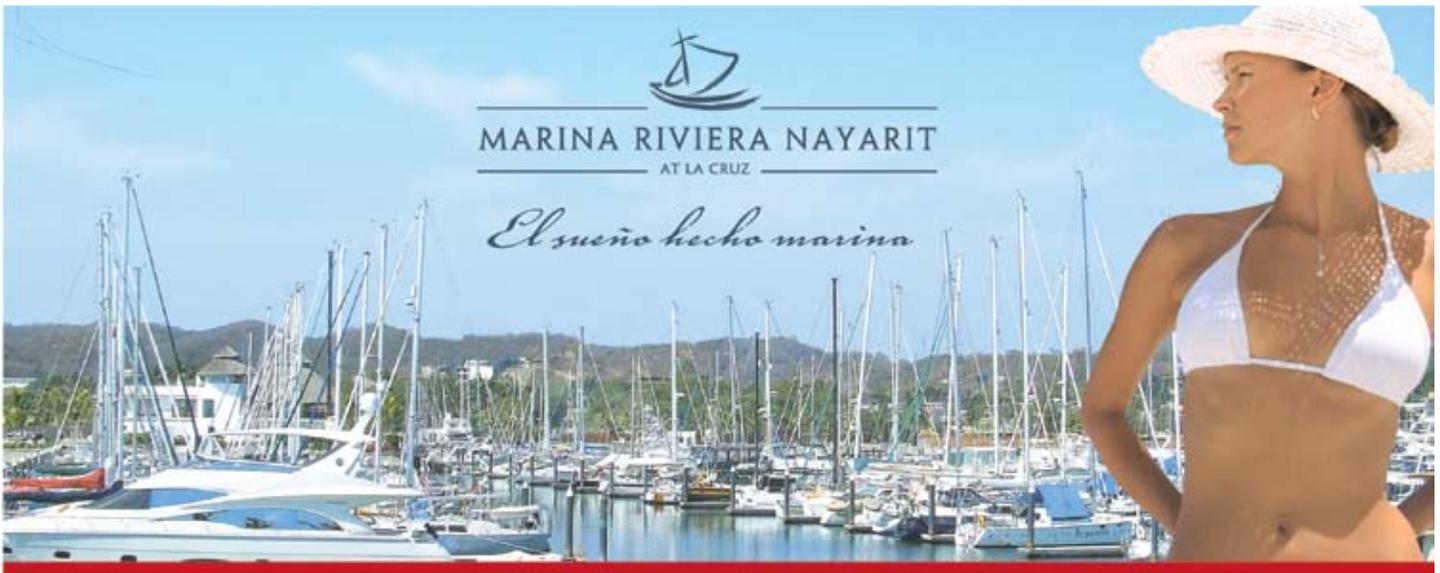
"He really earned his nickname of 'Gentleman Bill'," Rob said. "He sat and talked with me about the specifics of the boat's design for most of the evening. I think folks were a little irritated that I was 'hogging' him but I didn't care. It was a truly amazing night." Rob claims it didn't even bother him when, in the next day's regatta, a boat driven by Crealock himself soundly beat *Silent Sun* across the finish line. "It feels pretty good to come in second to the designer of your boat."

W.I.B. Crealock will make his final voyage aboard *Irving Johnson* at 2 p.m. on November 8, when his ashes will be scattered at sea. The public is invited to watch from Pt. Fermin Park in San Pedro.

**Lost in translation.**

The grounding of a classic Atkins-designed Ingrid ketch in Richardson Bay last month inspired some long-time sailors to swap tales about other Ingrids they had known — over 100 of these stout 38-footers were built during the '70s and '80s.

We overheard a lot of good stories, but our favorite anecdote was this: Not long after an Ingrid owners' website was set up a few years back, the webmaster was contacted by a German woman who was eager to become a member. "Do you own an Ingrid?" he asked. "No," she said, "but my name is Ingrid and I'm a 38D!"



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# SIGHTINGS

## surviving the storm

On October 13, Northern California got spanked by what was a combination of a very early winter storm and the remnants of a Japanese typhoon. The results were record one-day amounts of rain for October, winds to 67 knots, and seas outside the Gate to 14 feet. Wind cut power to more than 200,000 homes, downed countless trees



**'Diver Dave' was able to tow this boat off the rocks of Strawberry Point in Richardson Bay.**

and ripped boats from their moorings.

According to Dave Gissendaner, owner of Dave's Diving in Sausalito, at least four boats broke free of their moorings in Richardson Bay during the storm. "The county puts us on stand-by the day before a storm hits," said 'Diver Dave'. "We go out at the height of the storm and rescue what we can safely." Dave, with help from local diver Tim Sell, pulled one boat off

the rocks at Strawberry Point, but was unable to free the other three boats. Dave reports that either his company is hired to salvage wrecked boats or the county destroys them.

The storm had been so well-predicted — thanks to satellite imagery, we actually watched it advance on the West Coast from its birthplace near Siberia — that we wondered if anyone had been crazy enough to leave port in the days before the storm hit. Turns out John Dour was our man.

Dour's shoreside contact, Trevor Steel, alerted us on October 15 that his friend was overdue in San Diego. Dour, 45, had sailed under the Gate on October 9 aboard his Ericson 27 *Maria* on his first off-shore trip and had not been heard from since. "I'd been in touch with Coast Guard Search and Rescue," says Steel, "and, on Thursday, we decided that John should be considered overdue." The Coast Guard put out a call for mariners to keep a sharp eye for *Maria* but had not begun searching.

At 6:30 p.m. that night, Steel's phone rang — it was Dour. He was sailing in light winds about 20 miles off Pt. Loma and all was well.

Dour's story is fascinating. An out-of-work carpenter, he moved from Biloxi to the Bay for the sole purpose of buying a boat and teaching himself to sail. "I'd been reading the online version of *Latitude* for years," Dour told us. "In fact, I found my boat in *Latitude*!"

Over the last 18 months, Dour lived aboard near Benicia, worked when he could, refitted his boat, and sailed as often as possible. "My good buddy Trevor told me that if I could sail on San Pablo Bay, I could sail anywhere," Dour laughed. "Fuckin' liar!"

When *Maria* sailed under the Gate, the NOAA forecast was calling for light winds until early the following week, when a storm was predicted to hit the coast no farther south than Monterey. Knowing he'd be south of Monterey by then, Dour struck out. "The wind was so light, I motored most of the way to Pt. Conception," he recalls. "I was about 120 miles west of San Nicholas Island at 9 a.m. Tuesday morning. That's when the storm hit. That's when my life began to suck!"

In the building winds and seas, Dour struck everything off the deck — including sails — except his kayak, which he lashed to the windward side of the boat to protect his portlights. He then fashioned a sea anchor out of an old Danforth, some chain and rode he'd picked up at a swap meet, and a blown-out jib. "I'd just thrown it off the bow when I saw a shark's fin," he said. "It was five feet off the bow and I

continued on outside column of next sightings page

## preventing wrecks

On October 12, Governor Arnold Schwarzenegger signed California Assembly Bill 166, not only increasing the fines for illegally abandoning your boat but also developing a free program to help you surrender your derelict before it becomes a hazard to navigation or the environment. Assemblymember Ted Lieu (D-Torrance) has pushed the plan for two years, but the first incarnation of the bill was vetoed by the governor last year. Lieu, who is running for Attorney General in this fall's election, reports that he and his staff worked with the governor's of-



**Rumored to be the first Ingrid ever built, 'Ingrid' didn't make it through the storm unscathed. The newly signed AB 166 could prevent such dilapidated boats from piling up on shore during storms.**

**with ab 166**

ficie to help them realize that the bill will actually save the state money in the long run. "It allows more abandoned vessels to be taken care of using the same existing resources," said Lieu.

The Coast Guard reports that as many boats were abandoned in the first quarter of this year as in all of 2008. "As the economy worsens, more and more people are abandoning their boats, which are luxury items," said Sara Aminzadeh of San Francisco Baykeeper. "There are floating junk yards out there."

continued in middle column of next sightings page

**storm — cont'd**

thought, 'Shit, the sharks are circling already!' Turns out it was just a mola (sunfish)." Dour then rigged his lee cloth and settled in for a wild ride. "I was really wishing I'd brought more than a 12-pack!"

About 19 hours later, the winds had eased, though the seas were still heavy and confused. "I might as well have been inside a Maytag washer," he laughed. Dour plotted his position and found that he'd drifted 23 miles north, averaging a little over a knot of drift per hour — not too shabby for his first time lying ahull to a sea anchor. Unable to retrieve the set-up due to the sea state, Dour was forced to cut it loose to get back underway.

The trip into port took longer than he would have liked — confused seas and light winds combined with a severely depleted gas supply meant slow going. To add insult to injury, he found that the entire

continued on outside column of next sightings page



PHOTOS TIM SELL

# SIGHTINGS

## storm — cont'd

contents of his water tank had emptied into his bilge. "I had four big bottles of water for emergency," Dour noted, "but I'm still not sure what happened to the tank. The storm was one thing, but the lack of French roast in the morning was another entirely."

As *Maria* cleared San Nicholas Island, the fog rolled in. "I was listening for the horn of the tanker that was going to run over me," said Dour. "It was like being inside the game Battleship." The fog finally lifted and the breeze filled in. By 6:30 p.m., Dour was close enough to shore to get a cell phone signal — that's when he called Steel.

But Dour's adventure wasn't quite over. As he approached San Diego around 11 p.m., he contacted the Police Dock for a space assignment. "They told me they couldn't check me in that night and that I'd have to stand off till morning," he recalls. "I'd just spent seven days battling

continued on outside column of next sightings page

## ab 166

Under AB 166, boaters who illegally abandon their boats will face a minimum fine of \$1,000 — double the previous minimum fine — to a maximum of \$3,000. Eighty percent of any monies collected will go straight into the Abandoned Watercraft Abatement Fund. Unfortunately, tracking down recalcitrant boat owners can be tough — getting them to actually cough up the cash can be nearly impossible.

When boats wash ashore or sink and the owners don't step up to pay a salvor, local governments are forced to foot the bill to remove the wrecks. This is far more



CAROL BAGGERLY

## — cont'd

labor intensive — and costly — than simply destroying a boat that's still afloat.

The new law, which will go into effect in January, works to prevent these high-dollar salvage missions by encouraging boat owners who can no longer afford to maintain or moor their deteriorating vessels to surrender them to a local contractor to be destroyed. The contractor will then bill the Abatement Fund.

The program will be reassessed in 2014, but we suspect it will be embraced by boaters and harbor masters alike.

— *ladonna*

**Sa-loot! Johnny Dour was commended by the Coasties for his heavy weather strategy. An unemployed carpenter, he hopes to find work in San Diego. If he doesn't, he'll head south for the winter aboard 'Maria'.**

## storm — cont'd

the storm from hell and they're telling me I can't come in. I thought, 'Fuck that! I'm from the Bay — I know how to sneak into a slip!'

When we spoke to Dour the morning of October 16, he was well-rested and securely — and legally — tied up at the Police Dock, where he planned to spend a couple weeks. He says he'll spend a couple more in the A-9 anchorage before making his way south. "I'm in no hurry," he said. "I'm just happy to be wearing shorts."

— *ladonna*

## riding on rapid transit

If you've been on the Bay over the past few weeks, you might have caught a fleeting glimpse of red streaking across the water — it was probably *Rapid Transit*, the brand new Antrim 49 that was splashed in early October.

The product of a second collaboration between designer Jim Antrim and Cree Partridge's Berkeley Marine Center — the first was the Barran family's 40-ft XL — *Rapid Transit* is a no-holds-barred, canting-keel offshore machine. It comes in about two tons lighter than a TP 52 while carrying similar sail area, and features twin rudders with a single centerline daggerboard for upwind work.

The unique hull shape features a parabolic entry that evolves into a flat, chined forefoot which, in turn, gradually develops into low-deadrise, dish-like sections aft with topsides chines that begin just forward of the daggerboard. *Rapid Transit* is definitely an outside-the-box concept. Built on plugs, the boat is primarily vacuum-bagged e-glass, carbon fiber and epoxy over a PVC-foam core with G-10 reinforcement in components like the daggerboard trunk and transom.

While it was originally intended to be ready for this summer's Trans-Pac, *Rapid Transit* was delayed so the hydraulics that cant the keel through a 50° arc in 15 seconds could benefit from more engineering work. An engineer by trade, Jim Partridge — the boat's owner, as well as Cree's Southern California-based brother — designed the hydraulic system and its redundant dual rams. From the get-go, a key principle was to keep the mechanism as simple as possible. Although modern canting-keel boats typically feature elaborate computers to control the hydraulics, *Rapid Transit's* controls are little more than a pair of port/starboard buttons mounted on the cockpit sides underneath the helmsman.

"Everyone we talked to said to not bother with the electronic controls," says Cree. "The dual rams are a safety belt and suspenders."

The keel fin itself is the *de rigueur* fabricated steel box section with carbon fiber composite fairings attached to a five-ft steel axle. The axle runs from the main bulkhead back to the sealed, athwartships structural box containing the rams and the welded tang that connects them to the axle.

The twin rudders are set in cassettes attached to the transom. A third, centerline cassette is integrally molded with the boat's composite tiller, and serves as the emergency rudder mount. Carbon tie-rods and stainless ball joints connect the centerline cassettes with the outboard ones.

Perhaps the most unusual aspect of the build is that the carbon mast tube was built on site at Berkeley Marine Center in an ingenious rig shop, the product of a collaboration between Cree and the boat's rigger, Jay Butler. A pair of 45-ft high-cube shipping containers were butted up against each other with the inside ends removed. Then a system of hydraulics created a taut mandrel of cables around which carbon fiber was wrapped and cured.

Another rather unique feature of *Rapid Transit* — at least in a boat of this size and type — is its boom geometry and 'soft' vang arrangement. The gooseneck is located only about a foot from the top of the

continued on outside column of next sightings page

## rapid transit — cont'd

cabin — much like on an “open” class boat — to reduce the loads transmitted to the mast tube. As the outboard end of the boom rides higher than the inboard end — picture a properly set gaff but at deck level — the geometry makes a typical boomvang all but useless. When *Rapid Transit* sails at deeper angles, a line that functions as both a vang and preventer is run through a block attached to a pad eye on the rail to control the twist in the square-top main.

The sails — which include the aggressively square-topped main, small-overlap jibs and asymmetrical kites set on a nine-ft deck-mounted prod — were designed and built by Harry Pattison of Elliott/Pattison Sails in Newport Beach.

Auxiliary power is provided by a 40-hp outboard mounted in a well with a trap door that fits flush to the hull when not in use — a system that's both light and really short on drag. A diesel generator provides power for the keel hydraulics and instruments.

Early test sails have been encouraging. With a gaggle of people aboard during sea trials last month, the boat hit 20 knots under kite in 15-18 knots of breeze. While there are still little bugs to be worked out and some finish work to be done as of this writing, the whole thing is a pretty sweet package. Sadly, *Rapid Transit* probably won't be gracing the Bay for much longer — by the time you read this, she'll be on her way south for the San Diego YC's Hot Rum Series.

—rob

## lessons learned sailing over the top

Since the Around the Americas expedition set sail from Seattle on May 31, thousands of armchair voyagers, extreme adventure addicts and school children have been following its progress. Led by renowned circumnavigator Mark Schrader, a specially selected team of scientists and adventurers have sailed the 64-ft steel cutter *Ocean Watch* roughly halfway around their intended route, which is to take them across the top of North America, via the fabled Northwest Passage, then south around Cape Horn before returning home again.

As noted previously in these pages, the expedition's primary goal is to elevate public awareness of the dire challenges facing our planet's fragile ocean ecosystems, and to inspire citizens of North, Central and South America to take actions that will help bring about positive changes.

Late last month we checked in with the expedition's official scribe, *Cruising World* magazine Editor-at-Large Herb McCormick, to get his impressions thus far. “I didn't have any preconceived notions about climate change or anything along those lines when we took off,” explains Herb. But the things he's seen in the far north, and the rugged characters he's met there, have brought him and his team members to the sobering realization that drastic changes are happening rapidly in the northern latitudes. “The sea ice is going away. And I've come to grasp, at least a little, the breadth and scope of the attendant ramifications — which are epic.”

In his daily postings at [www.aroundtheamericas.org](http://www.aroundtheamericas.org), Herb tells of the team's visit with scientist and ornithologist George Divoky, who has been returning to the same barren patch of earth each summer for the last 33 years: Cooper Island. Over the decades, Divoky's desolate world has changed substantially. Each year the Arctic snow melts away a bit earlier, affecting the migratory patterns of birds and upsetting an age-old equilibrium between species. While he used to

continued on outside column of next sightings page

## clipper cove

Clipper Cove on Treasure Island was once one of the more popular Bay Area dumping grounds for abandoned boats. Stuck in a bureaucratic limbo for years after the Navy left, no one could say with authority who had jurisdiction over the cove. Various agencies would occasionally show spurts of enforcement, but they were typically short-lived.

Consequently, some of the Bay's less responsible — and less savory — boaters took advantage of the situation by leav-



DAVID THORESON



Skipper Mark Schrader.

## is cleaned up

ing derelicts to sink, dumping the boats' holding tanks (if they had any in the first place) and storing their boats there. Sailors wanting to simply anchor overnight were forced farther and farther away from the protection — and convenience — of the tree-lined shore. And God help you if you anchored on top of a wreck!

As late as this June, 24 boats were more or less permanently anchored in Clipper Cove. Treasure Island Develop-

continued in middle column of next sightings page

## around the americas — cont'd

sleep soundly in a simple tent, he now takes shelter in a stout wooden shack with three shotguns always at the ready, as hungry polar bears now patrol his rugged outpost scouring the landscape for anything edible.

"I met and talked with guys like Divoky, and with related scientists and ice experts," recalls Herb, "as well as with many Eskimo and Inuit subsistence hunters and whalers, whose way of life has changed dramatically in the last 20 years. I don't know why it's happening. I'm a sailor, not a scientist. But the anecdotal evidence from the scores of folks we've talked to is overwhelming. And as a sailor, there's something else irrefutable going on. For decades, sailing the

continued on outside column of next sightings page



*Clockwise from top left — Builder Cree Partridge sorts the hydraulic package on the new Antrim 49 'Rapid Transit' ; 'RT' canted at the dock, showing her dual rudder system; the boat's centerline daggerboard; sailmakers Harry Pattison and Skip Elliott with Cree and Jim Partridge, rigger Jay Butler and designer Jim Antrim; Pattison lightin' her up on the Bay; the canted keel.*

TOP PHOTOS: LATITUDE / ROB; BOTTOM PHOTOS: LATITUDE / JOHN A.

# SIGHTINGS

## around the americas — cont'd

Northwest Passage was a rare thing indeed. Now, in the last three years, every boat that's attempted the trip has made it — every single boat! Waters that were once impassable no longer are. It's as simple as that. So something serious is going on."

Now bound for Puerto Rico, then Rio de Janeiro, the *Ocean Watch* crew will continue its practice of hosting dockside tours and educational presentations at every port of call. Meanwhile, students and teachers all over the Americas can take advantage of the team's thoughtfully produced curricular materials (free on the website) which are designed to inspire young scholars to explore the ocean sciences.

This ambitious sail around the Americas may not solve any problems on its own, but by drawing attention to the frail health of our oceans, it's sending a clear signal that the status quo is unsustainable.

— andy

## clipper cove

ment Administration Director Mirian Saez — who was granted authority over the cove by the State Lands Commission — spoke with us then about her plan to implement a permitting process for anchoring in the cove. She asked for our readers' input, and she got it.

"We received about 30 rational responses, including one from your publisher," reports Saez. "It looks like the plan will be that boaters can come in for the weekend without getting a permit. If you want to stay more than 72 hours or so, you need to notify us."

Though not all the details have been hammered out, Saez says it seems likely

*It was 'all hands on deck' every time ice made an appearance.*



*Our old pal Herb McCormick's regular reports from 'Ocean Watch' make for thrilling reading.*

PHOTOS DAVID THORESON



## — cont'd

that stays will be limited to three weeks at a time (with approval), no more than three times a year. (The final rules will be clearly posted at the marina and beach.)

Saez notes the free 'permit' will be easily obtained over the internet. "The last thing we want to do is make this a hassle for responsible boaters."

No date has been set for implementation, but Saez hopes to have everything settled in the next month or so. In the meantime, she's worked to clean up the cove and has ejected all but seven boats. "Clipper Cove is wide open and ready for responsible boaters to use it," she says.

— *ladonna*



**Aid to navigation** — As a last resort, the crew of 'Ocean Watch' can simply plot their course on the boat's giant spinnaker.

## fifty and counting for the pac cup

With just under eight months to go before the final entry deadline, nearly 50 boats have already signed up for the 2010 Pacific Cup — just nine short of the total number that sailed the race in '08!

"It's really outperforming what we thought we were going to get, given the current economic climate" said Pacific Cup YC Commodore Michael Moradzadeh. "I'm really taken with the caliber of both sailors and the boats they're bringing."

There's already an SC 70, plus a couple SC 50s signed up — and a we're told there are a few more poised to enter. There are also rumors that a couple of West Coast TP 52 owners are planning to go, and that all it will take is one to get the rest to sign on the dotted line. Philippe Kahn and his turboed Open 50 *Pegasus OP-50* will also be back, having set a doublehanded record in this year's TransPac

It's not often that you get a chance to sail against the overall winner — with the same crew — from the previous edition of a Hawaii race. Joby Easton's overall winner, the Cascade 36 *Rain Drop*, is entered, and Easton will be teaming up again with his '08 navigator, Bill Huseby.

Easton and Huseby will likely have their hands full with what is, at this point, the scratch boat: Alan Brierty's year-old R/P IRC 63 *Limit*. Brierty — who recently retired from his construction and mining company — hails from Western Australia but sails his boat primarily around Sydney and Auckland, New Zealand. He'll be bringing up his crew of Aussies and Kiwis — led by Kiwi Rodney Keenan — from the antipodes for a crack at the Pacific Cup.

We were a bit surprised when we saw the boat listed on the entries page because, while Keenan said the boat has "a nice interior," *Limit* is a full-race IRC boat and program. We wondered why he was coming all this way for the 'Fun Race to Hawaii'.

"Everyone I know who's done it, raves about it," Keenan said. "The timing works out nicely because we'll do some summer racing in New Zealand at the Bay of Islands Race Week, then ship the boat. After the finish, we'll have enough time to get back to Hamilton Island with a couple stops in the South Pacific along the way."

*Limit* is scheduled to arrive in Ensenada in mid-February, and while Pac Cup is the biggie on the boat's West Coast swing, it's not the only thing in the works — Brierty is tentatively planning to include the Cabo Race, the Stone Cup and the Coastal Cup in the schedule.

"Cost-wise, it's not out of the ballpark," Keenan said. "Dockwise is giving great deals — we're only paying about 60% of what we would have three years ago. The Australian dollar is relatively strong to the U.S. dollar and we're already in the process of locking in hotel rates."

Of course, while the race attracts a huge share of grand prix boats, sleds, pocket sleds, fabulous fifties and other ultralights, it wouldn't get so many entries if it weren't attractive to owners of other types of boats. Terri Watson, Kimmi Harrison and their Mason 33 *Delphinus* are a perfect example. Both grew up in sailing families, and are veterans of extended offshore passages — Harrison sailed a clipper route passage from La Paz to Port Townsend aboard a Baba 30, while Watson has a Canadian Yachting Association Advanced Offshore Instructor certificate and sailed a seven-week trip in the Sea of Cortez, mapping small-boat anchorages from a 19-ft open Drascombe Lugger. Both spent years running programs for the National Outdoor Leadership School — teaching expeditionary and technical skills like rock climbing and mountaineering. Watson also racked up over 10,000 hours in the air during a 26-year career as a commercial pilot, beginning with a stint as an Army aviation intelligence officer.

"The Pacific Cup was one of those races that arrived in our consciousness right at the time when we needed something that would focus our cruising desires and extensive preparations on a clear date, plan, and destination," said Watson, now executive director of the Farallones Marine Sanctuary Association. "We'd decided to depart

continued on outside column of next sightings page

## pacific cup — cont'd

in November of '08 when the economy went south and my flying job evaporated. Then I was offered my current job, and we opted to sit tight until we were more financially prepared to leave. Having spent years working sailing and sea kayaking contracts in Baja with an outdoor program, we weren't really sure whether heading back down there as

cruisers was really our first choice, but we hadn't really come up with an alternate plan, and hadn't prepared for the big jump to the South Pacific yet. We were still chewing on options when we went to Strictly Sail in April and happened upon the seminar.

"As soon as the tone of the race — serious, but pitched with a strong emphasis on helping each boat succeed with coaching, a safety-first priority, and solid preparation — we were onboard. In fact, I think it was after

Michael Moradzadeh's introduction that I leaned over to Kimmi and said, 'We're doing this race.' I think it took her another hour to jump in. We signed up at the end of the day, and haven't looked back. The more we learn, the more we like."

While they both bring competitive backgrounds to the chart table and are already trying to figure out how to get some weight out of *Delphinus* in preparation for the race, they harbor no illusions for the prospect of a podium finish. They'll be flirting with the race's upper PHRF limit on their stout little liveaboard.

"We were kind of hoping for a 'Race Your House Award'," Harrison said. "Entering the Pacific Cup with a PHRF rating in the high 170s is like driving your Toyota 4x4 in a stock car race — you'll make it around the track, but you're not going to beat anyone. Our goal for the race is to make it to Kaneohe YC prior to the Awards Party night, so that no one — like Michael Moradzadeh — ribs us."

Their dream is to keep going after Hawaii and enter the 2011 Around Australia Race and Rally. The only problem is that their *après-race* plans are still up in the air. Watson says she loves, and is totally committed to, her work. "In a perfect world, we'd love to combine dreams and reality, and find a way to just keep going, to just keep sailing, and to use those travels of two average women on a small boat to highlight the role that protecting key habitat areas of the world's oceans plays," Watson said.

Given her vocational context, Watson has posited a possibly unique vision of the Pac Cup. "This sail touches 5 of the 14 U.S. National Marine Sanctuaries," Watson said. "These are places of critical habitat — the breeding grounds, meeting grounds, and feeding grounds of huge numbers of protected and endangered species. As sailors, we often think of the ocean as a water surface upon which we travel. And yet, as citizens of the earth, we're just coming to realize that the conservation issues affecting 75% of our globe's surface — from plastics pollution to fisheries sustainability — are about what lies beneath the sailing world, and will dramatically affect our future as a species."

Watson and Harrison aren't alone in their environmental focus. For the first time ever — and the first time we've ever heard for any race — Pac Cup organizers are offering racers the chance to purchase carbon offsets.

The race's first seminar-plus-party, focusing on long lead-time

continued on outside column of next sightings page

## jessica watson

On October 18, embattled 16-year-old Jessica Watson set sail from Sydney, Australia, aboard her bubble gum-pink S&S 34, *Ella's Pink Lady*, on her quest to become the youngest person to sail non-stop, unassisted around this blue marble we call home.

Watson left the Sunshine Coast on September 8 on a 10-day shakedown cruise to Sydney, and on her first night out sailed smack into a 738-ft coal carrier. The collision damaged the hull and dismantled the boat while Watson hunkered below. In just over a month, *Pink Lady*

COURTESY DELPHINUS



Terri Watson and Kimmi Harrison.



## — she left

was repaired and ready to go.

But in that month and a half, Watson and her family were roundly criticized for their assertion that Jess would not be deterred — especially after officials investigating the accident placed the bulk of the blame in Watson's bunk.

Though many feel the teen is too young and inexperienced to fully understand just what is awaiting her, Watson says she's determined to see the journey through. Follow her adventure at [www.youngestground.blogspot.com](http://www.youngestground.blogspot.com).

— *ladonna*

## pacific cup — cont'd

preparations, drew a big crowd to the Berkeley YC on October 10, and Moradzadeh reported that many were first-time Pac Cuppers. Guest speakers like Bill Lee, Ralf Morgan and Kame Richards held court on topics like boat and crew selection, rigging, and sail selection. Next up is a Safety at Sea Seminar on February 6, followed by another preparation seminar later that month.

There's still time to enter, but don't wait long. Space at idyllic Kaneohe YC is limited, and entries will cap out somewhere in the 70s. We're guessing that, as in '08, there will be a waiting list, and that everyone on it will get to go. A sailing writer once described it as "like crashing a college class." But there are no guarantees, and if the early numbers are any indication, we wouldn't count on room for all.

For more about the race, check out [www.pacificcup.org](http://www.pacificcup.org)

—rob



*Philippe Kahn is one of almost 50 racers already entered for the 2010 Pac Cup, with his ultra-quick turboed Open 50 'Pegasus OP 50'.*

LATITUDE / JR

# SIGHTINGS

## nude in the middle of the city

Our anchorage at Aquatic Park in San Francisco is prime cut: We have a killer view of the Golden Gate Bridge and Alcatraz, a protected downtown beach on which to land the dinghy, and a choice of either the colorful curiosities of Fisherman's Wharf or the vista-rich lawns of Fort Mason, both within a quarter-mile stroll. There are even quite a few resident harbor seals, who follow our dinghy so closely it might be alarming if they didn't look so much like my dog.

San Francisco tastes like salsa after a month on gruel. Though it's only our first waypoint on our big journey from Seattle to New York via the Panama Canal, we, like many others hailing from the Pacific Northwest, have gotten a bit caught up in the fabulousness of the City, its free festivals, cheap markets, excellent public transportation, and plentiful anchorages. Not to mention the rail-dipping sailing and California sun!

In mid-August, we left our entry-level jobs in Seattle and sent our

continued on outside column of next sightings page

## at the copa,

The Regatta Copa Mexico/32nd MEXORC, which follows the San Diego to Puerto Vallarta Race in late February, is offering some massive incentives to attract racers and help celebrate the country's bicentennial. Entries received before December 31 will receive:

- Seven nights for six people at the four-star Marival Resort, with food and drinks included — valued at more than \$5,000.

- Free slips for the week before, the week of, and the week after MEXORC at the new Marina Riviera Nayarit, La Cruz — valued at more than \$300.

- Refunded entry fees for one design fleets with a minimum of six paid entries



PHOTOS COURTESY VELELLA

## copa mexico

as of December 31.

There will be championship class trophies for one design fleets of seven or more boats, plus coverage on ESPN and Fox Sports in the U.S. and Mexico.

Mexican Airlines will offer special MEXORC discounts, and entry fees include the Las Caletas Race dinner and the "Rhythm of the Night" show for skipper and crew, plus lots of other parties during the week. Enter before December 31 and the entry fee is only \$625. After that, it goes up to \$750. Check out [www.mexorc.com](http://www.mexorc.com) for more info, and [www.sdyc.org/pv](http://www.sdyc.org/pv) for more on the Puerto Vallarta Race.

—rob

**Meghan, 26, learned to love showering in the cockpit of 'Velella'. Prescott, 27, needed little convincing.**



## nude — cont'd

beloved pup to live with my parents while we cruise. After waiting out nine days of cold fronts and strong southerlies in the protection of Washington's Neah Bay — a dry town, by the way — we battled our way down the beautiful, though hostile, Northwest coast. Our trek was filled with fog, nasty bar crossings, and relentless southerlies. I tried very hard to convince my partner, Prescott Harvey, to stop cruising and live with me forever in Newport, OR. And now that we're in sunny San Francisco Bay, it's hard to imagine ever gearing up and tying everything down to leave yet again.

Of course, what our utopian anchorage does not have is an outlet to plug ourselves into, so we swing free on the hook, reliant solely on our large solar panels for power. There are a surprising number of things on *Velella*, our Westwind 35, that need electrical current to function — things I never really considered while living on land. The electric bilge pump is a good thing to keep on, of course refrigeration draws a lot, the anchor light adds a few watts, and we find it pretty important to have charged phones and computers. Even having running water takes the energy of an electric pump to create pressure. Unfortunately, drawing water and drawing *hot* water are two different systems, a fact that I'm embarrassed to admit I somehow had no notion of until shortly after we arrived.

One of the things I loved most about our boat during the year we lived aboard in Seattle was the incredibly hot water. It wasn't luke-warmish water that we pretend is hot — it was scaldingly, luxuriously hot. I was anticipating my first hot shower at anchor when Prescott burst my bubble. "Um, Meg? That hot water heater is on the AC circuit — didn't you know that?" The news was like a bucket of ice water.

However, we do have one power-free, alfresco option: the solar shower. A very simple, very black, five-gallon bag that heats up in the sun . . . supposedly. I was a bit skeptical because I was not into the idea of a tepid shower, especially on a blustery San Francisco Bay day. I couldn't believe that the sun could heat up that bag of water as hot as I wanted it. Prescott volunteered to be the guinea pig. He looked like he was having quite the time — no goose bumps or squeals — and I had to admit that lavender-scented Dr. Bronner's soap smelled delightful mixed with the salt air.

Then I got impatient and demanded a turn. Should I wear a swimsuit? We are in the middle of the City, after all. I made sure my bathrobe was close because, boy, that wind was brisk. Prescott was dressed and moving around the cockpit, pinning towels around the cockpit's circumference to create a privacy fence for my shower. No one on the docks or the beach could see me as the solar shower bag swung from the end of the boom and I stretched out on the warm, sunny teak for my first bath in far too long. I thought it would be cold and camplike — instead, it was decadent and heavenly. My hair tingled and squeaked, my skin woke up, and my head cleared as the steaming bag of water rained down on me in the sun. My bathrobe was left in the shade of the dodger and, as I towed off my hair in the wind, I felt like a character in a book.

We rowed into shore feeling less like the vagrant hippie sailors we were beginning to resemble and more like pressed and clean yachties skipping around the Bay. It's taking me some time to get used to not having life's luxuries — and sometimes it's a real pain in the ass — but my shower was an enormous accomplishment. I look forward to repeating the ritual in many anchorages along this beautiful coast as we follow the sun south for the winter.

— meghan cleary

# SAMOAN TSUNAMI



When cruisers in Pago Pago Harbor on the south side of American Samoa were awakened around 6:45 a.m. on September 29 by a strange vibration, many assumed the prop-wake from a large ship was the cause. But as soon as they popped their heads out of their companionways and saw telephone poles dancing on shore, they knew the truth. What they didn't know was that the 8.3-magnitude earthquake centered 120 miles to the south had triggered a tsunami that would ultimately leave 186 people dead — including one of their own.

The temblor brought crews onto the

***The first surge lifted boats onto the main wharf, such as the sloop 'La Joya' on its side above. The Polynesian cat (left) wound up a few hundred feet inland. 'Biscayne Bay' (far right) after she broke free from the dock.***

wharf to compare notes with their fellow cruisers. "The mood was easy and friendly," reported Wayne Hodgins from the Victoria, B.C.-based 50-ft cutter *Learnativity*. "Someone casually joked that we should watch out for any big wave we see. No such wave ever materialized — what happened was much worse."

About 15 minutes after the lightpoles stopped their gyrations, all hell broke

loose. "I'd just gone below when I heard heavy creaking and groaning," said Jody Lemmon, 28, aboard the Long Beach-based Mason 43 *Banyan*. "I jumped on deck and all I could see was water rushing out and huge dripping pilings next to my head."

Dock neighbor Hodgins had a difficult time processing what was going on. "The cacophony of sights and sounds — boats smashing, docklines snapping and rigging straining — were overlaid by an ominous sucking noise as all the water around my boat suddenly drained away."

Then the sucking stopped.

## — SURVIVOR STORIES



"The water came flooding back in at an even more alarming rate," noted Kirk McGeorge, who is cruising with his wife Catherine and their 5-year-old son Stuart aboard their USVI-based Hylas 47 *Gallivanter*. "The next thing we knew, we were floating directly above the dock and bearing down on Emily — crew from *Banyan* who'd been caught ashore — as she clung to a lightpole. Just as we put the engine in gear, the surge sucked us back into the basin."

While Emily, who survived her ordeal unscathed, must have felt utterly alone as she hugged that pole, she wasn't. Also up to their chins in the swirling

flood were the crew of the Fremantle, Australia-based Irwin 52 *Biscayne Bay*. Garry, Lisa and Jake Cross, along with crewmember Chris Deller, had been on the dock when the first surge hit. They had just enough time to help rescue Hodgins's dog, Ruby, before sprinting from the onslaught. "I watched helplessly as they climbed onto the base of a lightpole, wrapped their arms around each other and hung on as the water rushed past them," recalled Hodgins. They, too, lived to tell an exciting tale.

As the McGeorge family accelerated *Gallivanter* through a "floating debris field of docks, drums, boats and shipping

containers," they passed Joan Olszewski aboard the Florida-based Freedom 39 *Mainly*. She was frantic. "Joan shouted that her husband, Dan, had been washed off the dock as they were trying to get away," said Kirk.

Wayne Hodgins witnessed the event: "I watched in horror as Dan was swept off his feet by the torrent of water while he tried to untie his docklines. Joan managed to control the boat but we couldn't see Dan in all the flotsam."

As those ashore either hung on for their lives or ran for higher ground, the boats in the harbor — manned and otherwise — started making their way

# SAMOAN TSUNAMI

toward the middle of the bay as the first surge slowed.

"When I think about tsunamis, I envision this giant wall of water, a monster wave," Hodgins explained. "There was no wave. The bay simply emptied like someone had pulled the stopper out of a really big bathtub, and then equally as fast put it back in and filled it from a giant valve below."

As the current slackened, errant boats bumped around the harbor while several cruising yachts searched in vain for any sign of their lost comrade. "The water became eerily calm and smooth," reported Hodgins. The millions of gallons of water that had rushed into the bay were now eager to make an exit. "This was the first sign of a wave," he continued. "The water rushed back from its momentary travels ashore and formed a low, wide wave that headed right toward me. I pointed my bow into it and rode it out."

Some cruisers had more exciting rides than others. Singlehander Steve Brasa's Pearson 35 *Tulak* was washed right down Main Street, taking out utility poles on its way. The first surge left the boat high and dry — as well as dismantled — about 100 yards from the water.

Michael Traum and his father, Gerald, on the Cape Mendocino-based *NorSea 31 Eva* also reported riding the surge ashore: "We didn't think to let out our anchor chain when the harbor emptied. We watched through the portholes as our boat was washed up onto the highway. We were swept down the road, past floating cars and, somehow, carried back over the guard rail and into the harbor." Unfortunately, *Eva's* trailing anchor caught between the guard rail and a lightpole. As soon as the harbor had emptied again, Michael and Gerald leaped over the side and headed for the hills.

Like a bowl of water tilted from one side to the other, the sea continued to rush in and out of the bay several more times before settling down. "After about three hours, we felt it was finally safe enough to return to the dock," recalled Kirk McGeorge. Others quickly followed suit, and set to work doing what cruisers do best: helping those in need.

In Apia Harbor on neighboring Western Samoa, John Neal and Amanda Swan Neal, who run Mahina Expeditions aboard their Friday Harbor, WA-based Hallberg-Rassy 46 *Mahina Tiare III*, had arrived the day before. "We were on our morning run when the street started shaking," John reported. "We ran back to the marina and, minutes later, the



CHRIS JELLER

*Biscayne Bay's* crew may have survived, but the *Irwin 52* was a total loss.



NICK JAFFE

A Red Cross volunteer takes a moment during clean-up efforts on Samoa.



AMANDA SWAN NEAL / MAHINA EXPEDITIONS

Heading for the hills in Apia.

air horns went off." The shallow depth of the harbor entrance dissuaded the Neals from attempting to leave by boat. "We followed the moving mass of people, cars and trucks up the hill until the 'all clear' signal was issued."

Aussie singlehander Nick Jaffe was sound asleep aboard his *Contessa 26 Constellation* when the quake rumbled him awake. "I jumped out of my bunk with well-practiced speed," he said. "I stood in the cockpit and watched everyone else in the marina doing the same." Not expecting a tsunami, Jaffe and the other cruisers at the dock were surprised



'*Tulak*' landed 100 yards from water.

to hear the sirens. "I watched from Aggie Grey's hotel as the harbor waters receded several times." There was little damage.

But Jaffe had more to worry about than just his boat: His parents were staying at a sea-level resort on the south end of the island, which was devastated by the tsunami. They were found, bruised and battered but alive. Sadly, the death toll on Samoa topped out at 143, accounting for 77% of the total tsunami-related fatalities.

There, too, cruisers did everything

# — SURVIVOR STORIES



AMANDA SWAN NEAL / MAHINA EXPEDITIONS

Lending a helping hand.



NICK JAFFE

The landscape was a tossed salad of debris.



KIMBALL CORSON

'La Joya' (left) and another casualty laid to rest on the wharf.



NICK JAFFE

Cruisers brought what supplies they could to remote Niuaotupapu.



KIMBALL CORSON



DICK MADSEN

Riding the wave.



KIMBALL CORSON

The newest 'Gallivanter' crewmember, Lucky.

they could to help. But after being told by the Red Cross that they had too many volunteers, Jaffe and a number of other cruisers set their humanitarian sights on the tiny Tongan island of Niuaotupapu. At just 500 feet high, the six-square-mile island midway between Samoa and Tonga's Vava'u chain — and the nearest speck of land to the epicenter of the quake — was devastated by the tsunami, which made its way nearly a third of a mile inland. All nine Tongan casualties occurred on Niuaotupapu, and

300 of the island's 1,000 residents were left homeless after coastal villages were destroyed. This came after the island had suffered a crippling blow when its ferry/supply ship — and a number of its residents — were lost at sea in August. No supply ship had visited the island in almost five months.

"Niuaotupapu is so small, all shores showed the effects of what the locals call a 'boiling wave of water' that never seemed to stop," noted Jaffe. Two cruising boats rode the wave with no problems, but two of the island's three villages were literally washed away and

the third was heavily damaged.

"Little *Constellation* raised some funds online," Jaffe said, "and with the help of a Canadian Red Cross volunteer, we managed to stock up as best we could — 80 lbs of rice, flour, lavalavas, boxes of nails, tarps, noodles and crackers."

George and Kathleen Hill on the Pt. Townsend, WA-based *Lapworth 43 Kallalau* delivered flour, rice, sugar, butane, tools and tarps. "We even gave a ride to a British woman who owned a modest resort on the island," they said.

As a dozen or so cruising yachts filtered in and out of the anchorage in

# SAMOAN TSUNAMI

the coming weeks, they all either brought supplies or worked ashore — or, more commonly, both. "As we worked to clear the silt and debris from the community hall, some of the village children joined us," recalled the Hills. "Their laughter and high spirits helped to keep us from feeling overwhelmed."

Indeed, in all the affected areas, locals and cruisers pulled together to make sense of the garbage heaps their villages had become. "The local people have continued to astound me with their genuine kindness and generosity," Wayne Hodgins said of the residents of Pago Pago. "In spite of great loss of life all over the island, we've had a steady stream of people bringing us cases of bottled drinking water, boxed lunches and cooked dinners."

Of course, as happens in every tragedy, there are those who would rather take than give. Several reports from Pago Pago described a roving band of young men looting stores, vehicles and boats.



JOAN OLSZEWSKI

**Dan Olszewski, 69, of the Freedom 39 'Mainly' was one of 34 fatalities on American Samoa — and the only cruiser lost in the tsunami.**

Steve Brasa locked the now-grounded *Tulak* before leaving to check on friends. When he returned 15 minutes later, the group had broken the lock and were taking what they pleased. Friends helped him offload the most valuable items, then left the rest to the looters. (Happily, Kimball Corson of the *Lake Pleasant*,

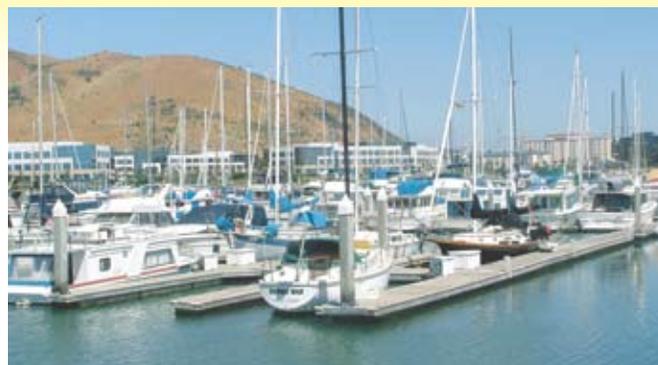
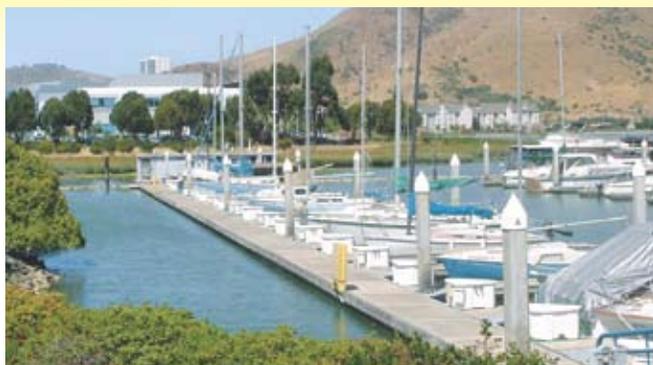
AZ-based *Fair Weather Mariner 39 Altaira* reports that *Tulak* was successfully relaunched — sans mast — on October 16.)

**J**ust how does one recover in the face of such devastation? The answer is that *one* doesn't, but many do. Joan Olszewski was surrounded and supported by friends and family after the crippling loss of her husband. On October 8, Joan and her sons returned Dan "to the sea that was his passion." A short time later, she sold the boat that had taken the couple halfway around the world, and returned home.

In times of great tragedy, human nature reveals itself. We may witness greed and violence, but much more often we see generosity, selflessness and love. With any luck, the people of Samoa, American Samoa and Niuaotupapu will be left with the memory of a cruising community that gave as much as they received.

— **latitude**/ladonna

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## THE *LATITUDE 38* INTERVIEW

# Damien McCullough & Deborah Ream

*While in St. Barth last winter, we bumped into Damien McCullough and Deborah Ream of the Newport Beach-based Celestial 50 Ticket to Ride. The last time we'd seen them had been three years earlier, at the end of the '05 Ha-Ha. We thought readers would be interested in what the couple have been doing since the end of the Ha-Ha, especially because, when they continued on from Mexico, they headed to the Western Caribbean instead of to the South Pacific.*

**38:** How did the two of you come to go cruising?

**Damien:** A series of events suggested that it was the right thing to do. I'd been a casual sailor out of Newport Beach for 25 years, having done daysails, beer can races, trips to Catalina and the Channel Islands, and some charters in the Caribbean. And on New Year's Day in '98, I'd bought my Chinese-built Celestial 50 *Ticket to Ride* in San Rafael. Although I was a licensed captain, I certainly wasn't the biggest or best sailor in town.

What really got the ball rolling was some problems I had with the City of Newport Beach. I had a house on the bluff above Mariner's Mile that I wanted to remodel. The city turned down four of my proposals before finally approving one that would have been \$150,000 more expensive and 1,400 feet square smaller than what I originally proposed. Disgusted, I said to heck with the remodel and put the house on the market. This was in '05, near the height of the real estate frenzy, so the house sold for the full asking price in just seven hours.

That got me wondering if I could sell my business, too. It's a long story, but having escaped a religious cult kind of situation, I've been on my own since I was 16. I got into the sheet metal business as a kid to survive, and eventually built my company into a firm that made things like \$3,400 post-9/11 cockpit doors for commercial jets. But to tell you the truth, I always hated that business, so I put it on the market. It sold for the full asking price also, but it took three weeks.

A financial planner once told me that one of the most important things in life was to know when you have enough money to be happy. Having sold the house and business, it seemed I'd reached that point, and that going cruising would be a good thing to do. I was 45 at the time and Deborah was in her 30s.

**38:** Deborah, what did you do before taking off?

**Deborah:** I worked in architecture and construction. I, along with my ex-husband, designed and did lots of hands-on construction of three spec homes.

*"A financial planner once told me that one of the most important things in life is to know when you have enough money to be happy. I'd reached that point."*

**38:** The two of you have been out for three years since you started with the Ha-Ha. Do either of you miss working?

**Damien:** Nope!

**Deborah:** Not at all. There's always plenty to do on the boat. Besides, I'm more of an adventurer than a worker, and there are so

many interesting places to see and things to do. Both Damien and I love new places and new people, so we check out every cove and every inland destination that comes our way.

**38:** Give us an overview of where you've been in the last three years.

**Damien:** After the '05 Ha-Ha, we cruised Mexico until June of '06. In July, we continued down to Guatemala and the seldom-visited but very cool 700-sq-mile Gulf of Fonseca, the coast of which is shared by El Salvador, Honduras and Nicaragua. While at Isla El Tigre, Honduras, one of the 15 or so islands in the Gulf, we explored what had been a submarine training base for the Germans during World War II! It was easy to imagine what it had been like back then, as history seemed to ooze out of the walls. And no matter where we went, we met interesting people. For instance, while at San Lorenzo, the only Honduran port on the west coast, we met a 16-year-old kid who was supervising the construction of a 5,500-sq-ft house. "My dad says it's going to be my inheritance," he explained.

Getting back to answering your question, we transited the Canal in December of '06, and spent Christmas in the San Blas Islands. We did Panama's Bocas de Toro for New Year's, then continued on to Isla San Andreas, Isla Providencia, Honduras, the Rio Dulce, Belize, and Mexico's Yucatan and Isla Mujeres. Then we backtracked to Belize, the Rio Dulce and Le Ceiba, Honduras. After a lengthy haulout at La Ceiba, we sailed to Roatan for Thanksgiving, and continued on to Grand Cayman and Jamaica. In December of '07, we flew to Boston to experience some snow. We got over that in 10 minutes!

In '08, we sailed from Jamaica to Casa de Campo in the Dominican Republic, then Puerto Rico and the U.S. and British Virgins. We backtracked to Puerto Rico for the June-through-November hurricane season, then sailed to St. Barth for Christmas — which is where we met up with you.

**38:** Some folks circumnavigate in three years or less, so your pace must have allowed you to see pretty much everything.

**Damien:** To tell you the truth, when Deborah and I look back, we wish we'd spent even more time at some places.

**Deborah:** For example, we only took a month to visit all the islands on the Pacific Coast between the northwest part of Panama and the Panama Canal. And we really enjoyed those islands. In fact, each time we came to one, we thought how neat it would be to buy one.

**38:** What places have you liked the most?

**Damien:** The Perlas Islands on the Pacific coast of Panama, the San Blas Islands on the Caribbean side of Panama, and Puerto Rico.

**38:** Safety is always a major concern for potential and new cruisers. Tell us about the killings while you were hauled out at La Ceiba, Honduras.



LATITUDE / RICHARD

**Damien:** The way we understand it, it was all about some Colombian drug smugglers settling a rather old score with some Honduran fishermen. Apparently, much of the La Ceiba fishing fleet had been purchased 15 years ago with the proceeds of a load of Colombian drugs that had somehow ended up in the possession of the fishermen. Having only had junky old fishing boats before, these Hondurans were suddenly living in compounds and fishing from nice 70-ft fishing boats.

We were working on our hauled-out boat when we learned that the Colombians had killed a stubborn German fellow who owned the small marina next door to the boatyard we were in. The man had long been a thorn in the smugglers' side, as he'd fire his guns in the air whenever a drug boat came by. The

Colombians later sent the man's widow a letter saying that she and her businesses — which also included a little hotel — wouldn't be harmed.

But that was actually just a side issue to the main one. Every couple of mornings over the next few weeks, those of us in the boatyard would hear shots ring out. It was the Colombians killing the Honduran fishermen who they suspected had taken their drugs or drug money. At the sound of gunshots, everyone working in the yard would stop for a minute or so, then resume working. Pretty soon an ambulance would show up and take the body or bodies away. The Colombians had warned these Hondurans that they were going to be killed the minute they left their compounds, and they weren't kidding. It was all about

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## the latitude interview:

settling an old debt and had nothing to do with anybody else.

**38:** Did either of you fear for your safety while you were there?

**Deborah:** No, never. It was a private matter between the two groups.

**38:** How about safety concerns during the rest of your three years of cruising?

**Damien:** The only time I ever got nervous was in Jamaica when a guy told me that he wanted my money. But even though he was much bigger than me, he backed off when I told him 'no'.

We never felt threatened anywhere in Central America, although while at Suchitoto, El Salvador — a beautiful mountain town that's that country's answer to Antigua, Guatemala — we saw bullet holes in many of the buildings, and the banks had "No Guns Allowed" stickers on the doors. It seemed as though the civil war in El Salvador was just on a lunch break.

**Deborah:** Speaking as a woman, I've felt comfortable about my personal safety the whole time we've been out cruising.

**Damien:** Of course, we don't walk down dark alleys at 4 a.m.

**38:** Tell us about your boat.

**Damien:** Our Celestial 50, which was built in Xiamen, China, has been phenomenal — fast, comfortable and dry.

**38:** She's extensively outfitted, isn't she?

**Damien:** We like our goodies and creature comforts, so yes, she's got most everything. Among the less common stuff we have is a washer/dryer, a trash compactor, an ice machine and satellite television. Cruisers spend so much money getting laundry done that the washer/dryer really does make sense. It's hard to get rid of garbage in Central America and other places, so the trash compactor came in very handy. When you cruise in the tropics, it's crazy not to have an ice machine. And thanks to the gyro antenna and DirectTV out of Puerto Rico, we get HBO, CNN and everything else while underway for \$80/month. Well, \$80 a month and the \$7,500 for the dish. But we liked being able to watch movies during hurricane season.

While we do have an engine-driven freezer, most of our power is 110-volt that comes through a Freedom 30 3,000-watt inverter. Our energy needs are far too great for just solar and wind, so we run the genset three to four hours a day. The upside is that we can put a whole side of beef in our freezer and

*"We like our goodies and creature comforts. We have a washer/dryer, trash compactor, ice machine and satellite TV."*

not worry that it will thaw. The downside is that we can't just put our boat on a mooring and leave her for a couple weeks.

For the record, the charger-inverter combo didn't work out too well. I think it's better to have two chargers and two inverters — everything separate. And a third inverter for computers and other electronics.

**38:** You often hear the comment that cruising is fixing stuff in exotic places. How true has that been for you?

**Damien:** At times, it's been very true.

**Deborah:** I've been involved in the construction of houses and buildings from the foundations up, and I can tell you that it's harder to work on a boat.

**38:** What do spend most of your time on?

**Damien:** The old genset, now replaced, took a lot of time and effort. I also had to install our Spectra watermaker four

times. It's nothing major, just a lot of little things. Deborah and I also like to keep our boat in bristol condition, so if there's something like a little leak, we'll tear the whole boat apart to find and fix it.

But I'll tell you one thing that really irritates me: having to fix something that's broken right out of the box. We carry replacement parts for everything on the boat. If I pull out a replacement water pump, for example, and the thing leaks because it was assembled wrong, it drives me nuts. Too many companies have the attitude that if their product is bad, they'll just send you a replacement. They don't seem to appreciate how much time, hassle and expense that can cause their customers.

**38:** A lot of cruisers don't carry any insurance, figuring that the boat is one thing they could afford to lose. How about you?

**Damien:** That's not our philosophy. We've had no problem getting insurance, even though there are just the two of us aboard. Once in the Caribbean Sea, we could even get insurance during the hurricane season. It was only \$400 more if we stayed in the hurricane zone 'box', as long as we gave them a plan of what we'd do if a hurricane approached.

Insurance was also less expensive in the Caribbean. We paid \$4,800 a year when we left the States. It was only \$3,800 when we were based out of Puerto Rico.

**38:** You guys came to really love Puerto Rico, didn't you?

**Damien:** We did! While pounding our way against the tradewinds and tradewind seas to the Eastern Caribbean, we took a break at Ponce, which is on the south coast of Puerto Rico. We fell in love with the city and the people. Ponce has a great town square, amazingly beautiful architecture, and lots of gourmet restaurants. Plus, you get twice the value for your money as any other place in the Caribbean. It's a great place to provision — they have a Costco, a Wal-Mart and other big box stores with the same variety and prices on food as in Southern California.

Ponce has many familiar restaurants such as Ruby Tuesdays and Chili's, but you can get great dinners for \$5, \$10 or \$20. The local food is the least expensive, of course, but it's delicious. And on Fridays, Saturday and Sundays, they have an event called the *Ruta de le Chion* — or Pig Route. Everyone drives to a place in the mountains about 20 minutes out of town, where a bunch of restaurants roast six to eight whole pigs on a spit, and serve the pork with all kinds of street food. It's to die for! It's an all-day Latin kind of event, where generations of families participate in big groups. And the scenery on the way up to the little town is spectacular, with bamboo, palms, and a lush mix of greens at the lower elevations, then pine trees higher up. It's sort of like a little ski town in the mountains of Colorado — but you're in the tropics.

**38:** Puerto Rico has a reputation for being a dangerous place. Did you find it to be that way.

**Damien:** (*laughing*) No. There are problems with drug gangs and stuff, but only in San Juan. In Ponce and the other places we've been in Puerto Rico, everyone was happy, and there was no fighting or crime. If I left my wallet on a table in a restaurant, it would still be there when I came back.

Let me give you an example of how nice the people are in Ponce. We were at the Ponce Yacht and Fishing Club, about to fly back to the States a half-hour later, when we overheard the girls in the office talking about a haul-out program the club has when a hurricane approaches. If threatened by such a storm, the club hauls out boats 24 hours a day until they're all out. We asked what we had to do to become a member of the club and part of the program. We were told that it would cost us \$1,000, plus \$69 a month, to become non-resident members.

## damien & deborah

It sounded great — until the bomb dropped. It turned out that we'd also need the references of five current yacht club members. We didn't know any. But a guy who overheard our conversation said, "Let me give you a tour of the club before you have to leave." By the time our tour was over, he said that we'd be members when we returned. The guy actually had to do a lot of work for us, including getting a lawyer to change the by-laws of the club! But when we got back, we were indeed members, just as he'd promised. As a result, we got a 70-ft concrete slip for \$325/month, and are still members.

The other thing about Ponce is that there is never a shortage of sailing breeze, and there are lots of great nearby destinations, such as Caja de Muertos, aka Coffin Island. There is also a place called Gilligan's Island, where you sail through a cut in the reef, then have to sail through yet another cut. But once there, it's an exceedingly well-protected anchorage, the water is crystal clear, and it's like one big community of sailors.

It was also so easy to make friends around Ponce, both in and out of the club. Total strangers would come up and ask what they could do to help us. Did we need a ride somewhere? Did we want to borrow their car? One couple immediately invited us to their farm for a meal, then gave us lots of their home-grown vegetables.

Here's another case. There was a retired cop from Canada who had a 45-ft catamaran at Ponce. A depression came through while he was gone, and blew his cat against a pier in such a way that it became stuck. The next thing we knew, some Puerto Ricans came by with a powerboat and skillfully pulled his cat to safety. Not only did the cop never get a bill for his boat being saved, he was never able to learn who had done it for him. He said that, knowing Puerto Ricans, it didn't surprise him. He also told us that when he was a cop on patrol in Ontario, Canada, there would be fights on the square every night. He told us that, in his experience, people in Puerto Rico didn't fight or argue like that — with the exception of the drug people in San Juan.

When people mention Puerto Ricans, we think of very happy, helpful and friendly people.

**38:** What was the weather like at Ponce during hurricane season — hot and humid with lots of squalls?

**Damien:** We thought it was absolutely fine. It blew 10 to 15 knots every day, which was nicer than the 25 to 30 knots it blows in the middle of winter. Because the Ponce area has such great people to go with the terrific sailing, snorkeling, surfing and marina facilities, it's almost certain that at some point in our lives we'll get a primary or second home there.

**38:** Did you ever have any problems with theft during your cruising?

**Damien:** The only time was at Vieques, in the so-called Spanish Virgins, a place we really liked. But all they took was the gas tank from our dinghy. It's the only thing we've had stolen in all the places we've been. And we often anchored in places where ours was the only boat. But we'd always lock her up — you don't want to tempt people. We'd always lock up the dinghy when ashore, too, and lock the outboard when in the davits. Thieves really want outboards.

**38:** Where have you been that you didn't like?

**Damien:** The U.S. and British Virgins came as a giant shock. I bought a cell phone in the U.S. Virgins, and after being on it for 10 minutes, was told that I was already out of minutes. When I asked how that could be possible, a man gave me all kinds of shuck and jive about why he couldn't help me because I wouldn't help him. It was ridiculous! When we checked in at the British Virgins, the officials asked a lot of questions about our food. When we asked why they cared, they said it was be-

cause they were going to charge us a 10% duty on it! There's more. We like to scuba dive so we have tanks and a compressor. We paid \$200 for permits to use moorings at dive sites in the BVIs. Nonetheless, operators of commercial dive boats tried

*"Officials in the BVIs asked a lot of questions about our food. They were going to charge us a 10% duty on it!"*

to push us off or had hissy fits before our 90 minutes at the moorings was up. We even had trouble at famous Foxy's on Jost van Dyke! When we asked if we could order a couple of Pusser's Painkillers — which require a little bit of mixing — the bartender looked at us and said, "Well, I'd have to make those up, wouldn't I?" He then turned his back on us and resumed watching television.

After all the wonderful experiences we'd had with everybody on both coasts of Central America and all the way east to Puerto Rico, everything had suddenly changed. People seemed to be bitter, angry and miserable. They had a "Give us your money, fuck you very much," attitude. "Honey," I said to Deborah, "we're not in Central America or Puerto Rico anymore."

**38:** A lot of new cruisers will be reading this interview. Any tips for them on anchoring?

**Damien:** We've anchored over 500 times, and have yet to have a problem. We normally use a 65-lb CQR, and unless we're expecting weather, use 4-to-1 scope. We haven't dragged yet, but we do back down at 2,500 rpm to make sure the anchor is properly set. If you don't back down at 2,500 rpm, there is no way you can know if your anchor is set or not.

**38:** Cockroaches and, to a lesser extent, mice can be problems on boats in the tropics. How did you fare with them on *Ticket to Ride*?

**Deborah:** We keep boxes off our boat, so we haven't had any cockroaches or mice. We did, however, get one little lizard.

**38:** Any good tips for losing weight while cruising?

**Damien:** Yeah, haul your boat for three months at La Ceiba, Honduras. It's as hot as Panama, so I lost 45 lbs in 90 days.

**38:** Where do you get your weather information?

**Damien:** Before taking off, we check [buoyweather.com](http://buoyweather.com), [windguru.com](http://windguru.com), NOAA via the SSB and stuff like that. But we got caught in the worst weather we've had — 35 to 45 knots and 15- to 20-ft confused seas on our way from Providencia to Guanaja — because we'd become too dependent on those reports. None of them had forecast two fronts near the Viveros Cays. We and two other boats got caught in the thick of it at sunset and got really hammered. A guy in a big Beneteau lashed himself to the helm, but still got knocked loose. We took water in the cockpit and had flying fish in the main. From then on, I became diligent about doing my own weather forecasts. I'd still check the reports on the nets, but I'd also do my own forecasts based on the raw data from NOAA.

**38:** Deborah, some women don't seem to enjoy the actual sailing as much as their boyfriends or husbands. What about you?

**Deborah:** Oh no, I enjoy sailing as much as if not more than Damien. I love to drive!

**Damien:** She's a better driver than I am under spinnaker.

**38:** Deborah, do you have any advice for women who are thinking about going cruising?

**Deborah:** If a woman thinks she might like cruising, she should try it. Why not? I have to admit that I got frightened

## the latitude interview:

the first time we got out of sight of land — which was on the first leg of the Ha-Ha. But I soon lost that fear. When you start out, you always think of worst-case scenarios, but you get over



COURTESY TICKET TO RIDE

*Deborah says it's important to be in good shape physically, especially if you want to join in such activities as kayaking, swimming, diving and climbing the Pacaya Volcano in Guatemala.*

it. I do think it helps if a woman is athletically inclined. For example, I love kayaking, swimming and diving.

I think it's also important to women that the boat be set

up for comfort and ease of handling. If you're living on your boat full-time, creature comforts become very important. So is making your boat easy for two people to handle. We're sorry, for instance, that we didn't go with in-boom furling. Sometimes we don't bother to put the main up just because it's such an effort to drop it. That wouldn't happen with an in-boom furling system.

**38:** Have you had any medical problems, and if so, what kind of treatment did you get?

**Deborah:** We both got sick in the Gulf of Fonseca, but recovered without any special treatment after a few days.

**Damien:** I'd also had head, neck and shoulder pain for years, something I attribute to car accidents. While in Costa Rica, my arm locked up one night and I couldn't move it. I thought I might be having a stroke. So after putting the boat in the El Sueno Marina, I walked into a beautiful new hospital and said that I wanted some X-rays and an MRI. They said fine, an MRI would cost \$570 — a savings of \$3,630 over what it would have cost in the States. By the time I filled out the information sheet on my medical history, they were ready for me. Three hours later, I was consulting with a neurologist. His fee was just \$25. He explained that my discs were shot, so I was growing bone spurs that were pinching my spinal cord.

I would have had that doctor do the surgery in Costa Rica, but we'd just met this cruising family, the father of which owned the patent on artificial discs. He told me that if I wanted the

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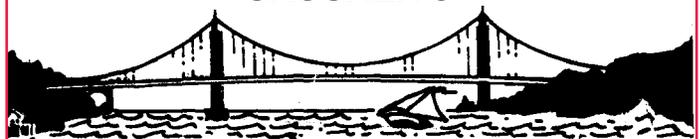
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## damien & deborah

best surgeon in the world to do the procedure, it would either be a guy in Germany or a guy in Santa Monica. When I called the surgeon's office in Santa Monica, he was operating on the king of Thailand. Anyway, I saw him on a Tuesday and had the surgery two days later. That kept me home for six weeks.

**38:** Are you on a tight budget?

**Damien:** Thanks to having sold both my home and business at the height of the market, and still owning a painting company in Southern California, no. In fact, we spend quite a bit of money on expensive things such as marinas, rental cars, fine dining, hotels and tourist stuff. We want to see it all and do it all. To give you an idea about the cost of marinas in the Third World, Los Suenos Marina in Costa Rica was \$2,700 a month, as was Flamenco Marine in Panama. Rental cars and meals in nice restaurants are also expensive in the Third World. And I can't tell you how many \$350 meals the two of us enjoyed while here on St. Barth. And tourist stuff can be expensive just about anywhere. But we also do things like ride the chicken buses for shits and grins, and have enjoyed many \$5 dinners with locals.

The way you live and how much money you spend depends on where you are. For example, in Central America, you take what you're offered — because that's all they have. We've been to many little *tiendas* that had less to sell than we carried in our galley. So you live like the locals do. And believe me, there is something to be said for living as simply as that. But once

you get to the eastern part of Puerto Rico, you can again have whatever you can afford, and it's easy to become spoiled. Sometimes having the freedom to buy what you want is a burden, because then you don't see the genuine smiles and the happy 'what can we do for you' attitudes that come naturally to some

*"When I called the surgeon's office, he was operating on the king of Thailand."*

people.

**38:** Do you ever think about getting another boat?

**Damien:** I didn't until I got to St. Barth, where I contracted '10-ft envy'. I've always liked the Tayana 64, but there would be trade-offs going to another boat. And if we switched boats, it wouldn't be because *Ticket to Ride* wasn't capable.

*Update:* There are always crazy twists and turns in cruising plans. Having been interested in a slightly longer and heavier boat ever since they'd bashed eastward into the Caribbean trades, Damien and Deborah had very casually had *Ticket to Ride* on the market for two years. Much to their surprise, a very serious buyer came to see and survey their boat in Antigua in April. A month later they turned the boat over to him. He brought only one suitcase with him, as he insisted that everything — right down to the towels — stay with the boat.

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## the latitude interview

Everything but the alcohol. Damien gave that away to friends in Puerto Rico, "making them very happy."

Once the couple sold their boat, they spent a month traveling from Florida to the Northeast looking at replacement boats. "It was an annoying interruption to our cruising," says Damien. Having long been attracted to the Tayana 64 from a distance, they checked it out, but decided they didn't like either of the layouts offered. When they came across a Gulfstar Sailmaster 62, they fell in love. "It was like our old boat on steroids." Alas, the first 62 they looked at, as well as several sisterships, had too many small issues for a couple as exacting as Damien and Deborah. "And," Damien said, "even if we fixed them, we'd still have a 30-year-old boat."

Having lived in hotels for three months while thinking the Gulfstar 62 was going to be 'the one', the couple eventually moved into an apartment in the Newport area. "It's been nice to see everyone again, but we've been in depression mode, anxious to get cruising again."

When we last spoke to them in early October, they'd just made an offer on a custom 59-ft boat in Florida. The hull and deck



COURTESY, TICKET TO RIDE

*For Damien and Deborah, it doesn't get much better than a post-hike cool-down in Costa Rica.*

had been built in Texas in the '90s, but the boat hadn't been launched until '07. Among the things they like about the boat is that her 59-ft mast and 5'9" draft mean she's suitable for the East Coast's ICW, and that her interior is all teak inside instead of just teak veneer. "She's very much like our old boat, just bigger and heavier."

If the deal goes through, the couple will take delivery of the boat in North Carolina, as the state caps the taxes on all boat transactions at \$600. "We could do it in a way where there would be no sales or use tax due, but we're happy to pay \$600 just to show that we've legally paid tax on the boat. It also means that we can return to Florida six months later and not be subject to any sales or use tax."

But rather than Florida, the couple have their eyes on the Bahamas and Caribbean for this winter. They are as eager to return to Saba as to Puerto Rico. "Right after we saw you, we sailed to Saba and did 16 dives. The anchorage is roly and tough, but we fell in love with the people and the island." And the couple still haven't been south of Antigua. But they've got much bigger cruising goals, including the possibility of starting a World Cruising Ltd. circumnavigation in '11.

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# SEASON CHAMPIONS, PART I

It's that time of year for one of our favorite series of features — the Season Champions articles, where we profile winners from the Bay's handicap, one design, dinghy and shorthanded fleets. In these five pages, you'll have a chance to meet some of the division winners from this year's handicap racing. We've got winners from the YRA's Handicap Divisions Association (HDA), Offshore Yacht Racing Association (OYRA) and the wildly-popular Party Circuit (PC). New this year is a profile of the new kid on the block — the SF Bay IRC fleet — which in only its second organized year is gaining traction with committed, returning owners and an expanding schedule.

As of we go to press, the OYRA schedule had yet to wrap up, but the winners in the divisions we've profiled will not be affected by the season's final race, the, Jr. Waterhouse on October 31. The second and third spots could possibly change, so make sure to check out [www.yra.org](http://www.yra.org) to check the notes.

You can look forward to profiles of winners in the One Design Classes Association (ODCA) and the Bay's one-design fleets who organize their own rodeos. In January, we'll visit with the winners in the Wooden Boat Racing Association (WBRA), the Bay Area Multihull Association (BAMA), Singlehanded Sailing Society (SSS), plus a few of the larger dinghy classes.

**Y**RA Chariman Pat Broderick checked in with a report on the **Party Circuit** and **OYRA** seasons plus a more general "State of the Association" assessment of the Yacht Racing Association:

"Overall I'm very happy with the 2009 YRA Season. Our numbers were down, but only slightly, and given the nation's economy I think we did okay. Of course I'd always like to see more boats participating in YRA racing since I think it offers the most sailing for the buck on SF Bay.

Once again the "winner" was the Party Circuit with almost 300 boats sailing the Vallejo Opener in May and a good turnout for the Second-Half Opener and Season-Closer weekends. The format — longer "destination" races on Saturday and shorter "going home" races on Sunday seems to be popular and working well.

OYRA struggled a little early in the season due to uncertainties about Coast Guard requirements due to several incidents in non-YRA races, but went on to a very successful season. Two new requirements were a "call-back" to the race committee during check-ins to ensure that OYRA boats could transmit on VHF and



PETER LYONS/WWW.LYONSIMAGING.COM

## Big flood, big breeze and big fleets — the best of the Bay — at the YRA's Second-Half Opener.

a crew list with contact numbers. These requirements will continue next year as part of the Coast Guard's permit requirements. In addition, all OYRA boats will be required to have a 406 EPIRB/PLB onboard for 2010. The cost of 406 equipment has come down to the point where it makes sense, especially since VHF contact between boats and race committees on shore can be spotty.

Since many boats planning on either the Pacific Cup or Singlehanded Trans-Pac sail OYRA races as warm-ups, OYRA has been talking with the Pacific Cup YC about setting up a first half schedule with that in mind. In addition to the traditional OYRA trophies, there will be "Pac Cup Participant" trophies for boats headed for Hawaii. Now's the time to begin prepping for the 2010 OYRA series.

HDA sailed 6 race days, with the option of sailing either a longer "distance" race or two shorter buoy races."

HDA President George Ellison picks up that charter's story:

"This year 37 boats competed in the handicap division "Long Course" races, in three divisions. Of these, Division G and Division K put half of their boats on the line for each race, and the SF Bay 30's put nearly all boats on the line for every race. Although we saw some depletion of numbers in every fleet, the actual number

of boats on the line was nearly the same, if not higher.

Once again, the HDA fleets started with the ODCA boats, and this year the SF Bay 30's took advantage of this by sailing a couple of two-race days in this series. For some reason, this multi-race day seemed more popular with the boats with younger crews. Input on this concept from Race Committees and sailors would be appreciated. It did seem to add some additional challenge to the series.

HDA boats also compete in the Party Circuit, and it's apparent that this is a very popular and well-attended format.

All first and second place finishers of

## MORE . . .

PC MULTIHULLS — 1) **Shadow**, Formula 40, Peter Stoneberg; 2) **Roshambo**, F-31, Darren Doud; 3) **Triple Play**, n/a, Richard Keller. (9 boats)

PC EXPRESS 27 — 1) **Wile E Coyote**, Dan Pruzan; 2) **Freaks on a Leash**, Scott Parker; 3) **Ergo**, Chris Gage. (6 boats)

PC J/105 — 1) **Ultimatum**, Musto Gunnan; 2) **Nirvana**, Peter Heilbrun. (2 boats)

PC SF 198 + — 1) **Can O' Whoopass**, Richard vonEhrenkrook; 2) **Sagitta**, Walter George; 3) **Sugar Magnolia**, Ward Fulcher. (6 boats)

PC F — 1) **Raven**, CM 1200, Mark Thomas; 2) **Sapphire**, Synergy 1000, Dave Rasmussen; 3) **Javelin**, SC 37, N. Davant/P. Nolan. (9 boats)

PC M — 1) **Gypsy Lady**, Cal 34-1, Val Clayton; 2) **Mission Impossible**, Merit 25, Dave Hamilton; 3) **Boondoggle**, Ranger Fun 23 ODR, Kris

# — HDA, PARTY CIRCUIT, OYRA & IRC



the HDA and ODCA Fleets came together at Golden Gate Yacht Club on Saturday, October 17 for the Champion of Champions and Yankee Cup races to determine the top HDA and One Design boats. What was most impressive to me was that a scan of the results of the three races indicated that less than a minute separated the top half of the fleet on corrected time. This reinforces my feeling that we have to be the luckiest sailors in the world; we get tough competition and great friendships, on the most beautiful sailing venue in the world. Introduce non-sailors; and encourage your sailing friends to experience it."

Broderick also wanted to say the following:

"Thanks to all the volunteer race committees

that came out and spent a day or more of their time helping YRA sailors race. Without them, sailboat racing on the Bay wouldn't exist. I'd especially like to thank the Golden Gate YC and St. Francis YC for the generous use of their race decks for our ocean and Cityfront races; without the efforts of the Vallejo, Encinal, and Corinthian YCs, the Party Circuit would not be the success it has become.

"I'd also like to thank YRA Executive Director Laura Paul for organizing over 800 race permits, hundreds of calls and emails about PHRF certificates and sailing instructions, many meetings with the Coast Guard, participating out on the water on multiple race committees, and being

## CHAMPIONS

Jensen. (9 boats)

PC D — 1) **Shameless**, Newport 30, George Ellison; 2) **Stink Eye**, Laser 28, Jonathon Gutoff; 3) **Centurion's Ghost**, Tartan 10, Martin Sances/Eric Hensley. (7 boats)

PC SINGLE/DOUBLE — 1) **Dazzler**, Wyliecat 30, Thomas Patterson; 2) **Nancy**, Wyliecat 30, Pat Broderick/Michael Andrews; 3) **Windsome Wench**, Newport 30, Robbie Gabriel. (7 boats)

OYRA PHRO 1A — 1) **Delicate Balance**, Andrews 56, Doug Storkovich; 2) **Cal Maritime**, 1D 48, Charlie Arms-Cartee; 3) **Cinnabar**, Schumacher 52, Tom Condy. (7 boats)

OYRA PHRO 2A — 1) **Always Friday**, Antrim 27, John Liebenberg; 2) **Eurydice II**, Ross 930, George Biery; 3) **Ohana**, Beneteau 45f5, Dean Hocking. (9 boats)

OYRA SHS — NOT YET DECIDED

on site for the Party Circuit weekends to post results shortly after boats finished.

"Everyone who raced is invited to the YRA Awards Party November 17 at the Sausalito YC. We'll have an interesting speaker, Erik Simonson and Peter Lyons are putting together a great slide show of summer racing, and of course all the dozens and dozens of awards will be presented. Information will be posted on the YRA website at: [www.yra.org](http://www.yra.org)."

SF Bay-IRC director John Siegel checked in with a recap of the IRC season:

"IRC racing is alive and well on the Bay. The SF Bay IRC Owners Association completed its second Bay Series with the Rolex Big Boat Series. Twelve boats raced the six event, 24-race series. The fleet faced some challenges from the outset related to unfavorable delivery conditions for boats from out of the area, a random collision and dropped rig midway through the season.

Dan Woolery and his crew from his Pt. Richmond-based King 40 Soozal collected both the season perpetual trophy and a beautiful, Carl Ruhne-crafted half model of the boat at the awards ceremony in mid-October. Gerry Sheridan and myself left with half models of Tupelo Honey and Scorpio respectively.

The association is currently developing its schedule for 2010. For more information on IRC racing on the Bay and detailed scoring for 2009, go to: [www.sfbay-irc.org](http://www.sfbay-irc.org)."

**O**ur apologies to those division winners who don't appear here, but we just didn't have the space to profile all the Handicap winners. We based our choices of the four Party Circuit Divisions, three HDA divisions, two OYRA divisions and IRC, largely on the number of total races sailed within the divisions plus a few "wild cards."

We hope you enjoy meeting these ardent racers as much as we have, and want to leave you with a parting thought: The folks you'll see here sail in a wide range of boats, in a wide variety of venues both inside and outside the Bay; they hail from a variety of yacht clubs all connected to the Bay, from deep in the South Bay, to the farthest-east reaches of its navigable adjoining waters. To our minds, it shows that *anyone* can do it with a little dedication of the most enjoyable kind. If you're not already doing it, what are you waiting for?

— **latitude/rg**

## HDA-K Green Buffalo Cal 40



### Jim Quanci Richmond YC

Jim Quanci's Cal 40 *Green Buffalo* is one of the most consistently-raced boats on the Bay, so we were surprised that this was the boat's first full HDA season. Since buying the boat five years ago Quanci's raced the last two Pac Cups, three OYRA seasons, and most of the short-handed races, including the '09 LongPac.

"Before getting married and having kids, I had crewed on a few boats that won their HDA division, so I knew how it felt," Quanci — who works for Autodesk in business development — said with a smile. "This was a mid-life crisis trying to re-capture some of my youth.

"Though the *Buffalo* only needs eight to be competitive, we always had 10 to 12," he said. "Having fun was the first priority. Races will be forgotten in a few years — friends are forever."

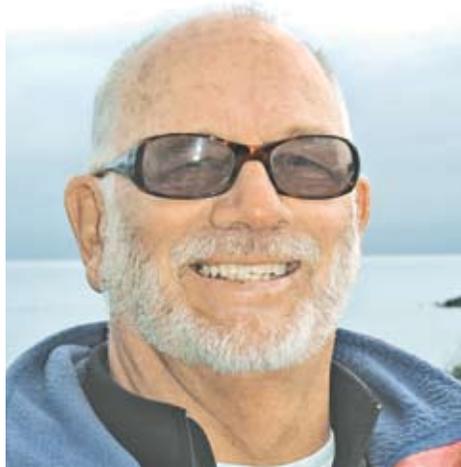
Quanci's core group included Ian Matthew on main trim, Jeff Drust on jib, Jeffrey Gould and Andre Charkowicz in the pit, Pat Lakner and George Scott on the mast, floater Wayne Gesing, Heinz Baumann on point — and Quanci's wife Mary Lovely in the pit and at the helm.

"We started the season with a crew that had very little racing experience, and almost no experience with a chute," Quanci said. "We could tell we'd 'made it.' In the second to last race of the season, rounding Point Blunt in 28 knots of wind, going 13-knots through the water, and gybing without a hitch, while other boats were crashing and burning — a classic Bay racing moment."

2) **Azure**, Cal 40, Rodney Pimentel; 3) **Mer Trinquille**, Jeanneau 34.2, Larry Moraes. (15 boats)

# SEASON CHAMPIONS, PART I

## HDA G *Mintaka 4* Farr 38 mod.



**Gerry Brown**  
Berkeley YC

To say that Gerry Brown has a long history in the Bay's racing scene is an understatement.

The former YRA chairman and HDA president has been racing here constantly for the last 46 years.

In that time, the retired computer programmer has amassed an enviable record that includes six Pearson Triton fleet championships, eight Newport 30 Fleet titles and eight HDA season wins.

Armed with only his modified Farr 38 *Mintaka 4* and a core crew that's been sailing with him for years, Brown scored four bullets during the six-race, one throwout season to take the highly-competitive HDA G division.

"Sometimes I think my crew is an unfair advantage," Brown said, in his standard response to our queries (he's graced these pages quite a bit over the years). "We make very few mistakes and have very consistent boat speed."

That consistency isn't limited only to *Mintaka 4's* boat speed; a look at Brown's core crew and the number of years they've sailed with him tell a more complete story: Tom Ranweiler (28 years), Bruno Carnovale (27 years), Henry Melin (26 years), Joe 'Rocky' Rockmore (21 years), Dave DiFalco (8 years) and Bob Gardner (6 years).

Brown's win in the HDA G wasn't his only good result; he also finished second in Party Circuit H, trading finish orders with the new kid on the block — Charlie Watt's Antrim 27 *Head Rush*.

2) **Head Rush**, Antrim 27, Charlie Watt; 3) **Pe-tard**, Farr 36 m., K. Buck/A. Newell. (14 boats)

## HDA-D (SF-30) *Encore* Wylie Gemini 30



**Andy Hall**  
Encinal YC

Just by looking at her, you'd never guess that Andy Hall's bright-finished, cold-molded Wylie Gemini *Encore* was derelict when he bought her from Stanford University back in 1999.

"I spent way too much money on the boat in bringing it back, but, it's the best boat I've ever owned," Hall said. "To go racing with my friends and do well is a dream come true."

He makes a compelling case to back the claim about the *Encore* being the best boat he's ever owned.

"The last downwind leg on the last long course series was pretty special," Hall said. "I saw over 14 knots on the knot meter, we were pulling away and never crashed."

Hall jumped into Bay Area racing in 1973 with a Ranger 26, before stepping up to a Newport 30, an Express 37 and an extant partnership in a Moore 24.

With the help of his longtime crew — bowman Ron de Blasi and pit man Arnie Quan (both have sailed with Hall for five years), navigator John 'Inspector Gadget' Hayward (six), trimmer and tactician Chris Penn (seven), and trimmer Barry Dauphinee (30-plus years) — Hall sailed *Encore* to the HDA D (SF 30) title.

When he's not working at the chemical company he's worked at for 49 years and bought from his father, Hall enjoys *Encore* even when he's not sailing her.

"I keep the boat behind my house in Ballena Bay and get to enjoy it's cold-molded beauty every day."

2) **Topgallant**, Tartan 10, Jim Lindsey; 3) **George Ellison**, Schumacher 30, George Ellison. (5 boats)

## Party Circuit-H *Head Rush* Antrim 27



**Charlie Watt**  
Sequoia YC

After a few years doing the Bay's shorthanded ocean races on his C&C 37, Charlie Watt traded it in for an Antrim 27 — *Head Rush* — at the beginning of the year because he was ready to try some buoy racing.

"I took a break from sailing for family commitments," Watt said. "Having sailed dinghies when I was younger, I wanted something with something with lots of planing potential and decided to go the sportboat route."

If *Head Rush's* season is any indication, it was a good choice.

"We were just out seeing what we could do," said the Peninsula-based mortgage broker. The result? Not only did he and his core crew Arne Vandembroucke and Pieter Versavel win Party Circuit H, but they were also runners-up in the highly-competitive HDA G.

Although *Head Rush* scored high finishes all throughout the season, Watt said winning the Summer Sailstice perpetual trophy was the high point.

"All the divisions were scored together for the overall trophy — that was a cool one," he said. "That's when we thought, 'yeah . . . we can beat these guys.'"

Although he keeps the boat at Treasure Island Sailing Center during the summer, he said he's looking forward to sailing closer to home for the winter.

"I enjoyed sailing on the Central Bay out of TISC," he said, "but you don't really have a club to come back to. I love sailing out of Sequoia YC and all the camaraderie afterwards."

2) **Mintaka 4**, Farr 38 Mod., Gerry Brown; 3) **Jet Stream**, JS 9000, Dan Alvarez. (16 boats)

# — HDA, PARTY CIRCUIT, OYRA & IRC

## Party Circuit-G *Jarlen* J/35



### Robert Bloom Sausalito YC

In his earlier days, 'Dr. Bob' Bloom spent the better part of 15 years sailing an every-other-weekend program, but now, the semi-retired radiologist finds the Party Circuit to be exactly what he wants at this time in his life for him and the J/35 *Jarlen* he's owned since buying it new in 1990.

"It's limited number of races, not full on season," he said. "Having one weekend at a time is an advantage. The cost savings is an advantage, and I enjoy racing and having a place to wind up in, and go to after the race, plus the social aspect. I enjoy doing it often, but not so often it takes over your life."

Bloom sails under the burgee of the Sausalito YC with a crew — all of which, even the fill-ins, have sailed with him for years — that includes helmsman Bob Berqtholdt, Jeff Dunnivant, Gautier DeMarcy, Patty Johnson, Theresa Reese, Tim Meaney, Jeannette Daroosh, John Rook, John Claude, Alicia Yballa, Chris Stewart and Mike Mannix.

"I feel fortunate and privileged to have shared the fun and excitement with such skillful, able and worthy individuals," Bloom said.

*Jarlen's* crew has what it takes; they're still racing when others are surviving.

"Our best race was the second day of second-half opener when it was blowing 25 to 30 knots and we sailed a near-perfect race," Bloom said. "Boathandling is key in those conditions and our tactics and helming were great."

2) **Bodacious**, Farr 40 1T, John Clouser/Bobbi Tosse; 3) **Jeannette**, Frers 40 1T, Henry King. (15 boats)

## Party Circuit-J *Mon Desir* Jeanneau 35



### Jerry Nassoij Stockton SC

"I was really honored to be part of the Yankee Cup," said Party Circuit-J winner Jerry Nassoij of the YRA's season-ending Champion of Champions regatta. "There were some fantastic sailors involved; hopefully it wasn't my last."

Nassoij sailed his Jeanneau 35 *Mon Desir* to a one-point win in the division, a success he was quick to attribute to his regular crew, 70 percent of whom have sailed with him since he bought the boat new five years ago.

"The crew did a great job," he said. "Over time, the crew has grown and gotten better and that's the key to success more than anything."

Nassoij's regulars consisted of Marianne Armand, Dave Betts, Greg Lonie, Paul Konig.

"We had a couple really good guys to fill in like John Dahle, who sailed with us the last two races of the season and had a pivotal role as tactician."

The 2-1 in those final two races gave *Mon Desir* the season trophy.

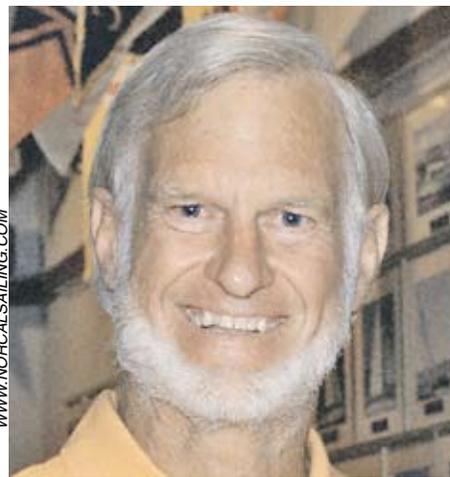
"Most of the regulars weren't there for Yankee Cup, and it showed," he said.

Although Nassoij now lives in Napa, the broker for Cruising Yachts in Alameda is a native "Stocktonian," and still flies the Stockton Sailing Club burgee as he did for the ten years he raced a Cal 27 prior to stepping up to *Mon Desir*.

"One of my favorite mentors was the late Jim Warfield," Nassoij said. "He was an absolute wizard of sailing and wonderful guy."

2) **Baleineau**, Olson 34, Charles Brochard; 3) **Spirit-of-Elvis**, Santana 35, Martin Cunningham/Lewis Lanier. (12 boats)

## Party Circuit K *Arcadia* Modernized Santana 27



### Gordie Nash Richmond YC/Cal YC

Since launching her in 2006, Gordie Nash has sailed his modernized Santana 27 *Arcadia* to wins all over the Bay, including this year's Party Circuit-K division. Although it was the boat's first YRA season, you'd never tell by the impressive six-point total she accrued in the six-race, one throwout series, sailed against her arch nemeses — Wyliecat 30s.

"Just trying to keep up with the Wyliecat 30's is a big challenge," Nash said. "We are only as good as our best competition, and they give us a lot to 'sail-up-to'."

As for any winning secrets Nash said it's the crew work of a lot of Nash family members — Jocelyn, Ruth, Chris and Nick — plus a whole host of "honorary Nashes."

Nash has been sailing on the Bay for over 50 years starting at Richmond YC as a junior El Toro sailor — a boat he still sails regularly — but *Arcadia* is his first keelboat, and the Sausalito-based boatbuilder basically rebuilt her to the point where she looks like anything but a Santana 27.

"*Arcadia* is one of the first fiberglass boat re-cycle or re-build boat projects," Nash said. "My idea is that these older boats are still good, but can be modernized to make them appealing, fast and fun to sail. By changing the hull, keel and rudder, adding a new, modern rig and cockpit, these older boats can be transformed, and will perform well for a lot less money. We've now proved that."

2) **Silkye**, Wyliecat 30, Steve Seal/John Skinner; 3) **Uno**, Wyliecat 30, Steve Wonneer. (12 boats)

# SEASON CHAMPIONS, PART I

## OYRA- PHRO 1 *Eclipse* Express 37



### Mark Dowdy San Francisco YC

Mark Dowdy has a long history of racing both in and outside the Bay. He's owned his Express 37 *Eclipse* since the mid-'90s and in that time has garnered five Express 37 Season Championships and five class wins at the Rolex Big Boat Series in addition to sailing countless ocean and coastal races.

"I've always loved sailing outside," Dowdy said. "The boat is fantastic in the ocean in a lot of conditions. We've sailed out in the Gulf of the Farallones so many years, that if we don't have at least some of the tactics down by now, we ought to give it up!"

The rest of *Eclipse's* seasoned, core crew, some of whom have sailed with him for almost 20 years, are Craig Paige, Jason Bright, Dave Parker, and a relatively newer cast including Dowdy's brother-in-law Jon Kiser, Jerry Tong, Chris Fogle, Jamal Berkeley and Sonny Lopez.

"We have a fun and relaxed time," Dowdy said. "They're a great bunch!"

But the ocean racing isn't the only sailing Dowdy does; he and Bright co-own and campaign a pair of 505s.

"I'm continually humbled in the 505 class," Dowdy said. "Those guys are great sailors; getting back into a dinghy has definitely sharpened my skills — including my swimming skills!"

Both Dowdy — a sales executive for IBM Global Services — and *Eclipse* are based in the City, but sail under the burgee of San Francisco YC, where Dowdy's been a member since he was a kid.

2) **X-Dream**, X-119, Steen Moller; 3) **Rhum Boogie**, Quest 33, Wayne Lamprey. (12 boats)

## OYRA PHRO 2B *Nancy* Wyliecat 30



### Pat Broderick/Michael Andrews Sausalito YC/Encinal YC

Up until two years ago, Pat Broderick and Michael Andrews had sailed *against* each other for years in the Santana 22 fleet; this year they joined forces aboard Broderick's Wyliecat 30 *Nancy*.

Broderick — a retired English professor and department chair from Santa Rosa — and Andrews — a container yard manager and security officer in Oakland who hails from Alameda — sailed many of the events this year doublehanded. For crewed races, they were able to draw on a talented pool of other sailors like Gordie Nash — who will join the two on next year's Pac Cup — Al Germain, Chris Hanson and Wayne Best.

"I've owned the Wyliecat for a little over two years now and am finally figuring out how to sail it fairly well," Broderick said. "But there's more learning to be done. On the Drake's Bay Race, we played the flood just right and got up there way ahead of the other boats, then lost by less than a minute on the way home the next day. It proved we needed to pay attention to the competition."

But paying attention to the competition is something he's been doing in the roles he's held during his 37 years of racing on the Bay. He's been the SSS commodore, ODCA president, US Sailing race officer and he's currently the YRA Chairman.

"I think participating from the management side of racing is important and really helps one become a better racer on the water."

2) **Trial Run**, Passport 40, Jack Bieda/Charles Johnson/Kathy Pickup; 3) **Mimicat**, Hinckley 38, Robert Long. (9 boats)

## IRC *Soozal* King 40



### Dan Woolery Richmond YC

Dan Woolery's King 40 *Soozal* started her career off with a bang, winning her division at the boat's first event — Acura Key West Race Week — in January. Since then *Soozal* has notched division victories both offshore — in the 800-mile Pineapple Cup — and inshore.

After finishing third at the Stone Cup, the season's first counter, *Soozal* reeled off overall wins at the Sausalito YC's IRC Regatta, the Aldo Alessio Regatta, San Francisco YC IRC Regatta and Rolex Big Boat Series.

"I believe I can say this on behalf of all of the crew who sailed on *Soozal* about our performance this past year culminating in the IRC nationals: against the boats that sailed against us on the East Coast in the Grand Prix events and against the IRC boats we raced against here on the West Coast, we had a very satisfying year, a fairy tale year of remaining on top in the 40-foot range," Woolery said.

Woolery's consistent crew included Olympian Robbie Haines on tactics, plus project manager Scott Easom, Pete McCormick, Matt Siddens, Chris Lewis, Gary Sadamori, Hogan Beatie, Rob Moore and Greg Felton.

Woolery has owned his San Leandro-based, fresh-ingredient food processing company that makes everything from pasta salad to salsa and fruit cups — Will's Fresh Foods — for over thirty years. He sails under the burgee of Richmond YC.

2) **Tupelo Honey**, Elan 40, Gerry Sheridan; 3) **Scorpio**, Wylie 42, John Siegel. (12 boats)



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# BAJA HA-HA PROFILES, PT III

**W**haaat? More Ha-Ha profiles?

Yup. And, believe it or not there are a few more potential entrants waiting for the Rally Committee to show up in San Diego so they can join the fleet at the last minute. At this writing, however, the entry roster has already grown to 193 — 10 more than the all-time high.

Why so many in this, of all, years? While we haven't done a scientific study of fleet members' motivations, we assume the majority of entrants have been planning and preparing for this cruise so long that nothing — including a crappy economy or the threat of late season hurricanes — is going to stop them. We'll bet there's also a sizable group who've signed up with the attitude: "I'm not making any money and the gloom-and-doom headlines are driving me bonkers. But, hey, my boat's paid for and I can live cheap in Mexico, so why stay home and sulk? Screw it! Let's do the Ha-Ha!"

If, by chance, you're new to the magazine and have no idea what we're talking about, let us clarify that the Baja Ha-Ha is a 760-mile rally from San Diego to Cabo San Lucas, at the southern tip of the Baja Peninsula, with two R&R stops along the way. During the past decade and a half it's grown from humble roots to being the second largest cruising rally in the world.

As many participants have told us over the years, the greatest thing about

the event is that each year it launches a new batch of sailors into the challenging yet fulfilling lifestyle of cruising.

Here then, is our final installment of mini-profiles of the Ha-Ha Class of 2009:

**Andalucia — Irwin 37  
Steve & Edie Hollen  
Alamitos Bay**

*Noteworthy:* During last year's event, the Hollens suffered the Ha-Ha's first dismasting, but got home safely and put *Andalucia* back together again.

**Sea Siren — Hunter 356  
Dave Fisher, Monterey**

*Quote:* "I sail for fun!" Apparently so. He did the Ha-Ha last year on the same boat.

**Fly Aweigh — Catalina 440  
Allan & Allison Gabel  
Channel Islands**

*Noteworthy:* They say the most interesting thing about their entering the rally is that they are actually doing it "despite the odds and the ridiculousness of the whole idea."

**Pacific Mystic —  
Cooper Seabird 37  
Eric & Valerie Wagoner  
Seattle, WA**

*Quote:* "The most interesting thing about this boat is its amazing resilience to our operating it."

**Broken Compass  
— Hudson 41  
Chad & Bret van Roden  
Newport Beach**

*Noteworthy:* After more than a year of preparation, these twin brothers are headed to the Eastern Seaboard.

**Serendipity III  
— Hunter Passage 42  
John & Paulette Lym  
Lahaina, HI**

*Noteworthy:* After becoming disabled, John thought he would have to abandon his long-held Ha-Ha ambitions. But after recruiting Gordon Clay to skipper, the plan is now back on.



*If you see a red-headed cartoon character breathing down on you, fear not. It's just Rudy Heessels' Beneteau First 36s7 'Wind Child'.*

**Westerly — Cal 2-30  
Randy Knapp, Santa Cruz**

*Noteworthy:* If we understand his application forms correctly, Randy is delivering this boat — which he thoroughly refurbished — to her new owner in La Paz.

**Set Me Free — Beneteau 423  
Joe Pffle, Redondo Beach**

*Noteworthy:* Although this is only Joe's second boat, he's been sailing since 1972.

**Surfseeker — Islander 36  
Dwight & Jennifer Witherspoon  
Newport Beach**

*Quote:* "Our boat has been our home and also our playground for the last nineteen years."

**Gypsy Wind — Vagabond 47  
The Chernoff family, Vancouver, BC**

After hearing about the rally a few months ago, Harvey and Kim (aka dad and mom) sprang into action, bought this boat and shanghaied their kids — Nikita, 16, Kiya, 14, and Noah, 7 — to come along as crew. "It takes more than one to create harmony," says Kim.

No doubt the couple's quick embrace of the Rally's concept was fueled by memories of a the time they crewed aboard a 50-ft junk from Vancouver to Fiji in '91 (pre-kids).

After they rally the family plans to saunter up into the Sea of Cortez, then explore the mainland at a slow pace, hopefully reaching Zihuatanejo by March. Beyond that, plans are wide open.



*As you can tell from this vintage photo, the Chernoffs are well practiced at family play.*

slow pace, hopefully reaching Zihuatanejo by March. Beyond that, plans are wide open.

# — HEADIN' SOUTH OF THE BORDER



## **Ohana — Gulfstar 47**

### **The Lyon Family, Kona, HI**

Tom and Nicole were among the last entrants to sign up this year, not because they're indecisive, but because they just bought the boat three months ago. After leaning toward a big cat during their two-year search for an ideal boat, they finally settled on this super-roomy, heavy displacement cruiser. "She's a perfect family boat," says Tom.



*After completing a highly accelerated upgrade of their 1979 cruiser, Nicole and Tom are ready for some fun*

As Nicole explains, "Our last Ha-Ha was in '02 aboard *Profligate* with me 4 months pregnant with Max (now 6)." Since then, daughter McKenzie, 4, has joined the crew roster.

Another thing that makes this entry special is that both Tom and crewman Cris Byles did the first Ha-Ha in '94 on Steve Ford's Cal-34 *Comfortably Numb*. Julie Adams rounds out this year's crew.

After the Rally the couple will continue exploring Mexico and beyond with their kids, on an open-ended itinerary.

## **Marishanna — Wylie 39**

### **John Freeman, Richmond**

*Quote:* "This boat is fast, beautiful, unforgiving, and I've sailed her over 10,000 miles without smashing her up or sinking her."

## **Besame Mucho — Beneteau 36s7**

### **Dan & Lyn Hannegan** **Dana Point**

*Quote:* "Can we take the time off to do this? No! Then let's go."

## **Bluzzz — Swan 42**

### **Stephen Coleman & Mary Ferro** **Sausalito**

*Quote:* "Not quite retired, but getting closer every day!"

## **Tynamara — Spencer 53**

### **The Dixon family** **West Port, OR**

*Quote:* Jerry and Wynne explain that they moved to Seattle with a five-year plan to make some money. Now, exactly 20 years and three kids later, they are finally leaving the Northwest to explore Mexican waters with their kids, Zack, 16, Dylan, 14, and Danielle, 10.

## **Whatcha Gonna Do — Fountaine**

### **Pajot Bahia 46**

### **The Mitgang family, San Francisco**

*Noteworthy:* Michael and Barbara

have chartered boats often, but had never owned a boat until they decided to go cruising with their kids, Danielle, 11, and Harrison, 9.

## **Freedom Won — Islander 36**

### **John Melton, Alameda**

*Noteworthy:* Last winter John lost 75 lbs on a crash diet. He's now feeling more fit than he has in years.

## **Windshadow — Ericson 35**

### **Jim Parker & Gary Himes** **Richmond**

*Noteworthy:* This 39-year-old boat has now been fitted with an electric motor.

## **Eros — 103-ft McMeek schooner**

### **Bill & Grace Bodle, Pt. Richmond**

*Occupations:* commercial dock owners

*Add'l Crew:* TBA

*Quote:* "I can't think of a good reason not to sign up."

*Cruise Plans:* Cruising and chartering along the West Coast of the Americas.

*Noteworthy:* This is the inaugural cruise for this 1939 classic, after enduring an 18-year, stem-to-stern refit.

## **Capricorn Cat — Custom 45-ft cat**

### **Wayne Hendryx & Carol Baggerly** **Brisbane**

*Occupations:* Wayne, electrical contractor (ret.); Carol, teacher (ret.)

*Add'l Crew:* John, Katy and Haley

## **Exit Strategy — Amel Maramu 48**

### **Dave Benjamin & Jean Harrison** **Alameda**

"Our entry was spontaneous," explains Dave, "like many things in our lives. We originally planned to leave next year. But who wants to sit in Alameda during an El



*Jean and Dave would rather bake under the Mexican sun than get rain-soaked in Alameda.*

Nino winter?"

Their post-rally plans are undetermined, but they're in no hurry to head home, especially since they've both figured out how to run their businesses from 'out there'. Dave owns a sail loft and Jean is a management consultant. That's a pretty slick trick!

## **Ubuntu — Kelly-Peterson 44**

### **Stephen Dear & Arleen Lindstedt** **San Francisco**

*Noteworthy:* According to Ubuntu, a traditional African philosophy, there exists a common bond between us all and it is through this bond, through our interaction with our fellow human beings, that we discover our own human qualities.

## **Knop Kierrie — Pacific Seacraft 37**

### **Gerrit Boonstra & Monika Majewska** **Alameda**

*Quote:* The first time Gerrit and Monika ever stepped aboard a sailboat was during a Tradewinds Sailing Club class two years ago. They bought this boat last spring.

## **Moontide — Lagoon 470 cat**

### **Bill Lilly, Long Beach**

*Quote:* "We may be the last to the party, but will make up for it en route."

# BAJA HA-HA PROFILES, PT III



Riise (John is a *Latitude* contributing editor, and former managing editor.)

*Quote:* "Once more, with feeling!"

*Cruise Plans:* Mexico, Central America and perhaps the South Pacific.

*Noteworthy:* Having done four previ-

***As you read this, the largest-ever Ha-Ha fleet is barreling toward Cabo San Lucas — for many, the first phase of a long-term cruise.***

ous Ha-Has (three with previous owners), this boat definitely knows the way to Cabo.

And that's the last of them! If you're sick and tired of hearing about all these lucky sailors heading off to have grand adventures while you're stuck in the rat race alternately staring at your computer monitor and the tail lights of the car in front of you, perhaps it's time to start making your own getaway plan. Next year's event dates will be October 24 to November 6.

If you'd like to be on the starting line, we suggest you begin learning about the issues involved with sailing south of the border by reading our free, downloadable *First Timer's Guide to Mexico*. (For this, and a wealth of other event info, see [www.baja-haha.com](http://www.baja-haha.com).) If you don't have your own boat and would like to crew, sign up online for the *Latitude* Crew List at [www.latitude38.com](http://www.latitude38.com).

A brand new feature of the rally's website is the Ha-Ha Forum, where you can post related questions and get responses from a wide variety of Ha-Ha veterans.

Throwing off the docklines for a cruise to Ol' Mexico is a dream that many would-be voyagers never attain. But it needn't be. Where there's a will, there's a way.

— **latitude/andy**

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**MAZATLAN MEXICO**

# A SHORT HISTORY OF

There was a certain urgency when we wrote the following article. It was October 18, and monster Hurricane *Rick* was churning the waters off the coast of mainland Mexico with near record 155-knot winds, but was expected to swing to the north and northeast, and perhaps hit Cabo and/or La Paz with Category 1 or 2 force winds. In addition, it was just eight days before the slated start of the Baja Ha-Ha, and we knew that some participants — such as ourselves — were concerned.

As such, we thought it was an excellent time to do some research on late-season hurricanes off the coast of Mexico over the last 20 years and share what we learned with you. The information should be as helpful in future years as it is this year. We hope you find the data to be as informative and fascinating as we did.

As far as most mariners are concerned, we think the primary issues are as follows: How late in the year the last tropical storm or hurricane started; how far south the storm started, giving an idea of how much warning mariners had to either batten down the hatches or flee north; how far north the storms made it with 35 knots of wind; and, of particular interest to Ha-Ha entries, if any of the storms would have threatened the Ha-Ha course.

For the record, we have relied on data from the Unisys hurricane page at [weather.unisys.com/hurricane](http://weather.unisys.com/hurricane), a site that every Mexico-bound cruiser might want to visit.

First, a word on *Rick*. As long as he doesn't hit land and cause destruction — we're keeping all our fingers and toes crossed for those with lives and/or property in his path — you have to marvel at this creation of nature. *Rick* is not just a Category 5 hurricane — meaning a hurricane with over 136 knots of wind — but a Category 5 with winds over 160 knots. Only *Linda*, in September '97, was stronger. To give some perspective, *Rick* has almost six times the force of a minimum-strength

hurricane. And to put *Rick* in historical context, there have been nine Category 5 hurricanes off Mexico in the last 20 years. Interestingly enough, they often came in groups. There were three in '94, two in '97, three in '02, and one in '06.

Here's our year-by-year analysis:

• 1989: Sept. 25-Oct. 5, Hurricane *Raymond* — which started at 15.90°N, far offshore of the Mexico-Guatemala

*Vance* started at 11.30°N, far off the coast of Costa Rica, and died at 19.40°N, about 500 miles southwest of Cabo. No damage ashore; would not have affected the Ha-Ha; no Cat 5s.

• 1991: Nov. 7-12, Cat 2 Hurricane *Nora*, which started to form about 800 miles southeast of Cabo, and lost most of her strength about 500 miles south of Cabo. No landfall; would have come within about 300 miles of the Ha-Ha finish with 25 to 30 knots of wind; no Cat 5s.

• 1992: Oct. 25-30, Tropical Storm *Zeke*, started at 12.60°N, which is far off the coast of Guatemala, and died about 400 miles southwest of Cabo. No damage to land; would not have affected the Ha-Ha; no Cat 5s.

• 1993: Oct. 2-6, mild Tropical Storm *Norma*, started about 600 miles off the coast of Acapulco, and died about 750 miles southwest of Cabo. No damage to land; would not have crossed the Ha-Ha path; no Cat 5s.

• 1994: Oct. 8-15, Hurricane *Rosa*, which started about 600 miles west of Acapulco and made landfall with Cat 1 force between P.V. and Mazatlan. Extensive damage ashore; would not have crossed the Ha-Ha path; three Cat 5s in 94!

• 1995: Sept. 16-26, Cat 4 Hurricane *Juliette* started well offshore of Acapulco and died about 600 miles west-southwest of Cabo. No damage to land; would not have affected the Ha-Ha; no Cat 5s. Hurricane season ended very early in '95.

• 1996: Sept. 30-Oct. 4, Cat 1 Hurricane *Hernan* started well offshore, southwest of the Guatemalan border and made landfall near Manzanillo with Cat 1 winds. Damage to land along

200-mile stretch of coast; would not have affected the Ha-Ha; no Cat 5s. Another early end to hurricane season.

• 1997: Nov. 7-10, Cat 2 Hurricane *Rick* — yes, another one, giving that name a bad reputation — started at 9°N and came ashore south of Acapulco with



ALL IMAGES COURTESY NOAA/NASA

**Monster Cat 5 Hurricane 'Kenna' wreaked havoc on the mainland in 2002 but wouldn't have affected the Baja Ha-Ha.**

border — made landfall along the Middle Reach of Baja's Pacific coast with tropical storm force winds. The damage ashore was minor; a month too early to affect the Ha-Ha; no Cat 5 storms that year.

• 1990: Oct. 21-31, Cat 1 Hurricane

# MEXICAN HURRICANES



**Hurricane 'Rick' screaming up the Mexican coast in prime Cat 5 form on October 18.**

Cat 2 winds. Extensive damage ashore; wouldn't have come within 750 miles of the Ha-Ha; but get this, in '97 there were four Cat 5 storms and four Cat 4 storms.

- 1998: Oct. 16-20, Hurricane *Madeline* started at 17.80°, which is about 500 miles west of Manzanillo, curved in and followed the coast from P.V. to Mazatlan with 75 knot winds, and fizzled in the middle of the Sea of Cortez about halfway between Cabo and Mazatlan. No damage; would not have affected the Ha-Ha; no Cat 5s.

- 1999: Oct. 8-11, mild Tropical Storm *Irwin* started about 100 miles west of Manzanillo and ended about 500 miles west of Manzanillo. No damage to land; would not have affected the Ha-Ha; no Cat 5s.

- 2000: Nov. 3-8, Tropical Storm *Rosa* started offshore of the border between El Salvador and Guatemala, and made landfall with lots of rain south of Acapulco. Rain damage to land; no effect on the Ha-Ha; no Cat 5s.

- 2001: Oct. 31-Nov. 3, Cat 1 Hurricane *Octave*, so far out in the Pacific it's not worth considering, as was *Narda*, a Cat 1

no Cat 5s.

- 2002: Oct. 22-26, Cat 5 Hurricane *Kenna*, started far offshore of Guatemala, but made landfall at San Blas. Tremendous damage ashore. Some waves broke on the *malecón* at P.V., and there was slight flooding at a couple waterfront restaurants at Punta Mita. Boats at Paradise Marina had 50 knots of wind, but no damage. In three ways *Kenna* is similar to *Rick*: 1) third week in October, 2) Category 5 storm, and 3) followed coast then made turn to the north and northeast. No threat to the Ha-Ha; three Cat 5s.

- 2003: Oct. 20-26, Cat 1 Hurricane *Patricia* started off the coast of Guate-



**'Rick' was visibly weaker just 24 hours later but was still predicted to hit Baja.**

mala and died about 500 miles to the west of Acapulco. No damage to land; no effect on the Ha-Ha; no Cat 5s.

- 2004: Oct. 11-13, mild Tropical Storm *Lester*, started 300 miles west of Guatemalan border, fizzled out near Acapulco. Rain damage ashore; no effect on the Ha-Ha; no Cat 5s.

- 2005: Sept. 28-Oct. 3, Cat 2 Hur-

ricane *Otis*, started well offshore of Acapulco, died slightly offshore of Bahia Santa Maria. No damage to land; more than a month earlier than the Ha-

Ha fleet would have come through; no Cat 5s.

- 2006: Nov. 14-20, Cat 2 Hurricane *Sergio* started about 300 miles southwest of Acapulco and died about 700 miles west of Acapulco. No effect on land; no effect on the Ha-Ha. Not only does

*Sergio* remind us that mid-November hurricanes are possible off the south coast of mainland Mexico, mild Tropical Storm *Rosa* had stirred nearly the same waters Nov. 8-12. But again, no effect on land; no effect on the Ha-Ha. A short time before *Sergio* and *Rosa*, Oct. 21-26, Cat 2 Hurricane *Paul* formed about 700 miles south of Cabo. By the time it was within 300 miles of Cabo, it had lost strength, then turned west and crossed the Sea of Cortez to make landfall north of Mazatlan. No damage ashore; would not have crossed the Ha-Ha path; one Cat 5.

- 2007: Oct. 15-23, Tropical Storm *Kiko* started about 800 miles south of Cabo, went east, went northwest, then died about 500 miles southwest of Cabo. No damage to land; no threat to the Ha-Ha; no Cat 5s.

- 2008: Nov. 2-5, mild Tropical Storm *Polo* formed way down by Clipperton Atoll. No damage to land; no threat to the Ha-Ha. On Oct. 8-18, Tropical Storm *Odile*, which started off El Salvador, swept mainland coast of Mexico to about Manzanillo. Rain damage; no threat to the Ha-Ha; no Cat 5s.

- 2009: Oct. 15 and expected to last until Oct. 27, Cat 5 Hurricane *Rick* started 350 miles west of El Salvador and, as we write this, will possibly hit southern Baja with Cat 1 force winds. Damage to southern Baja could be extensive, although Cabo has previously withstood direct hits from 100-knot hurricanes before. Wind and waves expected to reach 30 feet will no doubt make a



**On October 20, 'Rick' crumpled into a Tropical Storm that would only dampen Baja.**

mess of the multimillion dollar Bisbee Fishing Tournament slated to start out of Cabo on October 21. Will not affect the Ha-Ha; one Cat 5 to date.

*Of particular interest to Ha-Ha entries, would any of these late-season storms have threatened the Baja Ha-Ha course?*

hurricane a few days before. Previous to these was Tropical Storm *Manuel* in the middle of October, which started south of Acapulco and headed far offshore. No damage to land; no threat to the Ha-Ha;

# A SHORT HISTORY OF

What conclusions can we draw from this historical data? First, that late October tropical storms and hurricanes aren't the least bit unusual. In the years '90, '91, '92, '97, '00, '02, '06, '07, and '08, there were tropical storms or hurricanes during or after the third week of October. Five of them occurred in November. While some of the November storms threatened or made landfall on the mainland, the closest to approach Baja was *Nora* in '91, and she didn't even get within 250 miles of Cabo with 25-knot winds.

An interesting aspect to all of these late season storms is how far south they formed. For anyone north of Puerto Vallarta, there were at least five days of warning, and for anyone at Cabo or anywhere on Baja, there was almost a week of warning. For boats on Baja, that's a long time to flee north to cooler waters.

With regard to the Ha-Ha, there has not been a tropical storm or hurricane in the last 20 years that would have affected or even threatened the event. Make no mistake, this doesn't mean that

it can't ever happen, just that the closest has been *Nora* — if the Ha-Ha had been around in '91. It's also very encouraging to see how much warning — five days to a week — the Ha-Ha fleet would almost certainly have in the event a storm developed.

What finishes off hurricane season? Cooler water, which is kryptonite for hurricanes. Fortunately, there are a

*If weather conditions warrant it, the Grand Poobah will delay the start of any leg.*

couple of things that are promoting the cooling right now. One is shorter days. As you may have noticed, the days are getting shorter all the time. Another is cooler nights. Bob Smith of the 44-ft custom cat *Pantera* tells us that evening temperatures in La Paz have dropped to

70°, which is conducive to the water's cooling. But the biggest chillers of all are the northwesterly winds that bring cold air down from the North Pacific. We note that there will be 20-knot winds blowing down the coast of Baja for the next several days, and again toward the weekend and the beginning of next week. All of these things will contribute to the closure of the '09 hurricane season.

October 20 update:

As we write this update, there have been major changes with *Rick*. Thankfully, he has plummeted in strength to just 55 knots, and will most likely pass a little to the south of Cabo. The Cape has withstood a number of much stronger storms in the past. La Paz will almost surely be spared any significant winds. *Rick* is swinging so much to the east that it may hit mainland Mexico anywhere from San Blas to Altata with mild tropical force winds. But the biggest threat now is probably excessive rain, as six to 10 inches are expected to fall.

— **latitude**/richard



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## A RECORD- BREAKING RALLY

As you may have read in Sightings, more boats are entered in this year's rally than ever before.

Along with the increased numbers, the event — which is in progress as you read this — has some exciting new features. For the first time ever, fleet members paraded past the western tip of Shelter Island October 26, on their way out to the starting line. A fireboat saluted them with a shower of spray, and a variety of TV and print reporters were on hand to capture the excitement.

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

Also, be sure to look for a complete report on this year's even in the December edition of *Latitude 38*.

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If you're new to cruising in Mexico, check out the First Timer's Guide to Mexico at the Ha-Ha website. And if your questions aren't answered there, check out our new online Ha-Ha Forum (look for the 'Forum' button on the site). It's has recently been set up so current, future and past Ha-Ha'ers can share info and ideas.

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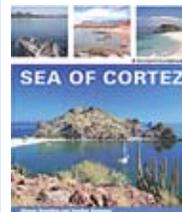
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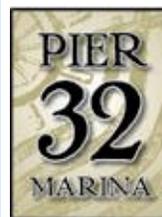
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"Max!" hailed a voice from down the dock. "Can you help me here for a second?"

It was one of my dock neighbors. I didn't recognize him, although he seemed to know me. But at least I recognized his boat, a light displacement mini ocean racer down on the section of the dock with the shorter berths. I asked what he needed.

"Could you hold one end of this tape measure for me?" he asked. "It'll just take a minute.

"Sure, no problem," I said, leaving my dock cart full of cruising gear on the main walkway.

"Just hold the end of this tape measure up against the rail of my boat," he instructed, showing me which part of the end of the tape was the zero reference. "I need to measure the girth at several sections. The distance along the hull, going under the boat from rail to rail."

He proceeded to unreel the fiberglass tape measure and passed it under the bow of his boat as he walked around to the finger on the opposite side. Then he pulled the tape tight on his side.

"Are you holding the end of the tape at the bottom of the toe rail?" he asked.

"Roger," I confirmed.

"Got it!" he said after recording the measurement. "Now move aft, so you're even with the next chalk mark on the dock."

"What's all this for, anyway?" I asked as I dutifully moved my end of the tape to the new location, which was near amidships.

"Flotation," he explained. "I need to know the displacement of my hull, flooded up to deck level, so I can figure out how much foam I have to add to make the boat unsinkable.

The hull has a foam core, and I know the thickness, so if I measure the surface area then I can calculate the volume and that tells me how much buoyancy the flooded hull will provide."

"Can you really add enough foam to do that?" I asked. "Won't it take up the whole cabin?"

"I'll find out, but I'm thinking just a couple of blocks in the forepeak, and a few more to fill up the cockpit lockers. There's a lot of space under the cockpit

sole too. And maybe in the lockers under the berths, if I need them. I'll also have closed cell foam berth cushions tied in place. Yeah, I'll give up some storage space, but I want to be able to sleep at night when the autopilot is steering."

As he spoke he was attempting to tension his end of the tape on the other side of the boat so he could measure the hull girth at the next station near the middle of the boat. But there was a problem.

"Keel's in the way," he muttered. "I can't get the measurement I need at the midship station."

"Can't you just take it on either side of the keel and then use the average?" I asked.

"No, it's not linear. I'm using Simpson's Rule to calculate the total surface area of the hull."

"Simpson's Rule?" I asked. "Never heard of it."

"It's a way of finding an area when you only have a few measurement points. I was planning to take five points total. One at each end of the hull, and then at the one-quarter, midships and three-quarters points along the boat. To get the area, the Simpson's Rule formula says to add up the first measurement, plus four times the second measurement, plus two times the third, plus four times the

fourth, plus the last. All multiplied by one-third the distance between the measurement stations. It's the 1-4-2-4-1 rule."

"Where'd you come up with that?"

"Got it from a book on boat design," he said. "The

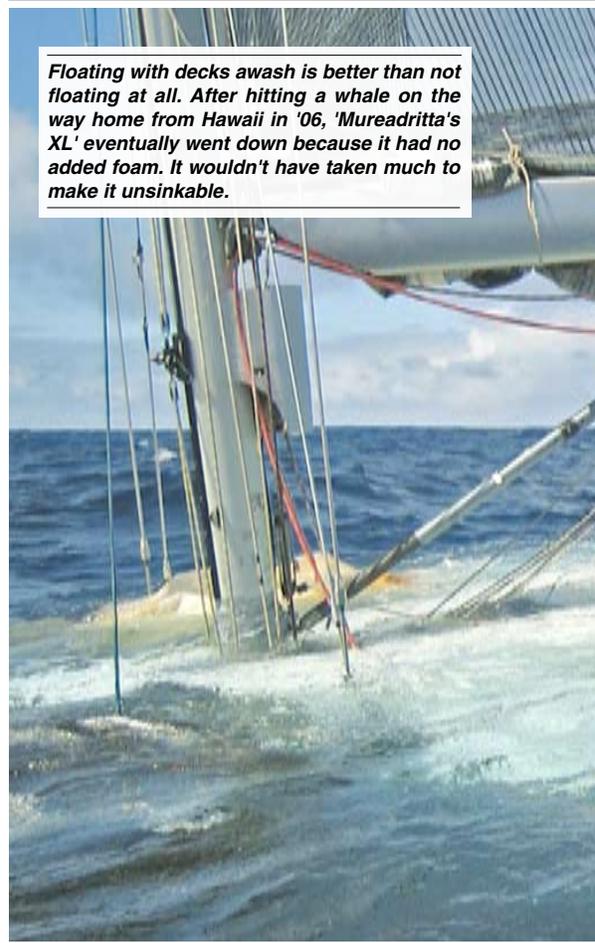
method is fast and accurate, but the spacing has to be equal."

"No way!," said a female voice overtaking from astern. It was Lee Helm, naval architecture grad student.

"Just who we need." I said before even introducing her to my dock neighbor.

But the introduction turned out to be unnecessary — they knew each other from school. Lee explained that the boat

*Floating with decks awash is better than not floating at all. After hitting a whale on the way home from Hawaii in '06, 'Mureadritta's XL' eventually went down because it had no added foam. It wouldn't have taken much to make it unsinkable.*



owner was an architecture student, preparing his boat for a singlehanded race to Hawaii next summer. The guy described his problem with the keel obstructing the midships measurement station.

"Don't be such a total math wimp," Lee scolded. "There's not an engineer in, like, the galaxy who'd have trouble regressing a polynomial through any points you want, with or without equal spacing. Just solve a few simultaneous equations and you're there."

"Or I can just plot the points and draw a curve through them," he said. "Then I can cut out the paper and weigh it to get the area under the curve."

"You architecture types are all the same when it comes to math," Lee sighed. "But if you want quick and dirty, and you think it would be cool to drag out Simpson's Rule, use the 1-3-3-1 version of it. That way you only need to, like, measure the girths at the one-third and two-thirds points, plus at the ends."

"Okay, I'll re-measure to get the new longitudinal station locations. Those one-third and two-thirds points should be safely forward and aft of the keel."

"Max, this is what we call 'classic' naval architecture," Lee confided as the singlehander stretched the tape measure along one of the dock fingers. "It used to

### Simpson's 1-4-2-4-1 Rule

$$\text{Area} = (S/3)(G1+4G2+2G3+4G4+G5)$$

*Repeat the middle 2-4 pattern as needed if there are more measurement stations*

### Simpson's 1-3-3-1 Rule

$$\text{Area} = (3S/8)(G1+3G2+3G4+G4)$$

*S = distance between measurement stations  
G = girth measurements*

# — FLOATING SOME IDEAS



kept having bad dreams about hitting a big log or a stray shipping container. Or even a whale — I hear there's been a lot of that lately. So as long as I know that, whatever happens, the wreckage will still float. I'll sleep better and race harder."

Our little work party had attracted the attention of another sailor, this one the owner of a fast trimaran berthed on the end tie.

"I don't need no stinking flotation in my boat," he gloated. But then he quickly acknowledged the significant capsize risk in a multihull as small and as fast as his, apparently to head off the usual 'capsize vs. sink' debate. "My last boat, however, was a monohull with lead ballast like yours," he continued. "For offshore races, I installed foam for the same reason."

"How much foam did it need?"

"I calculated 25.3 cubic feet, so that's what I put in," he said. "I'm a physicist, you know, so it was easy for me to calculate precisely."

"Did it get in the way?" asked the singlehander.

"Surprisingly, hardly at all," he answered. "I had two big foam blocks, cut from those 9" x 18" dock flotation billets, stacked under the foredeck. They were held up against the underside of the deck by webbing. We actually had enough room to still sleep in the V-berth underneath them . . . sort of."

"Sort of?" I asked.

"Well, my girlfriend was crewing for me, and we stayed on the boat at the overnight destinations. She called the foam flotation 'chastity blocks' because there was only enough clearance for one layer of people, if you know what I mean, and I think you do."

The multihull sailor stayed around to help us measure, and also to share more of his experiences with foam flotation in his previous small monohulls.

"The other thing that worked out nicely," he recalled, "is that the foam in the cockpit lockers actually made them more convenient to use."

"How so?"

"Instead of all the gear being way down at the bottom, the foam filled up the lower three-quarters of the locker volume and the gear was on top. I didn't have to reach way down to the bottom of the locker to find anything. I still get seasick remembering what that used to be like."

We were almost done with the

be all about finding the areas, volumes, centers and moments of inertia of odd surfaces and volumes. Hate to think what it must've been like when they had to do it all on a slide rule."

"So I multiply my readings by one, three, three, and one at the four measurement points, right?" he asked. "And then multiply by the spacing over three, just like for the 1-4-2-4-1 rule?"

"Wrong! You have three intervals and you're multiplying the measurement by a total of eight. So instead of a one-third multiplier, for this version of Simpson it's three-eighths. The proof is left as an exercise."

Lee helped him mark the new measurement locations on the dock with chalk, although she also reminded him that if he was going to Hawaii single-handed he should also be able to use a tape measure by himself. Then with a big carpenter's square we located the stations on the rail of the boat. The measuring went fast.

"Are you planning to add enough flotation to keep the deck out of the water?" Lee asked when she noticed the uncut blocks of foam stacked up on the dock.

"That's the plan" he answered. "The

hull is actually fairly thick and buoyant, with a foam core, but I want to know exactly how much buoyancy I can count on from the hull with the deck not quite awash."

"Maybe a good rule of thumb" I suggested, "would be to add at least enough foam to hold up just the ballast. The rest of the boat, if it's cored, should be able to stay afloat, right?"

"That all depends on the hull thickness and the amount of coring," said Lee. "He's doing it right, measuring the hull surface area up to the rail. But, like, do you know what the thickness is everywhere?"

"I saved the plug I cut out for the knotmeter," he said, "and was able to get some big calipers around the hull with the cockpit hatches open. Thickness seems to be constant, probably because they only used one thickness of core material."

"Better crank in a generous safety factor if you really want to make sure the deck is above the waterline," I suggested. "Waves will be washing over it anyway. You're still bringing a raft, I hope."

"The rules require a raft regardless of installed flotation," he confirmed. "This project is a sleeping aid as much as anything else. During my qualifying sail, I

COURTESY: MUREADRITTA'S XL

# MAX EBB

measurement at the two-thirds station when another sailor came over to see what was going on.

"You know," he observed, "if you pull the tape tight, you won't really get the sectional girth. The tape will run along a great circle instead of following the imaginary section line."

"True, but this is all plus-or-minus 10 or 20 percent," I said.

"Oh no," corrected the physicist. "We can get to within one or two percent if we're careful. Of course we'll also have to correct for the taper angle of the hull, and add in the bow and stern rakes."

The new arrival turned out to be a mathematics professor and a friend of the physicist.

"Isn't there an old joke about an engineer, a physicist and a mathematician?" I asked.

"For sure," said Lee. "And I think I know that one. This house is, like, on fire. An engineer sees it, does a quick mental calculation and estimates it will take 5,000 gallons of water to put the fire out. So the engineer calls the fire depart-



**'Chastity blocks' — Flotation on a 24-ft boat leaves the forepeak mostly usable, but somewhat limited.**

ment, tells them to bring 7,000 gallons of water just to make sure, and they put out the fire with a little water left over."

"Now I remember it," said the physicist. "The physicist sees the house on fire, and takes some time to calculate it more accurately, taking more variables into account. Calculating that it would

require 5,375 gallons of water to put out the fire. The physicist calls the fire department and tells them to bring 5,375 gallons of water, and the fire is put out with no water left over."

"What would the mathematician do?" I asked the math professor.

"You know, I never heard this joke, but I think I know the answer. The mathematician would think about it for a while, do a long theoretical derivation, and finally conclude 'this fire can be put out with water'."

"And then walk away without calling anybody," Lee added.

"Well, my dock cart is double-parked," I said. "I'll leave you to work out the numbers. Good luck on your race."

"I'll be getting on with my projects too," said the physicist. "But there's one more thing you have to remember in order to survive a collision at sea. And don't ask me how I know."

"Yeah?" asked the singlehander.

"Sleep with your feet forward."

— max ebb

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# THE RACING

Well, it looks like we got November rain in October; thankfully it honored the racing schedule — by and large refraining from weekend visits. Beer can seasons were mostly wrapped up already, and the weekend seasons were coming to a close. The results of the latter make up the meat of this month's **Racing Sheet**. We begin with a look at a strong **Yankee Cup**, then tack for a look at the **Big TEAM Regatta**. Following that, we look at one of the Bay's most evolved match racing regattas, the **Belvedere Cup**. Then it was on to the **Finn Pre-Gold Cup, Jessica Cup, Vallejo 1-2 and J/24 Nationals**. Finally, the **Race Notes** make a strong return this month, with lots of little tidbits about sailing in waters both near and far. If this won't take your mind back to warmer days, then we guess you're out of luck, so huddle-up!

## YRA Yankee Cup and Champion of Champions Regatta

For the winners of the ODCA, HDA and Party Circuit divisions, October 17 represented a chance to settle who was the top dog at the Island YC-hosted Yankee Cup, the YRA's Champion of Champions regatta.

Fittingly, it was the Tartan 10 *Topgallant* owned by a five-strong group of super septuagenarians that emerged victorious in the 15-boat, combined HDA and Party Circuit division. Hailing from Marin County and the San Francisco YC to a man, Peter Brown, Carl Flemming, Phil Fleischman, Harry Humphrey and helmsman Jim Lindsey qualified by virtue of their runner-up finish in the season standings for the HDA D (SF 30) fleet. Humphrey and Fleischman couldn't make the event so John Mara, Bill Claussen and Bill Reilly substituted, and it turned out to be a winning combination.

"We like to say that it's me and five tacticians aboard," Lindsey said. "We just could not miss a shift; we wandered into these wonderful shifts every time I looked

Sailing in their first Yankee Cup/Champion of Champions in about 20 years, the *Topgallant* gang is obviously not slowing down, a fact that Lindsey attributes in part to their choice of boat.

"It's a marvelous boat," Lindsey said. "There's enough room, and it's a comfy boat to sail, especially when you're in your 70s."

With two bullets and a second, Ralf Morgan and Deborah Clark's *Alerion Express 28 Ditzzy* topped the seven-boat ODCA division, which, ironically, and by necessity, was sailing on handicaps. Morgan and Clark usually sail double-handed in their ODCA races, but since they were using the kite for this event, the duo enlisted the help of longtime friend Buzz Blackett to join them.

"It was a really great feeling having Buzz back on board," Morgan said. "We've known and sailed with each other for at least 25 years. When I owned my *Express 27*, we used to swap parts and sail on each other's boats."

That good vibe translated into good results, as the trio put together a 1-1-2 to win handily.

"We just pushed the boat as hard as we knew how, made sure we had good starts and clean roundings, and the rest just took care of itself," said Morgan, who qualified for the regatta by virtue of his and Clark's undefeated season in their ODCA division. "The numbers don't tell the whole story. The *Alerion* fleet is pretty strong, and we just had a great year."

Although it helped the race committee to get all three races in, the consensus was that the

10 a.m. start may have been a bit optimistic, as everyone had to sit through a half-hour postponement, waiting for the breeze to fill in. But both Lindsey and Morgan were impressed with the regatta.

"I thought the event was really good," Morgan said. "The race committee did a good job; they had pretty difficult circum-



PETER LYONS/WWW.LYONSIMAGING.COM

stances in the morning before the breeze came up, but they kept things moving along."

## YANKEE CUP/CHAMPION OF CHAMPIONS (10/17-18, 3r. 0t)

HDA/PC — 1) **Topgallant**, Tartan 10, Peter Brown/Carl Flemming/Phil Fleischman/Harry Humphrey/Jim Lindsey, 8 points; 2) **Jarlen**, J/35, Robert Bloom, 9; 3) **Head Rush**, Antrim 27, Charlie Watt, 10. (15 boats)

ODCA — 1) **Ditzzy**, *Alerion Express 28*, Ralf Morgan/Deborah Clark, 4 points; 2) **Meliki**, *Santana 22*, Tom Montoya, 9; 3) **Goose**, *Catalina 30*, D. Michael Kastrop, 9. (7 boats)

Complete results: [www.yra.org](http://www.yra.org)

## Big TEAM Regatta

Teams from Mechanics Bank, Almar Marine, Hanson Bridgett, Northrop Grumman, Wells Fargo and not one, but two teams from PG&E showed up at OCSC on October 2 for the Big TEAM Regatta. Each company donated \$5,000 per team to the Treasure Island Sailing Center and got to race for bragging rights on Friday.

With \$35,000 raised in total, the event is the result of a partnership by OCSC and Group Experiential Learning, with



COURTESY TOPGALLANT

Harry Humphrey, Phil Fleischman, Jim Lindsey, Carl Flemming and Pete Brown put *'Topgallant'* in the money at the Yankee Cup.

up."

The *Topgallant* crew eked out a one-point win after finishing with a pair of bullets that came in the wake of a sixth in the opening race.

"We went home thinking we'd done pretty well" Lindsey said. "But it wasn't until we saw the scores that we realized we'd won."



**Rodney Pimentel's 'Azure' rolls downwind at the Yankee Cup, followed by Jim Quanci's 'Green Buffalo' and Andy Hall's 'Encore'. 'Azure' will be off the water for a couple years; the outgoing Encinal YC Commodore is going cruising — on a cat.**

99% of the work being done by an amazing team of volunteers led by Lacey Todd of the Treasure Island Sailing Center. The proceeds will help Treasure Island provide scholarships for 140 kids to attend a week-long sailing summer camp in 2010. Treasure Island Sailing Center is a non-profit organization whose purpose is to improve our community and the sport of sailing by providing access, facilities, and sailing instruction to people of all socioeconomic backgrounds, skill levels, and physical abilities.

Santana 22 sailor, Delta Dooh-Dah'er and PG&E team member Jan Grygier checked in with a report:

"We had a *wonderful* time," Grygier said. "It was a really well-run regatta, the best yet, and I've been at three so far. Waddaya know, a Wells Fargo-sponsored team that, by a convoluted and last-minute sequence of events, consisted of Olympic silver medalist Will Baylis and a few other serious sailors from St. Francis

YC won every race, but our boat came within 7 seconds of them in one race, and about 15 in another — behind a silver medalist!

"For the past three years I've been trying to get Bechtel to enter the event, but I don't have any contacts there," he added. "Their head office is right across

***Well, we plumb ran out of room to run the results of the eight-boat Wyliecat 30 Worlds. But we can tell you that Steve Wonner's Uno, which always seems to show up in our results, took the title.***



Beale Street from ours, and I'm guessing they aren't hurting so bad that they can't afford the entry fee. A cross-street rivalry would be a great addition to the regatta!"

Bechtel, take note!

### **Belvedere Cup**

Match Racing is one of the fastest-growing disciplines on the Bay's racing scene, with new events and converts emerging from the significantly larger fleet racing arena over the past few years. The San Francisco YC's Belvedere Cup isn't one of the new ones, but over that time it, has evolved into one of the most prominent.

Held October 10-11, the event drew seven boats that were treated to sun and enough breeze — it ranged from about 8 to 15 knots — that allowed PRO Jeff Zarwell to complete two round robins.

"Jeff did a great job and the weather gods were on our side," said chairman and chief umpire Tom Roberts. "Judging from the racer's comments, they had a great time. The sailors love match racing because they get to develop their tactical abilities more than they do in fleet racing."

When both boats ended up with 10-2 records, John Horsch's *Rhynoceros* won the event on a countback by virtue of winning its head-to-head match with Bruce Stone's *Arbitrage* in the second round robin.

"We were definitely battling it out for sure," Horsch said. "We're glad the tie broke our way."

Adam Spiegel's *Jam Session* ended up in third, with a 7-5 record followed by Phil Laby and Rich Pipkin's *Racer X*, which finished with a 6-6 record and Kevin Mullen's *Cuchullain* at 5-7.

# THE RACING

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**Clockwise from top-left — flags fly at the Belvedere Cup, San Francisco YC's match racing regatta for J/105s; Islander 36s steamroll downwind on the Cityfront during their nationals; Vallejo 1 overall winner Dylan Benjamin and his better half (and Vallejo 2 co-skipper) Roshe Ravan; David Hodges and Scott Parker on 'Timber Wolf' swept both overall and elapsed honors in the Vallejo 2; it's chaos on the Cityfront as the Jessica Cup fleets converge; is the 'Credit' crew looking for cues about the competition's plans for a spinnaker set?; full-on concentration at the 16-boat Finn Pre-Gold Cup on a dreary Circle.**

"It was really fun sailing," Horsch said. "The records are deceiving. Most of the races were at a high level, and really competitive. It's not very often that ordinary schmoes like us get to match race at high level, at a well-organized event; the umpiring and race management were great."

Horsch's background in the disci-

pline is limited to its near-cousin team racing, in which he competed while an undergrad at Cal, and a one-year Soling campaign for the '96 Olympic trials. At this event, he had Harrison Turner and Shawn Bennett calling tactics for him, one on each day, and was also joined by Kevin Sullivan — in his first appearance on the boat — Courtney Smith, David

Steichen and Mike Kennedy.

"We had a good debrief on Saturday, and Liz Baylis did a three-hour classroom seminar the week before, which was really helpful for everyone," he said. "Basically everyone knew what they were doing when the flags went up."

Ahh, the flags . . . One of the most challenging aspects about match racing,



SUE ESTEY

is that to do it right, you've got to have umpires — experienced and knowledgeable umpires. The Belvedere Cup had some of the most experienced on the West Coast including Roberts, Santa Barbara's Glenn Oliver and Newport Beach's Kym Licka. But just having the best doesn't mean much if they can't pass on their knowledge to others, and to this end Roberts had trainees shadow the pros during the event.

"They develop a working understanding of the rules," Roberts explained. "Sit-

ting and reading the rule book is very static — out on the umpire boat it's very dynamic. We had four good prospects; some want to umpire and others are racers who are trying to learn what the umps are doing so they can play to umpires in their own regattas. Any match racer should go out on an umpire boat and see what the umps are looking at and how they play their game — to see how rights and limitations change so rapidly."

With all the requirements for skilled

officials, and infrastructure like chase boats, it's easy to understand why match racing isn't the most popular discipline in the sport, but Roberts said San Francisco YC is dedicated to it.

"It's always competitor-initiated," he explained. "We'll expand the event to meet the demand as necessary."

Another problem with staging match racing events — that the Belvedere Cup gets around — is that of boat damage, and the fact that it's usually done to borrowed boats. According to Roberts, be-

# THE RACING

cause the owners sail their own boats, there was only one contact, and it was relatively minor.

"They're sailing their own damage deposits," he said, laughing.

The regatta also enjoys the distinction of being a qualifier for the Ficker Cup, the Long Beach YC's ISAF Grade 3 match racing event in Catalina 37's, that's in turn a qualifier for the only men's Grade 1 event in the United States, the club's Congressional Cup.

"As long as we can put it together, we'd love to go," said Horsch, who with wife Rachel, a former all-American sailor at Cal, has two young children at home. "It'd be pretty neat because Bill Ficker is a Cal alumnus."

## Finn Pre-Gold Cup

It's got to be tough to be Ed Wright; the Briton is one of the world's top Finn sailors, yet on his Olympic squad, he's got a guy named Ben Ainslie ahead of him! At the 16-boat Finn Pre-Gold Cup, hosted by St. Francis YC on the Circle October 16-18, Wright showed what kind of skills he's accrued in his pursuit of Ainslie's spot on the British Olympic Squad. He counted nothing lower than a second — and only one of those — to finish with only nine points to runner-up Philip Toth's 38 over the nine-race, one-throuout regatta.

### FINN PRE-GOLD CUP (10/16-18, 9r, 1t)

1) **Ed Wright**, 9 points; 2) **Philip Toth**, 38; 3) **Andrew Kern**, 39. (16 boats)

Complete results at: [www.stfyc.org](http://www.stfyc.org)

## Jessica Cup

Sixteen of some of the Bay's sweetest boats showed up October 17-18 for St. Francis YC's Jessica Cup — the 'other' Master Mariners event. The winners in the two-day, three-race series were Don Taylor's *VIP* in the Farallon Clipper division, and Terry Klaus' *Brigadoon* among the gaffers, while David James' *Leda* was tops among the Lapworth 36s,



*We'd hoped to have a report from Bay Area sailors Shana Bagley and Quannon Au for you this month, but as of press time, 'California' had yet to finish Race Two of Leg 1 in the Clipper Race; keep an eye on [www.clipperroundtheworld.com](http://www.clipperroundtheworld.com) for news about their adventure.*

and Robert Rogers' *Sunda* won the Marconi division.

### JESSICA CUP St.FYC (10/17-18, 3r, 0t)

FARALLON CLIPPER — 1) **VIP**, Don Taylor, 3 points; 2) **Echo**, Jack Coulter, 8; 3) **Credit**, Bill Belmont, 9. (4 boats)

GAFFERS — 1) **Brigadoon**, Terry Klaus, 4 points; 2) **Makani Kai**, Ken Inouye, 8; 3) **Yankee**, John McNeill, 9. (4 boats)

LAPWORTH 36 — 1) **Leda**, David James, 3; 2) **Papoose**, Allen Edwards, 6; 3) **Olé**, John Hamilton, 9. (3 boats)

MARCONI 2 — 1) **Sunda**, Robert Rogers, 3; 2) **Flotsam**, Michael Tosse, 8; 3) **Chorus**, Bradley Asztalos, 9. (5 boats)

Complete results at: [www.stfyc.org](http://www.stfyc.org)

## Islander 36 Nationals

The threat of gale-force breeze couldn't keep seven Islander 36s from showing up for the Golden Gate YC-hosted Islander 36 Nationals on October 3.

The first race started at noon in eight knots of breeze off Golden Gate YC, rounding Blackaller, and a leeward mark near the start/finish line — where there was some rubbin' going on — before heading back up to Blackaller, down to Fort Mason and back upwind to the



finish in breeze that had built to the mid-teens.

As the breeze built, the second race started just before two p.m. and featured a mad dash to a mark just up the Seawall in front of St. Francis YC, then a run to Blossom and a beat back to the finish — accelerated by a building ebb.

Tom and David Newton's *Captain Hooke* took the title, scoring a 1-2 to the 3-1 of Richard Shoenhair and Greg Gilliom's *Windwalker*. The forecast materialized, but not until three hours after the last race had been completed.

### ISLANDER 36 NATS. GGYC (10/3, 2r, 0t) — 1)

**Captain Hooke**, Tom & David Newton, 3 points; 2) **Windwalker**, Rich Shoenhair, 4; **Cassiopeia**, Kit Wiegman, 6. (7 boats)

Complete results at: [www.stfyc.org](http://www.stfyc.org)

## Vallejo 1-2

The Singlehanded Sailing Society's Vallejo 1-2 drew 63 boats on October

# THE BOX SCORES

Ah, the twilight of the Box Scores. Beer Can Series are over and done with and Midwinters have yet to begin. So this month, we've included some of the results from the weekend series throughout the Bay that we didn't have room to run in the rest of these pages. We don't have the time or manpower to chase down all the results. Please post them on your club's website or send them directly to the Racing Editor at [rob@latitude38.com](mailto: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). So please do your best to get us that info, and we'll do our best to get that info into *Latitude 38*, and *Lectronic Latitude*.

### SAUSALITO YC WOMAN SKIPPER REGATTA #3 (10/4, 3r, 1t)

SPINNAKER — 1) **Shenanigans**, Express 27, Bernadette O'Connell, 7 points; 2) **Donkey Jenny**, J/105, Shannon Bonds, 9; 3) **Roxanne**, J/105, Rox-

anne Fairbairn, 10. (6 boats)

NON-SPIN — 1) **Gammon**, Tartan 10, Barbara Kavanagh, 5 points; 2) **Ohana**, Beneteau 45, Marika Edler, 6; 3) **Ka-Nina**, Catalina 34, Erin Stypulkoski, 10. (8 boats)

SANTANA 22 — 1) **Tackful**, Cathy Stierhoff, 3 points; 2) **Inshallah**, Shirley Bates, 8; 3) **Kelly Shawn**, Leah Pepe, 9. (5 boats)

Complete results at: [www.syconline.org](http://www.syconline.org)

### JOE LOGAN REGATTA (MERCURY) StFYC (10/17-18, 4r, 0t)

1) **Fast Break**, Randy & Lauren Smith, 10



ON EDITION

On the way back on Sunday, Benjamin and his better half, and doublehanded crewmember Roshie Ravan, suffered from the malaise 'small ULDBs-don't go-to-windward-in-medium-breeze.'

"I had a really good crew," Benjamin said, "and we were last. Maybe not DFL, but not far from it."

David Hodges' Farr 38 *Timber Wolf* took the win with Scott Parker aboard, correcting out overall and finishing first on elapsed time for the return trip.

"Coming back we had 19-22 knots apparent with 20° shifts," Hodges said. "The current was light so we spent more time focusing on wind. Unlike the way up, where we had only 3 to 10 knots of breeze and sun, Sunday was foggy and cold."

Dan Alvarez and his JS 9000 *Jet Stream* was the overall winner for the weekend, and wrapped up the doublehanded season title, while Greg Nelsen's Azzura 310 *Outsider* had already run away with the singlehanded title. We'll have more on those two boats and their sailors in the January issue of *Latitude 38*, in our Season Champions profiles.

#### VALLEJO 1-2 SSS (10/10-11)

##### VALLEJO 1 (10/10)

OVERALL — 1) **Moonshine**, Dogpatch 26, Dylan Benjamin; 2) **Tchoupitoulas**, Santana 22, Stephen Buckingham; 3) **Arcadia**, Modernized Santana 27, Gordie Nash; 4) **Dianne**, Express 27, Steve Katzman; 5) **Great White**, Express 27, Rachel Fogel; 6) **Moxie**, Express 27, Jason Crowson; 7) **Tinker**, Wilderness 21, Matthew Beal; 8) **Breakaway**, Ultimate 20, Ben Wolfe; 9) **Emerald**, Yankee 30-2, Peter Jones; 10) **Wetsu**, Express 27, Phil Krasner. (60 boats)

CLASS 1 (MULTIHULL) — 1) **Peregrine Falcon**, F-27, Bill Gardner; 2) **Triple Play**, F-31, Richard Keller. (2 boats)

CLASS 2 (PHRF<105) — 1) **Timber Wolf**, Farr 38, David Hodges; 2) **Culebra**, Olson 34, Paul Nielsen; 3) **Coyote**, Beneteau 42, Steve Hill. (11 boats)

CLASS 3 (PHRF 105-155) — 1) **Arcadia**; 2) **Stink Eye**, Laser 28, Jonathan Gutoff; 3) **Cassio-**

peia, Islander 36, Kit Wiegman. (11 boats)

CLASS 4 (PHRF>155) — 1) **Tchoupitoulas**; 2) **Tinker**; 3) **Emerald**. (9 boats)

NON-SPINAKER — 1) **Mystic**, Newport 33, Roger Wise; 2) **Even Keel**, Catalina 320, Mike Meloy; 3) **Windwalker**, Islander 36, Richard Shoenhair. (9 boats)

EXPRESS 27 — 1) **Dianne**; 2) **Great White**; 3) **Moxie**. (5 boats)

SPORTBOAT — 1) **Moonshine**; 2) **Breakaway**; 3) **JetStream**, JS 9000, Dan Alvarez. (8 boats)

WYLLIECAT 30 — 1) **Uno**, Steve Wonner; 2) **Life Is Good**, Andy Hall; 3) **Nancy**, Pat Broderick. (5 boats)

CLASS 1 — 1) **Peregrine Falcon**; 2) **Triple Play**, Richard Keller/Greg Hill. (2 boats)

CLASS 2 — 1) **Timber Wolf**; 2) **Coyote**; 3) **007**, J/105, Bruce Blackie/Bruce Lindsay. (9 boats)

CLASS 3 — 1) **Cassiopeia**; 2) **Vent Vitesse**, J/30, Tony Castruccio/Konstantin Andreyev; 3) **Arcadia**, Gordie Nash/Ruth Suzuki. (8 boats)

CLASS 4 — 1) **Emerald**, Peter Jones/ n/a; 2) **Tchoupitoulas**, Stephen Buckingham/ n/a; 3) **Chelonia**, Santana 22, Ed Ruszel/Melissa Trace. (7 boats)

EXPRESS 27 — 1) **Moxie**, Jason Crowson/Jen Kilday; 2) **Great White**, Rachel Fogel/JP Sirey; 3) **Dianne**, Steve Katzman, Jerien Westfall. (6 boats)

NON-SPINAKER — 1) **True North**; 2) **Ohana**, Beneteau 45f5, Steve Hocking/Marika Edler; 3) **Robin**, C&C 35, George Mann/Ryan Bechler. (6 boats)

SPORTBOAT — 1) **JetStream**; 2) **Outsider**; 3) **www.skiffsailingfoundation.org**, 11 Metre OD, Rufus & Rick Sjoberg. (10 boats)

WYLLIECAT 30 — 1) **Uno**; 2) **Life Is Good**; 3) **Nancy**. (5 boat)

COMBINED 1-2

OVERALL — 1) **JetStream**; 2) **Arcadia**; 3) **Timber Wolf**; 4) **Tchoupitoulas**; 5) **Uno**; 6) **Out-**

**Bella**, Catalina 42 Mk. II, Jack Verducci, 11.75; 3) **Ada Helen 2**, Catalina 42 Mk. II, Joe Pratt, 12.5. (5 boats)

NON-SPIN — 1) **Sparky**, Catalina 25, Paul Zell, 9.5 points; 2) **Hot Ice**, C&C 110, Mike Had-dock, 9.75; 3) **Complete Abandon**, Catalina 38, George Suppes, 11.25. (3 boats)

Complete results at: [www.sbyra.home.comcast.net/~sbyra/](http://www.sbyra.home.comcast.net/~sbyra/)

OKTOBERFEST BERKELEY YC (10/17)

1) **Flying Tiger**, Moore 24, Vaughn Seifers; 2) **Stewball**, Express 37, Bob Harford; 3) **Jazzy**, 1D35, Bob Turnbull; 4) **Furrari**, Wylie Wabbit, Ethan Peterson; 5) **Starkite**, Catalina 30, Laurie Miller. (22 boats)

Complete results at: [www.berkeleyyc.org](http://www.berkeleyyc.org)

10-11 for a singlehanded reach/run to Vallejo on Saturday and a doublehanded return on Sunday.

Designed to encourage doublehanders to try singlehanded on Saturday, and the hard-core singlehanders to share the boat on Sunday, the event marks the end of the SSS's '09 season.

SSS's Max Crittenden reported that Saturday favored the ultralights. Mark Howe's Farr 36 OD *War Pony* took elapsed-time honors, while Dylan Benjamin's Dogpatch 26 *Moonshine* corrected out for his first SSS win.

"I actually didn't have good first part of the race," Benjamin said. "The Express 27s got past me early on. After we passed The Brothers I was on a beam reach with the pole on the forestay, and I was thinking, 'Maybe I'll get lifted around Pt. Pinole.' I just kept the boat going fast — the conditions were good for *Moonshine* — and got lucky with the shift."

points; 2) **Tiger**, John Ravizza & Chris Boome/ Steve Taft, 12; 3) **Stars**, Jim & Kathy Bradley, 13. (10 boats)

Complete results at: [www.stfyc.org](http://www.stfyc.org)

#### SOUTH BAY CHAMPIONSHIPS SEQUOIA YC (10/17)

— 1) **Smokin' J**, J/29, Stan Phillips; 2) **Made Easy**, Beneteau 42, Jim Peterson; 3) **Primordial Sloop**, Express 37, Henry Kleinberg. (7 boats)

Complete results: [www.sequoiayc.org](http://www.sequoiayc.org)

#### BARTH MEMORIAL REGATTA: SEQUOIA YC vs. COYOTE PT. YC (9/19-20)

SPINNAKER — 1) **Paradigm**, J/32, Luther Izmirian; 2) **Made Easy**, Beneteau 42, Jim Pe-

terson; 3) **Lucky Duck**, Wylie 34, Paul McCarthy. (6boats)

NON-SPIN — 1) **Muzzy**, Santana 22, Dan Lockwood; 2) **Melilani**, J/105, Richard Butts; 3) **Iowa**, Hunter 380, Rick Dalton. (4 boats)

OVERALL TROPHY: Coyote Pt. YC

Complete results: [www.sequoiayc.org](http://www.sequoiayc.org)

SEQUOIA YC SINGLEHANDED SERIES

1) **Lucky Duck**; 2) **Melilani**; 3) **Iowa**. (14 boats)

Complete results: [www.sequoiayc.org](http://www.sequoiayc.org)

SBYRA SUMMER SERIES (7r, 2t)

SPINNAKER — 1) **Sweet Grapes**, Ericson 36 RH, Allan Orr/Mark Green, 9 points; 2) **Vita e**

# THE RACING

sider; 7) **Dianne**; 8) **Great White**; 9) **Moxie**; 10) **Life Is Good**. (63 boats)

CLASS 1 — 1) **Peregrine Falcon**; 2) **Triple Play**. (2 boats)

CLASS 2 — 1) **Timber Wolf**; 2) **Coyote**; 3) **Culebra**, Olson 34, Paul Nielsen/Larry n/a. (11 boats)

CLASS 3 — 1) **Cassiopeia**; 2) **Vent Vitesse**; 3) **Arcadia**. (11 boats)

CLASS 4 — 1) **Tchoupitoulas**; 2) **Emerald**; 3) **Chelonia**. (9 boats)

EXPRESS 27 — 1) **Moxie**; 2) **Dianne**; 3) **Great White**. (6 boats)

NON-SPINNAKER — 1) **Mystic**, Roger Wise/Zach Davis; 2) **True North**; 3) **Robin**. (9 boats)

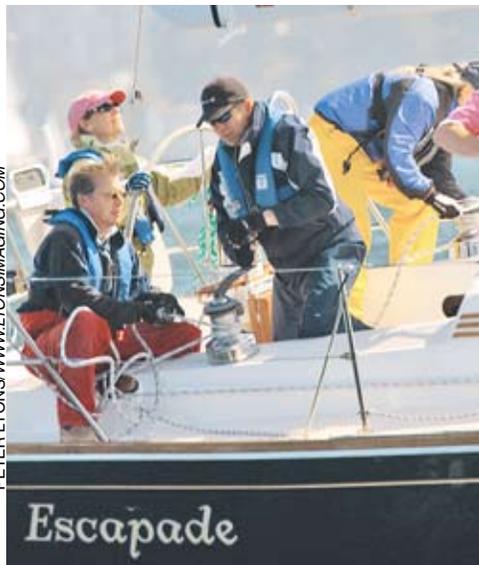
SPORTBOAT — 1) **JetStream**; 2) **Outsider**; 3) **Breakaway**, John Wolf/Simon Dvorak. (10 boats)

WYLIECAT 30 — 1) **Uno**; 2) **Life Is Good**; 3) **Nancy**. (5 boats)

Complete results at: [www.sfbaysss.org](http://www.sfbaysss.org)

## J/24 Nationals

Scoring nothing lower than a fourth, San Diego's Chris Snow sailed *Bogus* to a convincing win at the '09 J/24 Nationals hosted by San Francisco YC September 25-27. Snow's 15-point total was less than half that of the second and third place boats. Snow finished with a 1-1



Renee Linde sails 'Escapade' at the Sausalito YC's Woman Skipper Regatta. The results for this 20-boat event are in the Box Scores.

on Sunday to close out the regatta with six total bullets. Mark Hillman's *WIP* took second while Pat Toole's *3 Big Dogs* moved up to third. Keith Wittmore's *Tundra Rose* — winner of the class'

Western Regionals the weekend before — slipped into the fourth spot on the final day while Tony Parker's *Bangor Packet* ended up in fifth with the top local boat, Michael Whitfield's *TMC Racing* in sixth.

## Race Notes

Well-known Australian skipper **Andrew Short**, 48, died when his *PriceWaterhouseCoopers* (formerly *Shockwave 5*) foundered on the rocks off Flinders Islet. Navigator **Sally Gordon**, 47, was also lost when the R/P 80's boom swept the two overboard early on the morning of October 10 as they attempted to round the islet during its 92-mile namesake race. One other sailor was knocked overboard by the boom, but was successfully rescued, along with the remaining 15 crew, which included Short's two teen-aged sons.

The race is a prelude to the Rolex Sydney Hobart, which Short and Gordon had both sailed 15 times. The Sydney Morning Herald reported that Short wasn't wearing a life jacket, although

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investigations are still pending.

The paper also reported that, hours before leaving on the race, Short had hand-delivered a letter from multiple Volvo Ocean Race Navigator Andrew Cape to youngest-circumnavigator hopeful Jessica Watson, warning of the dangers of the sea.

**Cal Maritime's Sean Kelly** dominated the College Men's Singlehanded Pacific Coast Championship sailed in Laser Full Rigs at Richmond YC, September 26-27. On the first day, a light, shifty breeze made for challenging conditions. Kelly was consistent with two bullets, and never finished out of the top four to lead the 19-boat fleet by 11 points.

Sunday proved to be his conditions. With the breeze building to a steady 12 to 14 knots, he posted four more bullets and finished the regatta 35 points ahead of runner-up **Harrison Hatton** from **Stanford**. Both qualified to compete in the **ICSA Singlehanded Nationals** in Corpus Christi November 6-8.

On the women's side, **Stanford's Eliza Richartz**, and **USC's Kelsey Rupp**

will be representing the conference.

For news and results on these events, check out: [www.icsa.org](http://www.icsa.org).

Redwood City's **Molly O'Bryan Vandemoer** joined Olympic gold medalist Anna Tunnicliffe, Liz Bower and Qingdao Olympian Debbie Capozzi to win US Sailing's **2009 Rolex International Women's Keelboat Championship**.

They topped a 35-team fleet that included many impressive names like 1985/2001 Rolex Yachtswoman of the Year Cory Sertl and Olympian Carol



From left — Anna Tunnicliffe, Debbie Capozzi, Redwood City's Molly O'Bryan Vandemoer, and Liz Bower topped a competitive field at the RWIKC in New York.

DAN NERNEY/ROLEX

Cronin, who finished second and third, respectively. One of the world's longest-running women's sailing regattas, the 13th biennial event was hosted by Rochester YC on Lake Ontario, October 7-10.

**Thomas Ruyant** sailed his Finot-Conq designed Prototype Mini, *Faber France*, across the finish line of the second leg of the **Charente Maritime-Bahia**



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# THE RACING

**Transat 6.50** on October 22. Finishing in Salvador de Bahia after 18d, 20h, 16m, Ruyant was the likely overall winner of the two-leg race as we went to press, having covered the 3100-mile run from Funchal, Madeira, at an average speed of 6.92 knots.

After finishing the 1,100-mile leg from Charente-Maritime to Funchal some 3h, 35s behind Bertrand Delesne's *Entreprendre Durablement*, Ruyant was 43 miles ahead of Delesne by the time he got to Rio. So it looks like Ruyant is the overall winner of the Transat 6.50, with a time of 24d, 23h, 38m at an average speed of 7.14 knots.

Just as this issue went to press, two-time circumnavigator **Brad Van Liew** announced he was taking another stab at the **VELUX 5 Oceans**. Van Liew won Class II in the event in 2002-03 aboard *Tommy Hilfiger Freedom America* when it was known as the *Around Alone*.

Van Liew first came to prominence in the '98-'99 race due in large part to the ground he broke in communicating to the world at large — especially the ever-elusive mainstream American



**Thomas Ruyant celebrating a first in leg two and probable overall win in the Mini Transat.**

media — the trials and tribulations of sailing alone in the Southern Ocean. Since 2003, he'd dedicated his life to the South Carolina Maritime Foundation in his adopted hometown.

He'll be targeting the race's brilliant stroke of creating a cost-conscious **Eco-60** class of older-generation Open 60s that will circumnavigate without the use of fossil fuels. Learn more at [www.oceanracing.org](http://www.oceanracing.org).

**Bruce Schwab**, the formerly Alameda-based rigger who went on to become the first American to complete the Vendée Globe, announced early last month that *OceanPlanet* — the Tom Wylie-designed Open 60 that carried him around the world — had sold.

"If you haven't already heard, *OceanPlanet* has passed into the hands of a new owner," Schwab writes. "My last trip on *OP* was taking her from Robinhood Marine Center to Portland Yacht Services with the owner's rep on a beautiful sunny Maine day. The bottom needed cleaning, the sails were tired, yet somehow *OP* literally flew along as though she knew it was a special trip for me. Hopefully she'll be well taken care of, although I am not sure of the owner's plans or capabilities. Good luck old girl, you've been good to me!"

"Stay tuned for upcoming changes to

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"The *OceanPlanet* News Archives will remain for those — such as myself — who like to look back now and then on a great adventure!"

It's time now for a few mea culpas. First up, in last month's feature on San Francisco YC's **Great Schooner Race**, we omitted the name of a crewmember from Marconi winner, Bob Vespa's *Scorpio*. We always like to get every crewmember's name in our write-ups, and we certainly don't want to leave out the helmsmen! In this case it was Doug Finley, who shared the helming duties aboard *Scorpio* with Mark Lindlaw. Finley brought his 25 years as a pilot in the Panama Canal, not to mention being aboard the 64-ft cutter *Cloud Nine*, which transited the Northwest Passage in 2007. Sorry Doug!



***It's official, and presumably bittersweet; the boat that carried the first American to finish the Vendée Globe, 'OceanPlanet' has been sold by the formerly Alameda-based Bruce Schwab.***

Blame it on learning to read with phonics, or simply a love of vowels, but in last month's write-up of the **Rolex Big Boat Series**, we added a letter to the name of the 1D35 division winner. *Diablita* is the correct spelling of Gary Boell's two-time RBBS winning boat.

Gary said "no problem." His only concern was that people might be confused when seeing the correct spelling in the for-sale ad for the boat — thinking about a 1D35 program? — you'll find *Diablita* listed in **Latitude 38's Classy Classifieds**, which appear not only in the magazine, but also online at: [www.latitude38.com/classyads.html](http://www.latitude38.com/classyads.html).

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# WORLD

We'll depart from our usual format this month to give you an insightful overview of the **Caribbean's Antilles Islands**, and miscellaneous **Charter Notes**.

## Sailing in the History's Wake: The Islands of the Eastern Caribbean

As the gloom of winter arrives, our daydreams lead us to sun-kissed beaches and blue lagoons where the warm trade winds brush over us like a lover's gentle caress.

But why travel to such places only in your dreams? This winter, with the economy still on its knees, yacht charter firms, hotels and airlines are all anxious for your business, and they're often willing to make attractive deals to get it.

With that food for thought we'll follow a familiar autumn theme this month, and take an island-by-island tour of the world's most popular yacht chartering region, the Eastern Caribbean. From the Virgin Islands to Grenada, a 500-mile chain of verdant isles are laid out along an ancient volcanic ridge, which serve as an idyllic destination for island-hopping sailors. And the easterly trade winds serve up 12 to 20 knots of breeze nearly every day of the year.

There's more to the region's magic, though, than breathtaking landscapes and ideal sailing conditions. Subtle — and not-so-subtle — reminders of each island's history can be seen in architecture and cuisine, as well as in the cultural traditions of local residents. And what a remarkable history it is! During the Colonial Era, European nations fought continuously over the patchwork of islands that cartographers call the Antilles. As a result, some isles changed

*A relic of a bygone era, the vintage Tortola sloop 'Esperanza' now lies permanently beneath the coco palms on a BVI beach.*



LATITUDE / ANDY

hands — and national allegiances — time and time again, with the Spanish, French, Dutch and British being the major players.

We'll attempt to give you a quickie overview of the Eastern Caribbean's major charter venues here, touching on a few of our favorite historic footnotes along the way.

First, though, we should note that bareboat charter bases can be found throughout the island chain, all offering both late-model multihulls and monohulls. For the right price, you could also arrange for a luxury crewed charter to pick you up virtually anywhere within the string of islands. But you'll find the most popular crewed yacht bases at the BVI, St. Maarten and Antigua.

Given enough time, most sailors would be elated to sail the entire island chain, but within a typical one-week or 10-day charter, you'll want to focus on one of a half-dozen venues: The U.S. and/or British Virgins (possibly also taking in the so-called Spanish Virgins off Puerto Rico), the Northern Leewards, Antigua and her neighbors, the Northern Windwards, the Grenadines, or Grenada and her neighbors. Each cluster of islands has its strong points to consider, just as each individual island has its own unique 'personality'.

*The Virgin Islands* — Offering sheltered sailing among dozens of islands and cays which lie in close proximity to one another, plus well-developed — although not overdeveloped — shoreside infrastructure, the Virgin Islands archipelago understandably sees more chartering activity than anywhere else in the Caribbean Basin.

As we often write in these pages, the Virgins — especially the British Virgins — are the obvious choice for first-time



LATITUDE / ANDY

charterers, yet their many delights encourage well-traveled sailors to come back again and again.

In the USVI, St. John is our favorite, as it is mostly a national park, and is fringed by spectacular beaches and many tranquil anchorages. Two of our favorite historic sites are there too: the well-preserved Annaberg Plantation, which lies a short walk from the Leinster Bay anchorage, and the Reef Bay Trail, which takes hikers through a lush primeval rain forest to the ruins of a steam-powered sugar mill. You'll see ancient Taino Indian rock carvings — petroglyphs — en route. (Taxi to the trailhead off Centerline Road or go with a Park Service tour and return to Cruz Bay by boat.)

In the British Virgins our favorite sites lie beneath the surface. Although it's never been proven, it's commonly assumed that the Norman Island Treasure Caves were the inspiration for Robert Louis Stevenson's *Treasure Island*. Whether true or not, it's great fun to snorkel through these coral encrusted caves — especially with kids. Even more

# OF CHARTERING



**Spread:** This colorful modern development at the BVI's Soper's Hole anchorage captures the flavor of classic Colonial-era architecture. **Inset:** Kids love to play for hours in warm Caribbean waters.

exciting, however, is scuba diving on the wreck of the *Rhone*, a Royal Mail Steamer which sank off Salt Island in a horrendous 1867 hurricane. Many parts of the iron ship are still well preserved, but the main attraction is the abundant sea life that's made its home here. Brilliantly colored corals, sea fans and sponges are encrusted all over the ruins, and a kaleidoscopic array of fish swarm around and through its iron chambers, seemingly undeterred by divers. Since a section of the wreck lies in only 30 feet of water, snorkelers can, at least, get close enough to enjoy part of the scene. The wreck was used to film Peter Benchley's *The Deep*.

**The Northern Leewards** — The 90-mile Anegada Passage separates the Virgins from the Northern Leewards, where the French/Dutch island of St. Martin/St. Maarten is the largest charter base. Bustling with shore-based tourism, ca-

sino gambling and duty free shopping, the island provides a contrast to some of its sleepier neighbors. The formerly British islands of St. Kitts and Nevis lie only a day's sail away and, while they are slowly developing, you would never use the word 'bustling' to describe them. Both still have vast agricultural tracts surrounding lofty volcanic peaks, and shore-based tourism is largely confined to a handful of renovated plantations. Although their partially protected anchorages can be a bit rolly, they are well worth a visit, as walking their ancient streets makes you feel as though you've traveled back in time to an era when life was slow and simple.

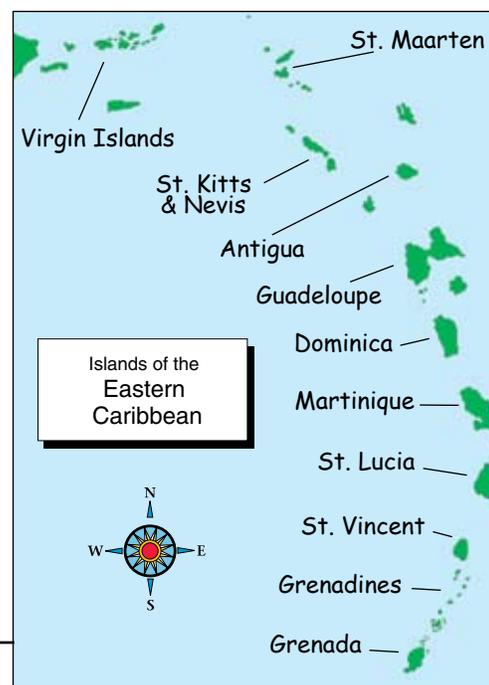
It's well worth taking a taxi tour of either island, but our favorite historic site here is the massive Fort Brimstone, which earned the moniker Gibraltar of the West Indies centuries ago. In the old days, its weather-worn battlements afforded 360° protection, while today they introduce visitors to a 70-mile view that includes St. Maarten, St. Barth, Saba, Statia, Nevis and Montserrat.

When it's time to quicken the pace

again and jump back into the here and now, a half day's sail to the charming island of St. Barth will fill the bill. Vacation home to celebrities in search of anonymity, Parisian sophisticates, as well as mere mortals, this tiny, well-scrubbed French island was originally the only Swedish colony in the Caribbean. While the inner harbor of the main town, Gustavia, was once a haven for pirates and smugglers, it now attracts some of the most splendid yachts in the world during the winter months.

**Antigua** — Formerly a British colony, Antigua has been a Caribbean maritime center since the 1700s, when the British and French fought ferociously for dominance of the Eastern Caribbean isles. Today, as most sailors know, the island is the winter charter base of choice for many of the world's most spectacular luxury crewed yachts, and is also home to several bareboat bases. The world-famous Antigua Sailing Week (held in late April) is the Caribbean's largest annual re-

gatta. It began over 43 years ago when local charter yacht operators decided they needed a forum for end-of-season revelry before sailing off to do summer



# WORLD



ROD ECK

charters in the Med or New England.

According to the Antigua Tourist Board, the island has a beautiful beach for every day of the year. While that might be a slight exaggeration, it is certainly an island with enough protected anchorages and shoreside attractions to keep charterers happy for a week or two — espe-

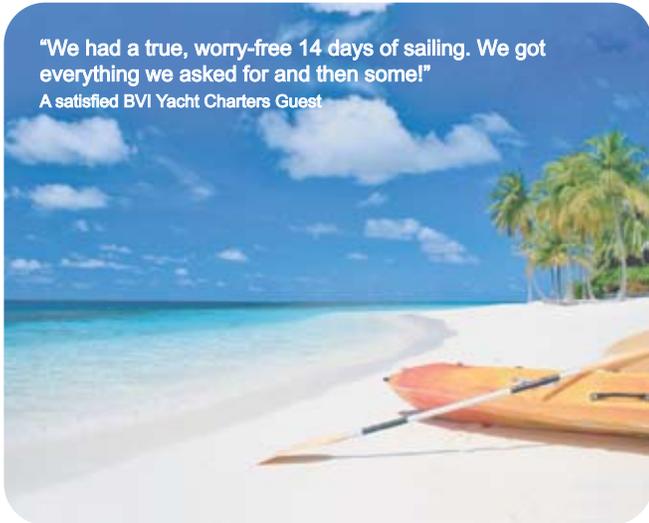
***In the fall, before the peak season begins, bareboats can tie up along the quay at Gustavia. But in mid-winter, megayachts rule the roost.***

cially if you include a couple of days at its sister island, Barbuda. Although it's only 40 miles distant, few sailors visit that minimally developed isle, as the approach is peppered with reefs and it

has few services. To our way of thinking, however, its isolation is a huge incentive to go there. White sand beaches skirted by brilliant turquoise water stretch for miles without bearing a single footprint, and the snorkeling is superb. Today, these two neighboring islands are united as the nation of Antigua and Barbuda.

The centerpiece of Antigua's historical legacy is the painstakingly restored English naval station called Nelson's Dockyard. Built within a natural hurricane hole, it was an ideal base for the West Indies Squadron, within which Nelson served as a young officer. Today, the workshops, barracks and officers' quarters of old have been converted to restaurants, hotels and shops without sacrificing their inherent charm. The history buffs within your crew may never want to leave.

*The Southern Leewards & Northern Windwards* — Forty miles south of Antigua lies the large French island of Guadeloupe. Together with Martinique, St. Barth and St. Martin, these islands comprise the French West Indies, which is a department (or state) of France,



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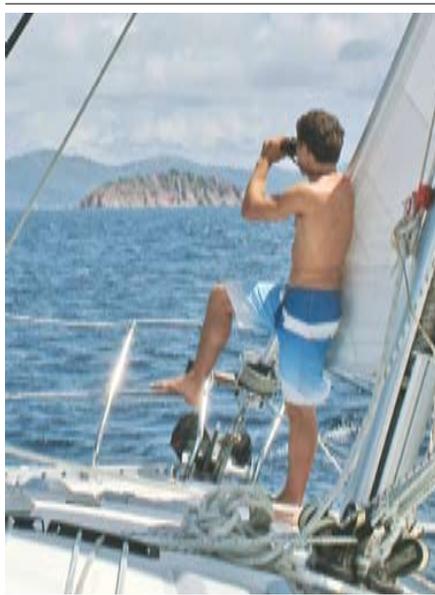
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# OF CHARTERING

whose residents have all the rights of other French citizens. As such, these islands have a steady inflow of French nationals, and their general character is quite different from that of their formerly British and Spanish neighbors.

Large and mountainous, Guadeloupe is the first of five tall islands that are much more lush, and consequently much more abundant in agriculture, than their northern cousins. Guadeloupe, for example, has an extensive rain forest with towering waterfalls and jungle-like vegetation. Fine creole cuisine on Guadeloupe and Martinique is a highlight, and provisioning is better — and more fun — than almost anywhere else in the island chain.

History buffs will enjoy seeing the colonial-era relics at Guadeloupe's Fort Fleur d'Épée and the ancient Arawak Indian rock carvings at the Parc Archéologique des Roches Gravées, but you'll also want to leave time to snorkel or dive at the Cousteau Underwater Park at Pigeon Island, which lies just offshore. And you must spend at least one night at the charming cluster of tiny islands



LATITUDE / ANDY

***While it's nice to have a GPS along, most navigation throughout the Eastern Caribbean can be safely done by line-of-sight.***

called the Iles des Saintes, where fishing is still the main livelihood and casual waterside eateries abound.

The stretches of open-water sailing between these central islands can yield

brisk winds and bouncy sea conditions, in contrast to the flat-water sailing in the lees. Directly south of Guadeloupe is Dominica — an anomaly of the colonial era, as it is a former British colony sandwiched between two French islands.

The poorest and least-developed island nation in the lower Caribbean, Dominica is not without its attractions. Hiking through the massive Central Forest Reserve is a nice contrast to those sunbaked days on the water. And while there you'll want to visit the Carib Indian Reservation, the last in the Caribbean, where evidence of centuries-old traditions still remains, such as thatched-roofed huts and dugout canoes.

Another booming open-water sail will take you to Martinique (the northernmost island of the Windward Antilles). Although the bustling city of Fort de France might be a bit too busy for your tastes, there are a number of coastal anchorages and fishing villages well worth visiting. For the culturally curious, we have two suggested stops. First, the Centre d'Art Musée Paul Gauguin at Carbet, which houses works and mementos from the

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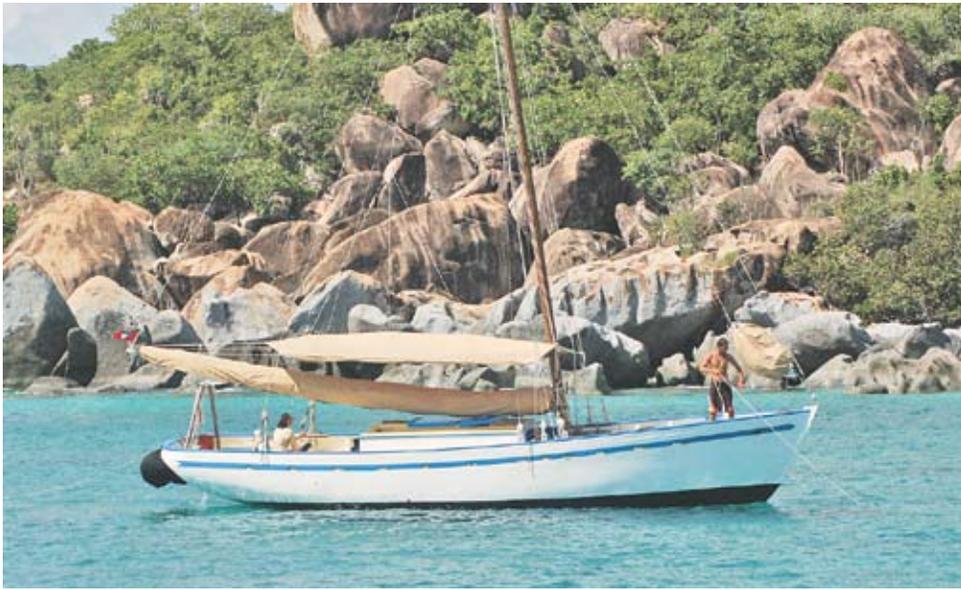
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artist's stay here prior to his emigration to French Polynesia. And second, St. Pierre's Musée Volcanologique which commemorates the catastrophic 1902 eruption of Mt. Pelee here, which killed all but a single survivor.

Although there are huge French charter fleets on both Martinique and

**On most Caribbean islands, traditional boat-building is a forgotten art. But craftsmen at Carriacou still revere the old ways.**

Guadeloupe, most Americans charter out of St. Lucia when visiting this part of the Caribbean. Large bareboat fleets are based at both Marigot Bay and Rodney Bay.

St. Lucia probably has the most volatile history of any Eastern Caribbean island. The ferocious Carib Indians kept European navies at bay for more than 100 years before finally succumbing. The British and French then began a protracted struggle to control it through 14 exchanges of power that lasted until the end of the Napoleonic wars, when the Brits permanently planted their colors on St. Lucian soil. It's well worth taking a taxi tour through the inland countryside with its vast agricultural tracts. While you're at it, stop at Fort Charlotte atop lofty Morne Fortune. Even if you're not interested in the 18th century artifacts there, you'll love the panoramic view from the ancient battlements, which includes the toothlike Pitons mountain range to the south.

**Grenada and The Grenadines** — We've always thought the naming of this southern stretch of islands could have been better thought out. After all, the northern nation within this archipelago is officially called St. Vincent and the Grenadines — a mouthful — and the southern group is lumped under the title Grenada

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— although that's also the name of the principal island in the group. But what do we know? In any case, it's a wonderful region that features short hops between anchorages, charming little waterside towns and a laid-back pace of living. A nice loop tour of the Grenadines can be done in a week from charter bases in St. Vincent — the large, verdant island at the area's northern end. But with 10 days to burn you could do a one-directional trip from Grenada to St. Vincent, hitting a variety of cozy anchorages and snorkeling spots along the way. Among our favorite stopovers here are idyllic Port Elizabeth on Bequia's Admiralty Bay, the tiny Palm Island Beach Club, the Tobago Cays and Carriacou, where a few old-timers still build hand-hewn boats on the beach.

Grenada took a horrible beating from Hurricane Ivan five years ago, but it's resilient population wasted no time in picking up the pieces and rebuilding their infrastructure. And the tropical flora is now as prolific as ever. Grenada's capital, St. Georges, has long had a reputation as the prettiest town in the Southern Caribbean. Both Fort George and Fort



KENT BENEDICT

*"Are we having fun yet?" With clear water, hot sun and steady trade winds, it's hard not to have a great time.*

Fredrick offer commanding views of the harbor below.

A taxi tour through Grenada's interior will reveal why it has long been called the

'spice island', as rich fragrances, such as that of nutmeg, are often carried on the breeze.

As if near-perfect sailing conditions weren't enough, the islands of the Eastern Caribbean hold a wealth of fascinating connections to antiquity which can add immeasurably to the richness of a vacation under sail.

— latitude/aet

## Charter Notes

After announcing our **World of Chartering photo contest** last month, we received a bunch of pretty cool photos. But we want more before picking the winners!

We know that hundreds, if not thousands, of you take charter vacations as often as they can afford to. And we have to believe you all take along cameras. So don't be shy, show us your best images. Naturally, we'd like to see shots of action under sail, or eye-popping nautical scenes. But you're also welcome to submit images depicting any aspect of a sailing vacation, including underwater scenes, sights ashore, anchorages, beach

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# WORLD OF CHARTERING



ZAC TURPIN

bars, your goofy kids, whatever.

Because we know you're probably as over-extended these days as we are, we'll extend the submission deadline to January 1. **Email up to five high resolution JPGs to [andy@latitude38.com](mailto:andy@latitude38.com)**, and you'll have a chance to get your shots published in these pages and also receive some much-coveted *Latitude* swag.

On the other hand, if our plea for stunning photos makes you realize

***Attack of the killer seagulls? No just a bread crumb feeding frenzy off the aft deck. But it's quite a contrast to a static sunset shot.***

that you really don't have any, perhaps we can offer a few tips. Over the years we have, after all, shot about a zillion frames.

Since most sailing vacations are taken in bright, sunny places — and more often than not in the tropics — getting evenly balanced photos can be a challenge.

Polarizing filters can help reduce glare, but don't try using old filters from your film camera on your new digital. New electronic cameras require specifically designed filters.

If you browse through a *National Geographic* you'll notice that many of the most impressive shots have very warm lighting, with highly defined highlights and shadows. That's because pros often shoot in the early morning or close to twilight, when colors are the richest.

When out on the water you'll eliminate the chance of blurred images by choosing 'shutter priority' and assigning a shutter speed of 1000 or higher.

Another tip that's especially useful in the tropics, is to become familiar with your camera's fill flash settings, which can brighten faces beneath hat brims without looking artificial, and also light a subject in the foreground (i.e. your sweetheart), while accurately recording the ambient light in the background (such as a sunset). Experiment and have fun. Fooling around with photography can be an added pleasure when vacationing in geographically dramatic and culturally rich places.



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# CHANGES

With reports this month from **Azure II** on the start of a second family cruise, this time on a cat; from **Java** on the joys of cruising and travelling in South America; from **Scarlett O'Hara** on Robinson Crusoe Island in Fiji; from **Toucan Tango** on sailing up the Red Sea; from **Solace** on onboard surgery in Tonga; from the **Vava'u Regatta** in Tonga; from **Moonduster** on the problem with bananas in the South Pacific; from **Reba** on a reunion in Maine with friends from the South Pacific; and **Cruise Notes**.

## **Azure II — Leopard 47 Cat The Pimentel Family Starting Our Second Cruise (Alameda)**

It's been almost 11 years since we returned from the cruise on our first boat, the Jeanneau 36 *Azure*. We had a blast in Mexico, then crossed the Pacific in what we think was one of the first official Puddle Jumps. We enjoyed exciting times in French Polynesia, Tonga, Fiji and New Zealand. We returned home from that experience with



**Ruth and R.J. aboard 'Azure' in New Zealand.**

the best reminder of our good times — R.J., who was born in New Zealand. He was joined two years later by brother Leo. They are now 11 and 9 respectively.

We've been planning a second cruise since we got back from the first, and now the timing is finally right. After reading about catamarans in *Latitude* and chartering one in the BVIs, we became convinced that they are the way to go on a family cruise. So we found an '01 Leopard 47 that we thought we might want to buy, and in August flew down to St. Lucia to check her out during the course of a 10-day test cruise. Here's my midway report:

"We've had *Island Spirits III* — which we hope will soon become *Azure II* — for five days now, and we think the cat is awesome! We've sailed her downwind, reaching and upwind. We've anchored,

**Although they still have their Cal 40, Rodney and Jane decided that two hulls of a Leopard 47 are better than one for a family cruise.**



AZURE II

picked up mooring balls, and checked out four different spots around St. Lucia. Each outing has been a learning experience. It turns out that I'm not an excellent driver quite yet. I thought I was in neutral once, but was actually fast approaching another boat in the anchorage. Sure scared that guy!

"R.J. and Leo have not only been having a blast snorkeling, jumping off the boat and swinging from ropes hanging from palms, but they've become essential to the operation of the boat. Leo was born to climb the mast to zip up the sail cover. R.J. is getting muscles from grinding the winches, and is great at steering the boat. They both handle lines when we take a mooring.

"Right now it is early morning in Marigot Bay, St. Lucia. Rodney is making the local bread — which is kind of like scones — on the BBQ, Leo is awake and ready to go, and R.J. is still sleeping. Except for the tropical birds, the soft slapping of the water, and Leo slurping his Apple Jacks, it's quiet.

"The weather has been hot and humid with occasional rain, but we've been keeping cool by swimming all the time. Assuming all goes well with the rest of the test sail, we'll be hauling the cat out at Rodney Bay for a survey. If that comes out fine, we'll buy the cat and begin our cruise in November or December."

Well, we went ahead and bought the cat, so *Azure II* will be our home for approximately the next two years. For friends who know our Cal 40 *Azure*, we're still keeping her on the Bay.

Rodney and I have already quit our jobs, and are now busy getting home schooling squared away, renting out our house, and so forth. We'll start our new adventure on Thanksgiving in St. Lucia, and be up around St. John in the U.S. Virgins for Christmas. We'll wing the rest of the winter from there.

We want to let other families with kids know that we'll be cruising the Caribbean this winter and the Mediterranean next summer with our boys, and that R.J. and Leo would love to connect with other cruising kids. We can be reached at [familyazure@gmail.com](mailto:familyazure@gmail.com).

— jane 10/02/09



## **Java — Crowther 48 Evan Dill and Donna Boyer South America Is Worth Visiting! (The World Is My Homeport)**

South America is not high on the list of destinations for cruisers, but having been here since February, Donna and I think it should be. It's an especially good place for economy cruisers and for those who like to use their boat as a base for exploring inland.

We're currently at Bahia de Caraquez, Ecuador, where I'm paying workers \$10 a day — not an hour — to paint the inside and outside of my boat, which I've hauled on the beach for free. Large fixed price meals at local restaurants are \$2. And when we travelled inland to various other South American countries, we spent an average of just \$400 a month.

We've loved every minute of our time in South America, and always felt safe — even in Colombia. The locals may not always be super-friendly, but nobody was ever threatening.

# IN LATITUDES



ALL PHOTOS COURTESY JAVA

**Spread; 'Java' on the beach at Bahía de Caraquez, Ecuador, for a budget facelift. Inset left; The Puerto Amistad YC in the foreground with the boats anchored in Bahía de Caraquez in the background. Inset above; Evan and Donna mess with optical illusions on an Argentinian saltflat.**

We began our South American adventure by sailing from Golfito, Costa Rica, to Ecuador. The 15 days it took us, thanks to a combination of light wind and opposing current, made it my slowest passage to date. For five nights in a row we had no wind at all, so we simply turned on the 'night light' and went to sleep.

Although our trip was a slow one, it was filled with the natural delights of cruising. For example, we saw lots of dolphins, turtles and seabirds. But the most exciting incident was when we inadvertently hooked a sailfish. I ultimately had to get into the water and swim the wild creature around the boat in order to resuscitate it. We were rewarded for our efforts twice. First, we got to watch it swim slowly down into the azure depths. Second, a short time later we landed a large dorado that fed us for days.

Our sailing highlight was the night

we had a steady 15 knots of wind on the beam and a sea that seemed as smooth as glass. The moon shone over our shoulders, illuminating the sea in front of us, and the phosphorescence from *Java's* rudders left twin contrails behind. Sheila, my Aussie autopilot, drove the boat at a silent 8-10 knots, leaving Donna and me with nothing much more to do than wonder at the brilliant stars overhead. Having never experienced anything like it, Donna not only stood her watch, but part of mine, too!

It's not always peaceful when you're cruising, of course. For example, one morning at 6 a.m. we lost our forestay. Had *Java* not been cutter rigged, the mast would have come down. Nonetheless, the genoa also pulled out of the ProFurl roller furling

track. By the time we rigged a couple of halyards as temporary forestays and got everything settled, we'd been at it for five hours. Having to sail the remainder of the way to Ecuador with a staysail instead of a genoa added several more days to our passage.

We found a lot to like once we got to Bahía de Caraquez, as the air and water temperatures were warm, the holding ground was good, and the prices were low. Furthermore, in five months of having the boat on a mooring, we had no problems with theft — despite the fact that we were travelling inland almost the entire time. Puerto Amistad, which is located on the river, was most welcoming and the costs were reasonable. You can anchor for free and pay a \$5/day fee that includes use of the dinghy dock, hot showers and wi-fi, or you can pay \$270/month for a mooring.

The holding ground off Puerto Amistad is good — much better than, for example, at Cartagena, Colombia. During our stay there with friends aboard *Southern Belle*, a small squall came through and 13 boats dragged in the first half hour! Cartagena is also a lot hotter and more humid, which makes it a less pleasant place to do boat maintenance.

Puerto Lucia is the 'other marina' in Ecuador, but there aren't as many boats there because it's much more expensive and not as cruiser-friendly. It is, however, the best place to do a traditional haulout. Those needing to just haul for a quick bottom job often do it on the sand

**Although this photo, with 'Java' in the background, was taken at Ollie's Point, Costa Rica, there is good surf in Ecuador, too.**



**Machu Picchu, one of South America's top attractions.**



JAVA

# CHANGES

here at Bahia or while careened against the yacht club wall for \$10 a day.

We don't know about marinas in Peru because not many boats go down there.



**The long trip to Patagonia was worth it.**

The problem is that the wind and water are on the nose, making it like a Baja Bash. Besides, the water is cold.

The only drawback with Ecuador is that it supposedly limits the person, not the boat, to a non-renewable three-month visa. Some cruisers have found ways to get around it, however. In addition, the rules about visas seem to change all the time, so you just have to come down and take your chances. For what it's worth, we arrived in February, and we'll still be here for a couple more months.

One of the pleasant things about Bahia — and most of South America — is that it's so inexpensive. For instance, a *plato grande* set price meal is never more than \$2 in this friendly fishing town. Buses and shared taxis are cheap, too. For those who want to surf or paraglide, Canoa, just across the Chone River, is the place. You can get there by either public *panga* or an 80-cent bus ride.

As for our inland travels, we spent five months backpacking, following in the footsteps of so many young international *viajeros*. Hostels and food were generally very cheap — \$7/person for a simple room, and \$3 to \$4 per meal. Most of the spectacular scenery was free, so we didn't do many packaged tours.

We travelled in a very serendipitous style, which allowed us the freedom to take whatever specials came our way

**Evan and Donna admire the chute-type waterfall at Petrohue, Chile, which leads to beautiful Todos Los Santos.**



COURTESY JAVA

— such as a week-long, four-wheel drive trip with a French couple through the spectacular Andes mountains in Argentina. This travel style also allowed us to take a few days off if we felt we'd been on too many buses in too many days.

Buses, however, are the way to go in South America. They come in all styles, from luxurious with full reclining seats, pillows, blankets, hot meals and wine, to the exciting local 'chicken buses' packed to the gills with people, kids, babies — and yes, chickens! Drivers of these buses seem to think they are trying to qualify for gran prix while trying to negotiate steep mountain roads, which are often muddy, slippery and dotted with potholes. It was sometimes scary, and always an adventure.

We flew only twice — a bus trip to Patagonia and back is too long. The only two countries we didn't visit were Brazil and Bolivia, and that was just because we didn't want to pay the \$135 "reciprocal" fee they charge Americans.

So if you're looking to get off the worn path, what are you waiting for? Machu Picchu, Iguazu Falls, the glaciers of Patagonia, the wine country of Chile — there is so much to see. South America is a huge continent ripe for adventure.

— *evan 10/15/09*

## **Scarlett O'Hara — Serendipity 43 John and Renee Prentice Robinson Crusoe Island (San Diego)**

If you're coming to the South Pacific this year and want to add another destination to the list of places that really welcome cruisers, don't forget Likuri Island in Fiji. Also known as Robinson Crusoe Island or RCI, it's owned by three Australians who really love cruisers. In fact, they so like having boats anchored off their island that they go out of their way to be cruiser-friendly. The first time we visited this season, we planned to stay for three days. We ended up staying for three weeks!

RCI is what they call a 'back-packer', which means they provide cheap accommodations that attract lots of young people. These are very popular in Fiji. What distinguishes RCI from all the others is that it has the best show. And we're not talking the best show in Fiji, but the best show in the entire



Pacific. The dancers all have day jobs at the resort, but once the show begins, they are transformed into magnificent performers. Their dance style is more Polynesian — meaning more hula-like — than some of the more traditional and modest dance styles we've seen elsewhere in Fiji. There are 16 dancers in all, and they all have beautiful bodies. Rico, a very handsome Fijian, is the leader of the troupe.

The show is so good that it draws many guests from the five-star resorts in the area. RCI buses these people to a landing, where they are brought down river in medium-sized aluminum skiffs, then landed on the beach. For \$50, these guests get a great dinner and show, a kava ceremony, some beach time, and all the transportation included. We cruisers get to use the facilities and enjoy the dinner for only about \$5 each! The dinners are delicious, too, as the Aussies also own the best meat market we've found in the South Pacific. It's located in nearby

# IN LATITUDES



ALL PHOTOS COURTESY SCARLETT O'HARA



**Top right inset; John and Renee of 'Scarlett O'Hara'. Other photos: Scenes from the first Annual Likuri Island Cruise Race/Fun Day.**

Nadi, close to the international airport.

RCI is such a great place that on September 26 we joined the crews of 11 other boats for the First Annual Likuri Island Cruise Wreck Race/Fun Day. Quite a title, no? Among the activities were a dinghy parade, an island survivor contest, a rum hunt and a sailboat race. The following folks participated: Rick Walker and Robin Willstein of the Tampa-based Voyager 430 cat *Endangered Species*; Ilene Byron and Ken Larner of the U.K.-based 51-ft aluminum schooner *Silver Ruffian*; James and Lisa Stewart of the New Zealand-based Peterson 46 *Bama Breeze*; Rod and Viv Smith of the New Zealand-based Sandy Jones 46 *Innovation*; Ken and Cathy Simmons of the New Zealand-based 60-ft wood motorsailer *Fair Isle*; Boyd Smith of the New Zealand-based Beneteau *Young at Heart*; Dailier and Chantal Beaucheng of

the France-based Ovni 45.5 *Sea Lance*; Alain, Patricia, Geean, Maxime and Arthur Guillebert of the France-based Lagoon 470 *Tangara*; David Van Ryswye and Tony and Mynda Manfield of the New Zealand-based 45-ft custom cat *Lady Nada*; Richard Holliday of the New Zealand-based H-28 *Sea Dove*; Steve and Liz Coleman of the Oz-based Oceanic 46 *Liberte*; and us, with our San Diego based Serendipity 43 *Scarlett O'Hara*.

The race started just outside Likuri Pass, and was a one-hour reach, at which time the race committee called time. After we all recorded our GPS positions, we raced back to RCI. It was a perfect day for the cats, as it blew 15 knots on the beam. Reaching is not *Scarlett's* strongest point of sail, but we made a race of it against the six crew on the 46-ft *Innovation*. We were sailing boat-for-boat

with them, and to weather, when they tried to pull out a win by taking us up. But they failed! Despite all our cruising gear and only having a crew of two, *Scarlett* is still pretty fast.

The winners of the race were identified by pulling names out of a hat — just like in the America's Cup — so a great time was had by all. Next year's weekend should be about two weeks after the Musket Cove Regatta. We recommend that all Puddle Jumpers put RCI on their list of places to visit.



**A nice sunset at RCI, Fiji.**

After a quick trip back to Southern California, we'll come back to *Scarlett* in Fiji to spend tropical cyclone season with our fingers crossed. We've booked a slip at Vuda Point Marina for the entire season in case we need a place to hide from a tropical cyclone, but we hope to spend most of the season cruising Fiji. After that, we may do a second season in Fiji, or we may continue on to Darwin to join the Indonesia Rally. And if we get that far, we'll almost be committed to a circumnavigation.

— renee 9/24/09

## **Toucan Tango — Catana 47 Marvin and Ruth Stark Up the Red Sea To The Med (Rancho Cordova)**

[Continued from last month.]

Continuing up the Red Sea, we cleared into Sudan at the old city of Suakin and anchored in the bay. As advised, we contacted Mohammed, he of the white flowing robe. As promised, we were soon checked in and had water and whatever

***It's hard to fathom, but human slaves were traded in this ancient and crumbling structure at Suakin until the late 1940s.***



TERRENCE OF ARABIA

# CHANGES

else we needed at a reasonable price.

Suakin has the distinction of being the last working slave trading city in the world, with slaves sold there until the late '40s. Built ages ago of sand-



**Red Sea corals are among the most fantastic in the world.**

stone and seashells, it's crumbling into ruins. The nearby village, like all of Sudan, is very, very poor. To give you an idea, the village has no paved streets or running water, and there was electricity only part of the time. Donkeys and camels are the primary mode of transportation. Nonetheless, we bought local bread and delicious produce at the local outdoor markets.

The Red Sea is full of reefs, so mariners have to pay close attention. Shortly after entering the Sea, we were sailing at 10 knots in a strong breeze when I casually glanced off to the side — to see that we were passing within 100 yards of a rock as big as a two-story house! I quickly checked the chart, and sure enough, there was a dot on the chart. Just a simple dot. From then on, I was careful to check the dots closely.

While in the Red Sea, we anchored behind offshore reefs on many occasions. Some of these reefs were above water, some of them were submerged. While at the aptly named Dolphin Reef, we anchored for several days and swam with the dolphins.

We approached all reefs and other anchorages in the Red Sea with great care. I stood high on the bow while Ruth drove. Some of the anchorages were spectacular, remote bays surrounded by sand.

**Friend or foe? The many reefs in the Red Sea go both ways. They can offer great protection and pleasure, but they can eat your boat for lunch.**

One evening we watched a long camel train of 30 camels and 30 riders slowly moving to the north in the distance. We were told that Sudanese do not like camel meat, but the Egyptians do.

We checked into Egypt at Port Ghalib, a very upscale purpose-built marina resort. Surrounded by sand and more sand, it's in the middle of nowhere, at least two hours by car to the nearest city. Several of us cruisers got together to rent a mini bus and go to the city for provisioning. It was a long and dull trip, and the produce wasn't of very good quality.

Sailing in the northern part of the Red Sea was often tough work, as we had to tack over and over again. We had to sail 50 miles to make 30 miles in the direction that we wanted to go. But we're patient, and with our Catana 44 had done the entire Baja Bash under sail.

Hurghada, our next Egyptian port, is the windsurfing capital of Egypt. The winds here are strange, as they die off in the afternoon, then come up full blast in the wee hours of the morning. It's not a lot of fun to be sailing along peacefully in the middle of the night, then suddenly have to put a couple of reefs in the sails and start smashing and bashing to windward. Our overnight sail to Hurghada started with moderate 18-20 knots on the nose. The wind eased off in the afternoon and most of the night, but quickly blew up to 32 knots at 4 a.m.

But Mother Nature made up for it the next afternoon. Just when I thought we would have to spend another tough night at sea, the wind slowly veered to the west, and instead of having to make two or three more tacks, we were able to sail directly toward the marina at 9 knots, allowing us to make it in before dark. That's the kind of sailing we like!

Hurghada turned out to be our favorite marina in Egypt. It's modern, not too expensive, and was located adjacent to a city with good shopping. We left our cat there for a week

while we toured Aswan, Luxor and the Nile. The touring was expensive, so fortunately it was a once-in-a-lifetime thing.

The 200-mile trip from Hurghada Marina up the Straits of Ghubal to Suez and the canal is often a tough passage with strong winds



on the nose. It was for us. We made this passage in three days, but it took a lot of tacking and having to sail 30 miles to make 20 miles good. We motored all night and into the third day, then spent the rest of the day having officials admire our boat and paying the official and unofficial fees.

Having gotten very little sleep in two days, I wasn't in a very good mood when officials showed up at 1 a.m. to demand even more money. They'd left only an hour before after I'd paid all the official fees. But yes, I ultimately handed over another \$80, for which I got no receipt. At that point we'd paid a total of \$570, plus \$20 for the pilot and a boat shirt.

We were up at 5:30 a.m. the next morning, as instructed. Our pilot showed up an hour later, and began to shout, "Full power! Full power!" Our canal transit was uneventful, but we were dazzled by the really big ships carrying cars, petroleum, LPG, and container after container. The canal is only wide enough for one ship at a time, so it's one-



# IN LATITUDES



DARYL SPENCER

***In Sudan, the transportation contrast was stark. Ashore, a mule and a dusty cart. Out in the Red Sea, a luxurious catamaran.***

way heading north in the morning, and one-way south in the afternoon. Small sailboats such as ours travel along with the huge ships. The official speed in the canal is 8.5 knots. Most sailboats only make five knots, so we move aside while the ships slide by.

We stopped for a few days at Ismailia, which is midway up the canal, and took a side trip to Cairo/Giza to see the Pyramids and the Museum. We take no pleasure in saying it, but most of Egypt is a dump, and Cairo is no exception. Like all visitors, we got ripped off at every turn. Any local will be served tea at a sidewalk cafe for about 50 cents. But if you're a tourist, that same tea will cost you \$5. Don't even get me started!

The trip the rest of the way up the Suez Canal to Port Said consisted of more motoring past sand dunes and being passed at close quarters by huge container ships.

Only 4% of the land in Egypt — basically the Nile Valley and a few oases — is inhabited and cultivated. The rest is desert, and that's a whole lot of desert. But the Nile vies with the Amazon for the title of the longest river in the world. It's estimated to be 4,160 miles long, and has no tributaries in Egypt. The river runs the entire 960 miles from the border with Sudan to the Med. The Nile sustains the entire country, as it supplies the life-giving water for the entire valley. Both sides of the river are lined about a mile deep with farms and orchards. Beyond that is desert and more desert! In other words, Egypt is a two-mile wide, 960-mile long strip of green, surrounded by desert.

Nonetheless, there are tourists everywhere in Egypt. The Egyptians have been

squeezing money from tourists for eons, so they are good at it. The average tourist doesn't have a chance. You can steel yourself for the experience, but you'll still be no match. Bargain like mad and you'll still end up paying twice the going price for locals. Beware of anyone who comes up to you, says hello, and asks where you are from. They'll want money for being your 'guide'. You cannot walk past a shop without someone trying their damndest to get you inside. And there are no fixed prices, just what the traffic will bear. Speaking of traffic, if you bargain hard for a taxi ride and then encounter heavy traffic, you'll be asked to pay more — even if you're going to a tourist site and the driver knew there was going to be traffic.



***See the pyramids along the Nile.***

Nonetheless, the Red Sea is home to many huge, first-class seaside resorts, with marinas, dive boats, windsurfing, swimming pools, non-stop discos and endless food. Many of the really big resorts are dedicated to Russians, who seem to wear fewer clothes than other nationalities. I walked into one really gaudy resort that occupied miles of waterfront, only to find that everyone there spoke Russian. Even the signs and all the menus were in Russian.

If we ever visit Egypt in our lifetimes, it will be too soon! Fortunately, our cruising in Turkey has been as good as it was bad in Egypt. I can't wait to tell you about

***As far as Marvin and Ruth are concerned, one visit per lifetime is more than enough for crowded, chaotic and crooked Cairo.***



DARYL SPENCER

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all the wonderful aspects of cruising in Turkey, from the low cost and beauty to the terrific people.

— marvin 9/01/09

## **Solace — Hylas 47 Paul and Gina Rae Onboard Surgery and Such (New Zealand)**

After leaving Bora Bora, we enjoyed a vigorous passage to Suwarrow Atoll in the Northern Cooks. There we enjoyed the fabulous hospitality of John, the Park Ranger. What a wonderful steward and tour guide! Suwarrow has more life, above and below the surface, than of any of the islands we've been to so far. As such, we think it's a 'must see' for those cruising across the Pacific.



*Apia from the air.*

After several weeks, we departed for Apia, Independent Samoa. Once again it was a mixed bag of a passage, as we had one day of motoring and two days of 'reinforced trades' — including sustained winds of 30 knots. We decided to skip Pago Pago in American Samoa, as the cruisers ahead of us reported that the harbor was very dirty. We ended up flying to Pago Pago later, and saw that we would not have wanted to bring our boat there. But as it's an American Territory, it was a great place to provision with American products.

Our stay in Independent Samoa was marred only by watching the sailing vessel *Camille* go up on a reef and slowly be damaged beyond repair. She was eventually stripped, then her hull cut into three pieces and dragged into deep water. The

*It was an unusual surgery because it took place in a sailboat salon and because the nurse, a male, wore a Ha-Ha T-shirt as a scrub.*



loss of the boat was a reminder of how quickly our lives can take a nasty turn.

We cruised around the two main islands of Samoa and enjoyed the dramatic scenery. We then had a short passage to Niuatoputapu — often referred to as 'New Potatoes' — which is an island in the Niua group of Tonga. This island is still the Pacific paradise that was written about in years past. The setting is idyllic and the friendly islanders shared their lifestyle with us. It was hard to leave, but the weather encouraged us.

We later had a 30-hour passage — again in rigorous conditions — to Neiafu, Vava'u, Tonga. Our plan is to enjoy these islands until we can find a weather window for the 1,100-mile passage to New Zealand, our home.

But on the day we arrived in Neiafu, the salon of *Solace* was turned into an operating theatre. You see, William of *Eagle Wing* had dropped a hatch on his finger, all but severing the top of his finger through the nail down to the knuckle. So his finger needed medical attention. Fortunately, Betsy, a doctor from Washington, was aboard the nearby *Gayak*, and agreed to help. She was assisted by Paul, who is an operating room nurse. Thanks to the two of them, it looks as though William's finger will be saved. William was fortunate that Betsy and Paul were here, as the accident happened on a Sunday, and everything in Tonga closes for the Day of Rest — including medical services.

— gina 09/15/09

## **First Annual Regatta Vava'u**

We on the organizing committee are pleased to report that the First Annual Regatta Vava'u was a smashing success, with over 56 boats actively participating and over 300 people attending the Full Moon Party. The event, held September 3-8, was a fundraiser with proceeds going to four local charities: Vava'u Library, Vava'u Library's School Scholarship Fund, Hunga's Kindy Fund, and Vava'u's Laboratory Services. But many participants came away winners, too, as 250 prizes were awarded to registered participants. And they were great prizes, too, including liters of motor oil, packs of toilet paper, and Humpback Whale Swimming and Kart Safaris! We're already working on next year's



regatta.

— ben & lisa newton, *Waking Dream*  
— baker hardin, *Liten Up*  
— jason angress, *Fale Vaka Lobo*  
— james barbour, *dinghy James I Am*

## **Moonduster — S&S 47 Wayne Meretsky and Neria Carbon and Bananas (Alameda)**

My S&S 47 *Moonduster* became a whole new boat after I removed the skeg-hung barn door rudder in New Zealand and replaced it with a carbon fiber balanced spade rudder. The refit went over budget, of course, but at least they got it done on time. While getting the boat worked on, I noticed that New Zealand has a much different approach to capitalism from the U.S., and although it can be difficult at times, I find it much more to my liking than the current version in the States. So, I will likely apply for residency in New Zealand when Neria and I return in December.

But right now we're at Ha'apai in



*Come BBQ time, this little guy didn't get cold feet.*

ALL PHOTOS COURTESY DIETMAR PETUTSCHNIG

were. Just so we could remember what it was like to have responsibilities — or, God forbid, jobs — yesterday Neria and I polished some stainless steel, disassembled, cleaned and lubricated a winch, greased the windlass, pretended to fix the sail track gate on the mast, and dealt with some long-standing electrical noise problems that have plagued the SSB. This morning we woke up with a sense of satisfaction that we're hoping will last for a few weeks.”

— wayne 09/01/09

**Reba — Celestial 48  
Steve and Jaime Sidells  
It's Such A Small Cruising World  
(Incline Village)**

How small the world of cruising is continues to amaze us. The Nutt family's 60-ft steel ketch was from Edgecomb, Maine. Lani and Richard Straman's 86-ft Fife schooner *Astor* was from Newport Beach. And our *Reba* was from Northern California. And in 2000, the crews from the three boats met and became good friends in French Polynesia and other island groups across the Pacific. As time passed, we lost contact with *Danza*.

This fall Jaime and I had the pleasure of sailing the coast of Maine aboard *Astor*, guests of the Stramans. *Latitude* readers may remember the June issue of *Latitude*, in which it was reported that *Astor* took first in class and the Concours awards at 2009 Antigua Race Week.

But after some sleuthing and good luck, we managed to cross paths with *Danza*, which had completed a circumnavigation and returned to Maine. So after nine years, the Stramans and Sidells got to meet up again with David Nutt, Judy Sandick and their son David, who are living near Boothbay Harbor, Maine. We learned that they completed

***The Newport Beach-based 'Astor' in magnificent flight enroute to winning class honors at this year's Antigua Classic Regatta.***

***Three photographs depicts various good times at the first-ever regatta in Vava'u, Tonga. You can bet it won't be the last.***

the Kingdom of Tonga, where we have a much more serious problem. Bananas. Buying a stalk of them seemed like a good idea at the time. It always does. But now we've got a sink full of ripe bananas. Plus two loaves of banana bread. And a pan of banana muffins. Neria says she's had it "up to here" with bananas, but they aren't coming out her ears yet. I checked. If nature is so perfect, why do all the bananas — about 30 of them — on a stalk ripen within 24 hours of each other? Fortunately, the ocean is impossibly large, so the addition of 30 ripe bananas won't even make a ripple.

For a while there on our passage up from New Zealand, it seemed as though Neria might never eat anything again. From her log:

"Great things have occurred. After four days sustained only by nibbles on dry crackers and sips of water, I have finally eaten a meal. My previous attempt

at eating — some soup several days ago — hadn't worked out. After about four spoons of it, my stomach sent me a clear warning signal, so I waited. But now it's two days later, and I ate some boiled pasta with tomato — it tasted delicious! Enjoying my new-found hunger, Wayne was set to work again — at 3 a.m., no less — to prepare more complex carbohydrates for me. Boiled potatoes and butter — mmmmm! It may seem that I'm currently fixated on food, and that would be a fair assessment. All I can say is that it is great to be hungry again."

Right now we're anchored off the sand spit that separates the islands of Uonukuhifo and Uonukuhahake. For ease, we refer to them as HiHi and HaHa, the Happy Islands. The cows that wandered across the sand spit just last year seem to have disappeared, but they've been replaced by pigs — pigs nearly as large as the cows



MOONSHADOW

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their circumnavigation four years ago, that David is doing boat repair, Judy is a physician at a local hospital, three of their children are going through college, and son David had just graduated from Dartmouth.



'Astor's' beautiful woodwork.

One of the last times our three boats had been together was in Vanuatu, where Jaime and I decided that we could not continue on to the Solomon Islands. Since *Danza* was going to continue on that way, we asked them if they would try to look up Mark Philip for us. Who is Mark Philip?

While crossing the equator in the Eastern Pacific during the '00 Puddle Jump, Jaime and I threw a bottle into the ocean. Over a period of 16 months and two days, it traveled 5,000 miles across the Pacific, where it was found on Makira Island by Philip! During our most recent meeting, the crew of *Danza* was surprised to learn that Philip and I have been in contact ever since.

Thanks to all the lobster traps and rocks, sailing in Maine is like sailing an obstacle course. But the experience is fabulous, especially when lobsters from the traps end up on our plates. As for us and *Reba*, we look forward to continuing sailing the unobstructed waters of Banderas Bay this winter.

— steve 09/18/09

## Cruise Notes:

"I just realized that it's Jen's and my fourth anniversary of meeting at Buccaneer Day at Two Harbors, Catalina," writes Greg King of Long Beach. He, Jen-

*For a couple who hooked up at Buccaneer Day at Catalina, Greg King and Jennifer Sanders have had an unusually long relationship.*

nifer Sanders, and her daughter, Coco, have been out cruising the Pacific aboard Jennifer's 65-ft Long Beach-based schooner **Cocokai** for a couple of years now. "Life aboard is still great. We're in western Fiji right now, and will be on the hard for about six weeks. If anybody wants to follow us on our website, they can't, because we're probably the only ones out here who don't have ours up yet."

"I encourage cruisers not to miss the **9th Annual Zihua Sail Fest** fund-raiser February 2-7 for the education of disadvantaged children in Zihuatanejo," writes Pamela Bendall of the Port Hardy, British Columbia-based Kristen 46 **Precious Metal**. "While the tone of the event is lighthearted and filled with games, parades, races and much more, the goal is very serious — to raise lots of money to educate Zihua's poorest children so they have a fighting chance in life. Last year we raised 640,000 pesos, including the matching grant from the Bellack Foundation of San Diego and cruiser/donor Pete Boyce of the Tiburon-based Sabre 40 *Edelweiss III*. Further bolstered by a \$20,000 U.S. grant from Rotary International, material donations from the city and state, and the volunteer labor of dozens and dozens of parents, Sail Fest now supports 600 bright-eyed children in nine schools. Your having a great time at Sail Fest can truly change the life of a Mexican child. If you want to volunteer to help out, or can't make it and want to write a check, visit [www.zihuasailfest.com](http://www.zihuasailfest.com) for details."

*Latitude 38* highly recommends contributions and participation in the Sail Fest Event.

"I've a few corrections and an addition for *Latitude's* calendar of events in Mexico," writes Rick Cromwell, Commodore of **Club Cruceros de La Paz**. "Our club will be hosting a **Thanksgiving Dinner** for cruisers at Marina Palmira. We provide the turkey and dressing, the rest is potluck. Last year we fed 265 people, including a bunch of Ha-Ha folks, and welcome everyone again this year. As for the big Subasta fundraiser on December 6, through mutual agreement, it will now be run by the Fundación de los Niños de La Paz. While our club will no longer host the event, we remain sponsors, and many of our members will help make it run smoothly. Lastly, our annual Club Cruceros **Bay**



**Fest** will be held April 9-10. We'll have workshops, seminars, music, fantastic food, games — and on Sunday we have a fun sailboat race for all types and sizes of boats. There will be no cost other than for the food and beverages."

Patsy Verhoeven of the Portland- and La Paz-based Gulfstar 50 **Talion** wants everyone to know that **Sea of Cortez Sailing Week** will be held April 15-22 next year, putting it right between Bay Fest in La Paz and **Loreto Fest** in Puerto Escondido. "We started the first two Sea of Cortez Sailing Weeks on April Fool's Day, and Tax Day is sort of like April's Fool's Day, so it all makes sense," she says. Sea of Cortez Sailing Week features fun races from La Paz to Caleta Partida, Caleta Partida to Isla San Francisco, Isla San Francisco to Caleta Partida, and Caleta Partida back to La Paz, so yeah, it's for folks who really love to sail. There will also be three lay days for socializing at the islands.

The Hidden Port YC of Puerto Escon-



LAWRENCE LANGOWEE

# IN LATITUDES

LATITUDE/NICK



**Participating in one of the cruiser fund-raising events from Zihau to Loreto is a great way to help the wonderful kids of Mexico.**

dido, which hosts the **Loreto Fest**, has yet to post the dates of next spring's event. But, it's usually the last weekend of April or the first weekend of May. As such, next April and early May are going to be packed with events for cruisers in the Sea of Cortez. You don't want to miss it, because it's perhaps the best time of year in the Sea.

It sounded like war, but fortunately wasn't as destructive. "We — meaning my wife LaShandra and children Keturah, 13, and John Jr., 12 — survived the October 12 storm unscathed after hiding in the lee of China Cove at San Cruz Island," writes John Fluro of the San Francisco-based **Hylas 47 Alias**. Alas, our anchor windlass failed the next day, so it was very difficult to pull up our 60-lb CQR on an all-chain rode. We left Santa Cruz Island for Catalina, where we picked up a mooring in Cat

Harbor. I was changing out the propane tank for a full one, with wrenches in hand, when I heard — and felt — a very large explosion behind me. It was closer than almost anything I experienced while in Iraq and Afghanistan. I turned around to see — about 100 yards away — burning debris flying through the air, and an enormous cloud of smoke. After the smoke dissipated, we saw some Sheriff's deputies walking around near the site of the explosion. It turns out that some Navy flares had washed ashore, and a bomb squad had been flown over to the island to detonate them. The fact that I was working on my propane tanks at the time was just luck."

*Changes* readers with good memories will recall that, in the February '09 issue, we wrote about how in the fall of '08, the 600-ft

Turkish freighter **Gulser Ana** rescued the two French crew from Fred and Sophy Tassigny's St. Barth-based **Venezia 42 Courtship**. In a rather unusual series of events several hundred miles from Bermuda, the cat's steering had been crippled by a surfacing whale, and the ship was only able to rescue the crew by T-boning and dismasting the cat. Fast forward to August 26 of this year, with *Gulser Ana* headed to India with a cargo of 39,000 tons of phosphates. Somehow the big ship grounded two miles off Faux Cape, Madagascar. She ultimately broke in two, leaking fuel, phosphates and other nasty stuff into the ocean. All 23 crew — 21 Turks and two Indonesians — were rescued.



**The 'Gulser Ana' meeting her fate off Madagascar.**

That still leaves us bedeviled by the question of whatever happened to *Courtship*? If you go to YouTube and type in *Gulser Ana*, you'll see a video of the ship intentionally ramming the cat. But even after being dismasted, the cat appeared to be in no danger of sinking. We've got to believe that she rode the Gulf Stream across the Atlantic to Ireland. Anybody hear anything?

"Anyone know what's happened to Liz Clark of the Santa Barbara-based **Cal 40 Swell**?" asks Kevin Quinn. "Her blog on *Wet Sand* seems to have vanished. I hope she's well."

It just so happens that we met up with Liz in Santa Barbara in early October, and can report that four years into her sailing-surfing safari, she's doing great, thank you. And she's been very busy. The October issue of **Surfer** magazine **Having been very busy with personal projects, Liz Clark is dying to get back to 'Swell' and the cruising life.**



LATITUDE/RICHARD

# CHANGES

has a fine article on her adventures to date called *Crossing Oceans*, and there's a Patagonia ad in the same issue that features a photo of Clark surfing Teahupo'o, Tahiti, which is as dangerous a break as there is on this planet. In addition, Liz wrote an article called *Blue Mountains Constantly Walking* for the October issue of the much-respected *Surfer's Journal*. The really big news, however, is that Patagonia invited Liz to join a two-week surf legends trip aboard a converted trading vessel in Indonesia. "If you include the entire crew, it was 15 guys and me," she laughs. "But I had the privilege of being able to ride waves with iconic surfers such as Gerry Lopez, Wayne Lynch and Chris, Dan and Keith Malloy. The great people and great waves made it a fabulous experience. Gerry is 60 and Wayne is 58, but thanks to doing lots of yoga, they are still tremendous surfers. The engine would come on at 4 a.m. each morning to get to the first break of the day, then we'd hit three or four other spots a day. The guys were not only inspirations, they were kind enough to help me make some adjustments in



LATTITUDE/ANNIE

Liz Clark of 'Swell' is featured in the current issues of both 'The Surfer's Journal' and 'Surfer' magazine.

my surfing."

If that's not busy enough, a publisher contacted Liz about doing a book, so she's been holed up in Santa Barbara working on that. "But I'm dying to get

back to *Swell* as soon as I can," Liz told us. "I still love French Polynesia and the whole cruising lifestyle. And I enjoy singlehanded in particular, because when you're alone, you have lots of time to work on yourself, and you can also act on impulse. Travelling alone means you get to meet more people and be more open to opportunities."

As we gave Liz a goodbye hug, we were reminded of how physically small she is. Yet she's come so far and done so much. She's a real inspiration herself.

Capt. Eric B. Forsyth, a former fighter pilot in the Royal Air Force, arrived in San Francisco Bay right around our November issue deadline with his Westsail 42 *Fiona*, so we haven't had a chance to interview him yet. But wow, what a sailing resume! He and his wife Edith came out to California in '74 to have a look at the first Westsail 42 hull in Costa Mesa. They liked what they saw, and bought a hull and deck, figuring that Eric could complete the boat in four years. It took eight years to complete the job, but he's subsequently sailed her 240,000 ocean-

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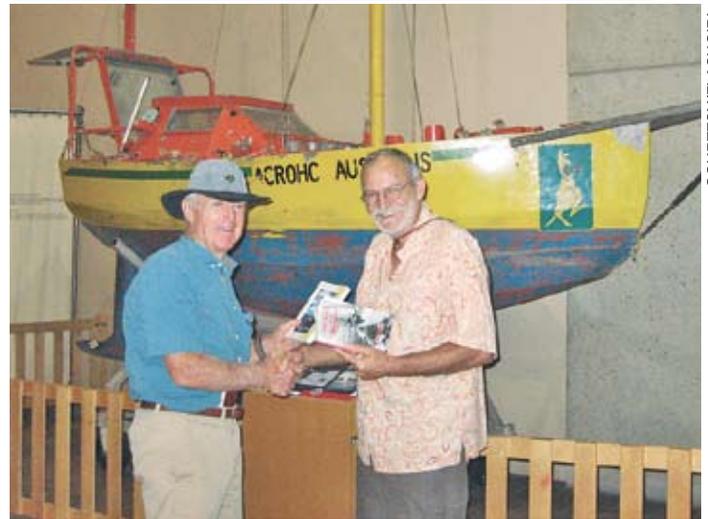
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miles, visiting just about every corner of the globe. In fact, he was awarded the Blue Water Medal by the Cruising Club of America in '00. Forsyth arrived in San Francisco on October 17, having just completed the Northwest Passage. Edith, a physician with a busy medical practice, accompanied Eric on summer cruises in the early years, but passed away of ovarian cancer in '90. But she's responsible for *Fiona's* name.

"We'd sold our beloved 35-ft Dutch boat *Iona* a couple of years before," Eric explains, "a boat we'd cruised in the Caribbean with our then three-year-old son. Both *Iona* and *Fiona* have the old-fashioned long keel of the genuine ocean cruiser, so when Edith first saw the Westsail 42 hull, she was surprised. 'My God,' she exclaimed, 'another f-king *Iona!*' And that's where *Fiona's* name came from!"

"While returning to my boat in Australia recently, I met Serge Testa who, among other things, circumnavigated with the 11-ft, 10-inch cutter **Acrohc Australis** that he designed and built him-

self," reports Warwick 'Commodore' Tompkins of the Mill Valley-based Wylie 38+ **Flashgirl**. "Serge did some original thinking in the design and construction phase, then underwent hellish privation while sailing around the globe. Based on his book *500 Days Around The World*, I think he must also own the world record for the number of times having run aground. It's also amazing that, despite having gone through several cyclones, his little boat never capsized. *Acrohc Australis*, which is the smallest to have ever circumnavigate, is on display at the Brisbane Museum, which is where I met Serge and got an autographed copy of his book. He later visited my *Flashgirl*, and surprised me by essentially having no comments



COURTESY/FLASHGIRL

**Commodore Tompkins with Serge Testa at the Brisbane Museum with 'Acrohc Australis', the smallest boat to circumnavigate, in back.**

or questions. He's a pleasant and soft-spoken fellow, but very difficult to draw out."

What Tompkins neglected to mention is that Testa, who lived in Berkeley with his wife Robin until just recently, did a second circumnavigation with a 60-footer he designed and built.

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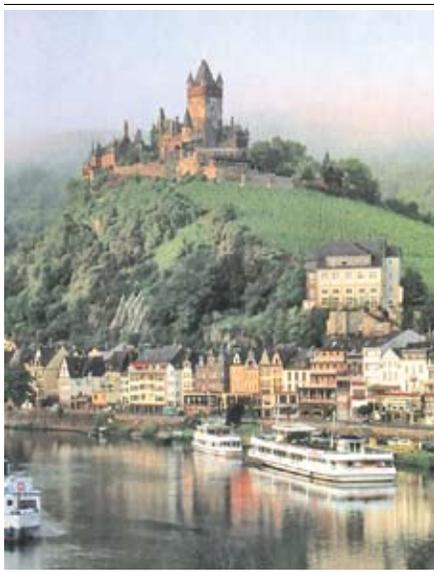
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**WARNING** for cruisers leaving from Mexico: Weather in the Gulf of Tehuantepec is a serious issue and you must obtain a reliable forecast before crossing. Marina Chahue in Hualtulco is a good source. It is 450 miles from Hualtulco to Bahia del Sol, El Salvador.

# CHANGES

As for Tompkins, he and Paul Slivka — the latter who sailed from the Bay Area to Australia with his family aboard their Piver 30 tri **Harmony** in '77 and never came back — were slated to deliver the Freedom 39 **Mainly** to a more saleable location than American Samoa. You might remember that Dan and Joan Olszewski of the East Coast had been cruising the boat for more than 20 years when Dan was swept away and killed by the tsunami that hit Pago Pago on September 29. Unable to bear the thought of keeping the boat without Dan on her, Joan ordered *Mainly* sold as quickly as possible. Almost immediately — and certainly before Commodore and Slivka could deliver her anywhere — the boat was sold. If we're not mistaken, it was as the result of a notice in *Lectronic*. So now Commodore is back to his original plan, which is to cruise that area of the world some more with *Flashgirl*. He'll soon be joined by his wife, Nancy.

It's characteristic of many singlehanders, who are big on self-sufficiency, that they'd think doing the Northwest Passage would be less dangerous than transiting the Panama Canal. For instance, Jack



LATTITUDE/NICK

**Cruise your ocean going sailboat on the Danube River. You have to take your mast down, but there's no law against it.**

Van Ommen of the Gig Harbor, Washington-based Naja 30 **Fleetwood**.

"The goal I've set for myself is to complete my solo circumnavigation by my 80th birthday, which gives me only

eight more years," writes Jack, who had already done all but about 5,000 miles of a circumnavigation. "I dread the thought of singlehanding my 30-year-old plywood boat through the Panama Canal, so I'm hoping that, by the time I've seen all I want to see of Europe, the Northwest Passage will still be ice-free. But right now, my plan is to head up the Rhine River and down the Danube River next fall in order to do the winter of '10-'11 in Turkey. Eventually I'll get flushed back into the Atlantic — unless, of course, I make a left turn at the Red Sea. At the moment, I'm in northern Europe, so I'm wearing socks and have an electric heater buzzing in the companionway. I had some trepidations on venturing out of the warmer climes to cool Europe, the land of very high prices, but so far it's been a positive experience beyond my wildest expectations."

For the record, although one person was allowed to swim through the **Panama Canal** — where were the crocs? — nobody is allowed to singlehand any boat through the Panama Canal. All boats are required to have a skipper, four

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line-handlers, and an Advisor.

Another characteristic of singlehanders, is that they don't like to be told what to do. So it doesn't surprise us that Glenn Tieman of the Ventura-based 38-ft traditional Polynesian cat **Manu Rere** would have nothing to do with Samoa after officials in Apia told him that he'd have to put his boat in a marina. "As soon as I heard the news," writes the man who once cruised the Pacific and Asia for 10 years aboard a 26-ft cat, "I sailed right back out to sea. I ended up at Wallis Island, and was there the when the tsunami hit Samoa. I'm now in Funafuti, Tuvalu."

One of the great gigs for young surfer-sailors has been to buy a small sailboat, park her along the surf break-rich north coast of Banderas Bay, liveaboard, then get a job ashore. That's exactly what young Stephan Ries has been doing for seven years with his Coronado 25 **Ky-Mani**. But anchoring out permanently has its risks, too, as you can see from the accompanying photo. Ries says that his 10-kg Bruce didn't drag, but rather the shock loading during stormy conditions

on October 12 caused the anchor line to break at the swivel. He swam out to his boat, but got there too late to deploy another anchor. *Ky-Mani* ended up below the bluff where the Palladium Resort is located and where Stephan works as a bartender. It's only a short distance from Burro's, the fine surf spot Stephan has been anchoring off for a long time. The combination of

the waves and the rocks made short work of the Coronado 25 and, before long, there was nothing left. As for Stefan, he's temporarily ashore while looking for a \$3,000 replacement boat.

If you want to see a dramatic video of a guy riding his boat onto the beach, go to [youtube.com](http://youtube.com) and type in 'ky-mani lost'. It's dramatic.

"You wanted stories about the Oc-



**Having sailed 'Profligate' by the intrepid 'Ky-Mani' many times, it's a shame to see her helpless and dying on the beach.**

tober 12 storm?" Arjan Bok of the San Francisco-based Lidgard 43 **RotKat** asked rhetorically. "We'd left San Francisco a couple of days before to head to Southern California to get ready for the Ha-Ha. It seemed as though we'd have no problem getting to the Santa Barbara area before the storm would reach us. Unfortunately, the forecasts were off

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# CHANGES

by about 12 hours. By the time we got to Point Arguello, it was blowing in the mid-20s from the southeast with steep and nasty 4 to 6-ft waves on our nose. We sailed for quite a while, but were only making 4 to 5 knots headway towards Santa Cruz island. With *RotKat* starting to act more and more like a submarine, at 9 a.m. I proposed to the crew that we turn downwind and head back up to Morro Bay. There were no arguments about that. We got to Morro Bay by 3 p.m., at which point we discovered that the Ha-Ha burgees are really only good for downwind, for the 30+ knots of apparent wind had blown some of the rubbery lettering off our burgee. We — as well as other Ha-Ha boats **Sea Bear** and **Music** at the yacht club docks, and **Willful Simplicity** on a nearby mooring — rode out gusts in the harbor without any problem. As soon as the wind resumes blowing in the right direction, we'll continue on down to Catalina."

It's hard to give up miles made to windward, but if you're cruising as opposed to racing, it's often the smart thing to do. Especially when the normal wind



LATTUDE/RICHARD

*At age 86, Marius still looks great and still draws the ladies. Just don't let him catch you bringing a four-legged dog into Le Select.*

is in your favor.

**Le Select**, perhaps the most famous sailor's bar in the Caribbean, and indisputably the social hub of chic St. Barth, despite being bare-bones and retro, will

be celebrating its 60th anniversary from November 6-8. It's expected to be a party for the ages, and we've heard that all the rooms on the island have been reserved because so many old friends of Marius Stakelborough, the bar's only owner, will be flying in from around the world. Marius, one of the gentlemen and characters of the Caribbean, was born on the tiny island in '23. He can tell a million stories of 'the old days'. Jimmy Buffett, Marius' good friend for more than 30 years and a part-time resident of the island, will be among the many musicians playing. We'd have given just about anything to celebrate with Marius, but alas, the dates conflict with the Ha-Ha. Nonetheless, we should have some coverage next month, as **JuJu Chantenuff** of San Francisco, a rogue of the first order and a long time habitu  of St. Barth, has invited Heather Corsaro, last year's commodore of the Punta Mita Yacht & Surf Club, to cover the festivities for us.

With the northern hemisphere winter upon us, the rally time of year is fast approaching. The Atlantic Rally for

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Cruisers (ARC), the granddaddy of all cruising rallies, will depart Las Palmas in the Canaries on November 22 with a full fleet of 225 entries. Their destination will be 2,700-mile distant St. Lucia. The ARC course is one of the great cruising routes in the world, as it's a warm, downwind passage in the trades. Every sailor should do it once in their lives. There are about a dozen entries from the United States, but to our knowledge none from the West Coast. If we're wrong, please speak up!

Also in November is the 20th **Caribbean 1500**, from Hampton, Virginia, to the British Virgins. There are 63 boats entered, the average length of which is 47.5 feet, about five feet longer than the average Ha-Ha boat. Almost all of the entries are from the East Coast, although there are four from Canada, two from the U.K., and one each from Japan, Germany and New Zealand.

There are also various other rallies across the Atlantic. We rarely hear about the French and German ones because most of us don't speak the language.

But they've got them, too. Anybody for a rally to El Salvador? Bill Yeargan and Jean Strain of the Honolulu-based Irwin 37 **Mita Kuuluu** report that the El Salvador Ministry of Tourism and the owner of Hotel Bahia del Sol have authorized them to develop a cruisers' rally to El Salvador. "Our idea is something like the Puddle Jump, in that it would

be free and cruisers could start and travel on their own schedule — as long as they arrive in El Salvador by April 30. The objective of this rally is to help cruisers unearth the less-traveled but spectacular destination of El Salvador, and have a lot of fun at the same time. The rally destination of Bahia del Sol offers a low-key, relaxing atmosphere where like-minded cruisers can meet and safely leave their boats while they

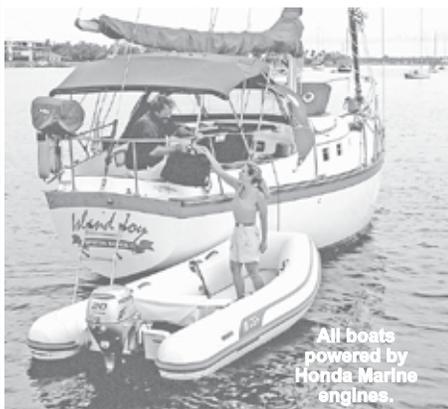


**Forget Applebee's, thought by locals to be the top restaurant in La Paz. Eat at Rancho Viejo, where the food is cheap and delicious.**

travel inland." The event hopes to have their website up soon.

If you avoid marinas and bars and restaurants, cruising in **Mexico can be very cheap**. But not as cheap as a month ago. Thanks to the U.S. government printing money as fast as the presses can be run, the dollar has been slipping against almost every major currency in the world. So if you're going to New

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# CHANGES

Zealand or especially Australia, your greenbacks are going to buy 10 to 20% less than a month ago. In Mexico, the exchange rate has dropped from about 13.5 to 12.5 in just the last month.

For those of you doing the Ha-Ha, there are lots of great post-event options. One of them is the **La Paz area**, and to let you know how welcome you are, the city and state tourism departments, as well as **Marina de La Paz, Marina Palmira, Marina Costa Baja, Club Cantamar** and **Coral Marina Estates** are inviting you to Papa's & Beer Beach Club for a beach party on November 19. While the event is open to everyone, it's free to the first 50 participants from the Ha-Ha. The water in the La Paz area often stays warm until the first or even middle of December, so if you're not going to hit it in the spring, don't miss it in the fall. You want to keep your eye out for Northerners, of course, but they usually pass through quickly. And when in La Paz, don't miss at least one meal at Rancho Viejo.

Marine and other businesses in the Mazatlan and Banderas Bay areas also having the welcome mat out for you. There will be Thanksgiving and Christ-

mas celebrations everywhere there is a group of cruisers.

And please don't forget the **Banderas Bay Blast** December 2-4, which will feature the annual reopening of the ultra-exclusive and super-snobby Punta Mita Yacht & Surf Club, a costume party aboard **Profligate** on the hook at Punta Mita, rock 'n roll and dancing at Philo's in La Cruz, a water balloon catching contest, and three days of 'everybody's a winner' fun-racing between Nuevo Vallarta, La Cruz and Punta Mita. We do have to warn you that new Commodore Lisa Zittel has been working out over the summer to make sure that she gives all new members of the Punta Mita Y&S the spanking they deserve. But remember, no paddling, no yacht club T-shirt.

The '09-'10 cruising season has ar-



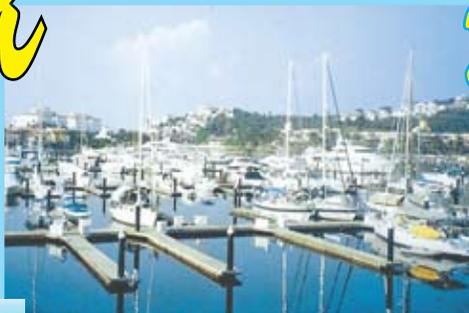
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*Yes, it's juvenile to try to catch water balloons from the top of the La Cruz YC, but it's a Banderas Bay Blast, too.*

rived — and none too soon. We want all of you out there to know that we'd love to see your names and photos in *Latitude*. It's easy, just email a couple of your best high-res photos to [richard@latitude38.com](mailto:richard@latitude38.com), making sure to include the Who, What, Where, and When. Short and simple is best, but please, complete names, hailing ports and boats types.

Have a great season!!!

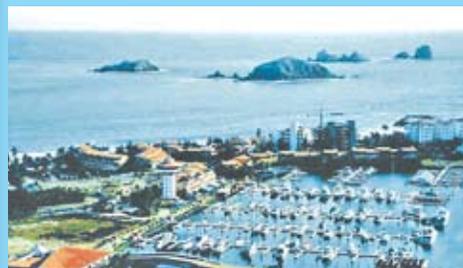
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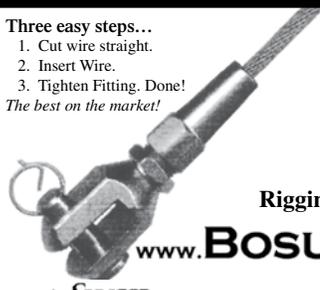
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**WHAT'S IN A DEADLINE?** Our Classified Deadline has always been the 18th of the month, and it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure for your ad. With our new system, your ad gets posted to our website within a day or so of submission. Then it appears in the next issue of the magazine. So you're much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There's no reason to wait for the last minute.



**14-FT WHITEHALL SOLO, 2008.** San Jose, CA. \$7,000. Beautiful and lightly used rowing boat. She is a reproduction of the historical Whitehall rowboats and can reach speeds of 5 knots. Low maintenance hull. Can be used as dinghy or for fishing - outboard provision is available. The price includes slide seat, carbon fiber oars, cover and trailer. More boat pictures at website. [www.flickr.com/photos/cmullerp](http://www.flickr.com/photos/cmullerp). (408) 887-8858 or [cmullerp@yahoo.com](mailto:cmullerp@yahoo.com).



**24-FT MACGREGOR, 1970.** \$2,500. 3 headsails, main, 2 opening ports, stern rail with ladder, VHF, 9.9hp long shaft '86 Johnson with controls. New swing keel bolt. New surge brake trailer with bunks and fresh water flush brakes. Call Bob (707) 829-8222.

**21-FT SANTANA TRAILERABLE, 1972.** San Jose, CA. \$2000. Fair to good condition. Upgraded standing rigging and chainplates. 2 mains, 3 jibs. Trailer in good condition. Depth sounder. 1999 Evinrude 6hp 4-stroke outboard for additional \$500. [www.keay3.net/s21](http://www.keay3.net/s21). (408) 482-9701 or [keay@keay3.net](mailto:keay@keay3.net).

**20-FT PACIFIC SEACRAFT FLICKA.** 1978. San Diego. \$14,500. New Sunbrella cushions, 8hp Honda 4 stroke w/electric start, windlass, headsail furler, good standing rigging, propane stove, new holding tank and VHF, self steering, ready to sail. Email for pictures. (619) 402-8036 or [info@pacific-comp.com](mailto:info@pacific-comp.com).

## DINGHIES, LIFERAFTS AND ROWBOATS

**14-FT LASER, 1979.** Richmond YC rack #040. \$600. Price reduced. Dry hull, in good shape, no cracks in mast-step or daggerboard slot, fiberglass daggerboard and rudder. Old class sail, newer non-class sail. (415) 994-3500 or [jsgutoff@hotmail.com](mailto:jsgutoff@hotmail.com).

**10-FT HP INFLATABLE, 2007.** Moorpark, CA. \$1,750. With 5hp outboard motor. Multiple inflation chambers are covered with PVC-coated, 1100-decitetex polyester fabric with strong, heat-welded seams. Includes oarlocks, wooden bench seat, heavy-duty rub strakes, HP floor, bellows pump, repair kit, 5hp Tohatsu 4-stroke outboard. (805) 298-3595 or [ttilbury@roadrunner.com](mailto:ttilbury@roadrunner.com).

## 24 FEET & UNDER

**HARBOR 20, 2007.** Brickyard Cove Marina. \$32,500. By WD Schock. Bristol. Lines like Alerion Express. Beautiful burgundy hull. Full batten main with single line reefing. Self-tacking roller furling jib with Hoyt jib boom. Asymmetrical spinnaker with retractable sprit. Lifting eyes. Electric bilge pump. Dodger. Full boat cover plus mainsail, jib, and tiller covers. Custom cockpit cushions. Custom fenders. No engine (so nimble you don't need it), but will take an outboard bracket if desired. Slip not available. (415) 925-2612 or (415) 309-2513 or [pmaguire@maguireinc.com](mailto:pmaguire@maguireinc.com).

**J/24, \$12,000.** *Nixon Was Cool.* Multi-season SF bay fleet champion. Fast, ready-to-go one-design racer, with dual-axle trailer. New North San Diego sails, tacktick compass, new standing rigging and boom. Details at: [www.gybethelijb.com/nixon](http://www.gybethelijb.com/nixon). [chet\\_chauhan@yahoo.com](mailto:chet_chauhan@yahoo.com) or (415) 595-2566.

**18-FT A-CLASS CATAMARAN, 2002.** Santa Cruz. \$8,000. Auscat Flyer in excellent condition ready to race. Carbon everything. New trampoline and covers. Two Glaser sails in excellent condition. Many spares. [mtnpablo@gmail.com](mailto:mtnpablo@gmail.com) or (831) 295-3330.



**19-FT DRASCOMBE LUGGER, 1974.** San Diego. \$6,950. Original fiberglass model. Varnished spars, white hull. Original main, mizzen, newer jib. 6hp Suzuki. Trailer. Great boat. (619) 275-7593 or [sailor92106@yahoo.com](mailto:sailor92106@yahoo.com).

**24-FT MELGES, WEST COAST.** \$26,000+ Make offers. Hull numbers 15, 14 and 87, for delivery on the West Coast. Pricing starts at \$26,000 US. All are in good condition, ready to race. Fast, easy to trailer. Contact Frank. (512) 750-5735 or [cabosportsfrank@yahoo.com](mailto:cabosportsfrank@yahoo.com).



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## 25 TO 28 FEET

**27-FT NEWPORT, 1974.** Alameda. \$3,900. Spacious interior with V-berth, quarterberth and table that folds to double bunk. 3 jibs on foil headstay and new mainsail. Atomic Four, nice spinnaker pole but no spinnaker, new front hatch Lexan. (510) 593-8697 or ssnick@gmail.com.

**25-FT CORONADO, 1968.** Berkeley. \$6,500. Cozy, clean, comfortable fun Bay boat. New standing rigging, new mainsail, stereo, marine radio, 2 furling jibs, Honda 8hp outboard. Good beginner sail boat. (510) 843-7745 or (510) 387-2051.

**25-FT MACGREGOR, 1985.** Manzanilla, Mexico. \$3,500 asking. South of the border, Manzanillo, Mexico. Sloop in good condition with two-axle trailer, Honda 7.5hp outboard and many extras. (707) 433-2547 or Henson@sonic.net.



**25-FT CATALINA, 1986.** Delta. \$5,495. Poptop cabin roof, outboard, roller furling jib, sleeps 2+, daysails 6+, galley, head. Clean and ready to go. High thrust outboard also available. More pictures at website. Make us an offer! [www.deltadrifter.com](http://www.deltadrifter.com). (916) 777-5510, (408) 279-4435 or mail@deltadrifter.com.

**27-FT ANTRIM, 1999.** Richmond YC. \$38,500. *Always Friday*, hull 15, has an excellent SF Bay racing record (National champion in 2004 and 2007, and multiple-winner of MORA in OYRA). Main features: Carbon mast, lightly used carbon sails, Nexus instruments with integrated GPS, and a trailer. Has two built-in marine batteries that are charged with a solar panel. If sold in Bay Area, I will bring new owner up to speed on A27 go-fast tricks. (925) 443-4659 or jwliebe@pacbell.net.

**INTERNET FRAUD.** Recently, we've been getting another tidal wave of reports of Internet scams, so we feel compelled to warn you once again about this unfortunate aspect of human nature. If somebody wants to buy your boat sight unseen, and suggests sending you a cashier's check for more than the asking price, trust your instincts. It is too good to be true. Usually they want you to cash the check and return the remainder to them for shipping costs. Then, much later, the bank informs you that the check was no good. We recommend that you don't even respond to the initial email inquiry. For more info on these cons, see: [www.craigslist.com/about/scams.html](http://www.craigslist.com/about/scams.html) Brave New World.

**27-FT CATALINA, 1985.** Oakland Marina. \$18,500. Loaded. Universal diesel, pedestal steering and engine controls, auto steering, dodger, roller furling genoa, nice brightwork, super clean teak interior, well maintained, hauled 4/08. (510) 357-8549 or [frawil@sbcglobal.net](mailto:frawil@sbcglobal.net).



**25-FT BAYFIELD, 1986.** San Diego, CA. \$14,500. Stout trailerable pocket cruiser. Sleeps 4, enclosed head, diesel, 5'10" headroom. All systems upgraded or replaced with new 2008-09. Ready to go! Photos available. Fun, safe, gorgeous little ship! [tomacado@verizon.net](mailto:tomacado@verizon.net) or (951) 699-5909.



**27-FT SANTA CRUZ, 1973.** Santa Cruz. \$12,500. *California Zephyr*, SC 27 hull # 3 is fast and fun! Lighter than later boats, carbon fiber spinnaker pole, aluminum spinnaker pole, 4 kites, 3 jibs, main (all Santa Cruz sails), new bottom paint August 2009, new gel cell, Honda 2hp 4 stroke (only 27 pounds!), trailer and more. <http://santacruz27.wordpress.com>. Call (831) 457-0398.

## 29 TO 31 FEET



**30-FT J/92, DANA POINT.** \$57,000. *Sailing Magazine's* 'Boat of the Year'. High performance racer/cruiser, overnight accommodations for 4, spectacular sailing, Quantum sails, carbon sprit, Yanmar inboard, blue hull. Never raced, dry sailed in fresh water. [randallwinchell@cox.net](mailto:randallwinchell@cox.net) or (949) 874-3957.



**CAL 2-29, 1977.** Alameda. \$6,900. In nice condition with spacious interior and wheel steering. Recent Ballenger mast, rigging, chainplates, mainsail, lazyjacks, Harken furler and interior cushions. Farrymann diesel has flywheel/transmission issues. 5hp Nissan mounted on transom. Great slip in Alameda. (510) 593-8697 or ssnick@gmail.com.

**30-FT CATALINA, 1979.** Rio Vista. \$9800/obo. New roller furling, lifelines 1994, Atomic 4, dodger, tiller; last MK I hull #1545. Great Bay/Delta boat. (559) 284-2144 or [rduenne@ddmattorneys.com](mailto:rduenne@ddmattorneys.com).

**J/29, 1985.** Seattle, WA. \$23,000. *Abracadabra*. Excellent race history. Completely refurbished in 2003. B&G instruments, rod rigging, faired hull, hydraulic backstay. Too many trick items to list. (253) 288-0117, (206) 571-1676 or [stevemil@graham.com](mailto:stevemil@graham.com).



**31-FT CAPE GEORGE 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 more at [www.capegeorgecutters.com/brokerage/Infinity.html](http://www.capegeorgecutters.com/brokerage/Infinity.html). (360) 385-3412 or [cgmw@olympus.net](mailto:cgmw@olympus.net).

**31-FT PACIFIC SEACRAFT MARIAH.** 1979. Redwood City. \$49,500. Bulletproof world cruiser. 3-cylinder Yanmar diesel installed 2008. Recent standing rigging. Gorgeous teak interior. 2 burner stove with oven. Isotherm refrigerator. Sept 2009 haul-out and survey. <http://sites.google.com/site/pacificseacraftmariah>. (510) 502-8901 or [nicholas.clinton@gmail.com](mailto:nicholas.clinton@gmail.com).

**30-FT CAPE DORY CUTTER, 1984.** Tomales Bay. \$37,500. Well maintained. Recent E80 radar, Variprop, new upholstery/cushions. A sweet sailing boat and easy to singlehand. Lots of pictures (click to enlarge) at website: <http://cd-30.blogspot.com>. (510) 910-2099 or [mbritt@eyedocs.com](mailto:mbritt@eyedocs.com).



**30-FT S29.2A, 1979.** South Beach, SF. \$21,500. The S29.2A 30-ft is a very well maintained sloop-rigged, fin keel, skeg rudder. Upgrades include, 30hp Yanmar 3YM30G, dual fuel tanks: 26 & 13gal, dripless packing gland, exhaust water lift, three blade prop, cutlass bearing, Raycor fuel filter, North Sail main, North Sail 110 jib, replaced all rigging, Raymarine radar 12 mile, main sail cover, life lines, water pressure pump. Email for full upgrade list and pics: [dperillat@sbcglobal.net](mailto:dperillat@sbcglobal.net).



**31-FT WYLIE, MOONSHADOW.** \$16,000/obo. One of Tom Wylie's best custom-designed yachts for SF Bay and ocean racing. A winner, remains competitive today. Yanmar diesel, 9 Barient winches, stainless rod rigging, Barient backstay adjuster, Quick Vang boomvang, large sail inventory, Martex prop. Sleeps 6. Hauled 10/08, new bottom paint. Excellent condition. Race ready. (415) 435-1006 or (415) 377-6688.

## 32 TO 35 FEET

**32-FT PEARSON RACER/CRUISER.** 1979. Alameda. \$23,000 or reasonable offer. Easily singlehanded Bill Shaw sloop. Featured in August 2007 *Practical Sailor*. 1250 hours on original M-15 Universal diesel. Gear (vintage '95): Autopilot, digital depth finder and gauge, Harken furler, Navtek backstay adjuster, Hall Spars QuikVang, Furuno radar, 25-watt marine radio. New: 19-gallon aluminum fuel tank and electric fuel pump (2002), 2 batteries (2006). Documentation: all original manuals, '95 survey, maintenance, diving, haul records since my '95 purchase. (510) 525-2754.

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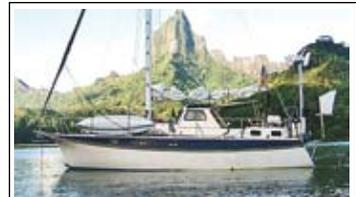


**33-FT ALAJUELA, 1979.** Ventura. \$38,000. Alajuela Yacht Corp 33 Cutter (bigger than most 35's). Excellent offshore cruiser. Great condition, ready to sail. Repowered with Perkins Perama M35. Asking price reduced to \$38,000. (714) 732-9882 or [jablance@bp.com](mailto:jablance@bp.com).



**1D35, 1999.** Richmond. \$79,500. Two time Rolex 1D35 Big Boat Winner, *Diablita* is in turn key condition. Always drysailed, competitive inventory and practice sails, with trailer. This one design thoroughbred is only 6500lbs, and is ready for anything. Professionally maintained by KKM. (510) 237-7600 or (510) 289-6422 or [gboell@innovaflavors.com](mailto:gboell@innovaflavors.com).

**34-FT SAN JUAN, 1984.** \$39,000. Fast comfortable, blue water cruiser, excellent condition. 6' headroom, galley, sleeps six, rod rigging. Roller furling headsail, 150% genoa, main, working jib, in good condition. 3GMD Yanmar, Achilles dinghy, large bimini. Price reduced. (510) 420-8956 or [nino@access-print.com](mailto:nino@access-print.com).



**35-FT YORKTOWN, 1976.** St. John, U.S. Virgin Islands. \$45,000. Just completed 4 year circumnavigation. Baja Ha-Ha 2005 and Puddle Jump 2006 Vet. Many upgrades and ready to go. Why get beat up sailing down the Caribbean, buy one that is already there! Find photos and equipment listing at: <http://sandpiper38.blogspot.com>. (340) 514-0778 or email [sandpiper\\_38@hotmail.com](mailto:sandpiper_38@hotmail.com).



**34-FT TIFFANY JAYNE, 1982.** Richmond. \$41,000. Sails like a dream. Very beautiful and fast. Best sailboat of this size on SF Bay. Like a big Alerion. Perfect for SF Bay and coastal. 5600lbs. Low hour Yanmar. Excellent condition. One owner. (510) 525-0279 or [rpacard@berkeley.edu](mailto:rpacard@berkeley.edu).



**35-FT J/109, 2004.** Sausalito. \$185,000. Fast, fun, mint condition racer/cruiser singlehand or with crew. 1st 2008 J/109 Division, 1st 2009 J-Fest Division, 3rd PHRF (72 rating). Quantum Kevlar racing and Dacron cruising sails (2 mains, 2 jibs), 2 asymmetric spinnakers, new rigging, Spectra lines. B&G instruments, VHF radio, GPS, Yanmar diesel, 29 hp, excellent condition. Doubles as performance cruiser with roller furling, all rigging led aft, sleeps 6+ with full galley, head, shower, hot/cold water, fridge. Ready to race one-design, Pac Cup, PHRF or cruise oceans SF Bay and Delta in comfort, style and performance. Must sell. (415) 717-3664 or [ahoys@earthlink.net](mailto:ahoys@earthlink.net).



**CAL 34, 1977.** Alameda. \$21,900. Beautiful sailing clean well maintained Cal 34. Strong diesel, lots of newer gear. This is a lot of boat for under \$22,000! Call Jay for more info and photos. (209) 617-1384 or [jay.sousa@sbcglobal.net](mailto:jay.sousa@sbcglobal.net).



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**32-FT BRISTOL YAWL, 1978.** La Paz, Baja, Mexico. \$29,900. Seaworthy Ted Hood design is rock solid and bone dry. Nearly all systems upgraded for our Oregon to Sea of Cortez cruise 2008-2009. Documented and clean, but wife says go bigger. Could be yours. See us in La Paz. www.yachtworld.com/boats/1978/Bristol-Yawl-2050788/La-Paz%2C-BCS/Mexico. (541) 660-8914 or irie@clearwire.net.

**33-FT STEEL SAIL, 2006.** Lowrie, San Rafael. \$56,000. Custom steel sloop. 28hp Beta diesel, MaxProp, Hogin full batten main, Monitor vane, Raytheon radar/GPS, stainless galley, extensive ground tackle, Lavac head. Lines plan and pics on request. (707) 895-2813 or derwinski@pacific.net.



**33-FT O.L., 1984.** Bay Area. \$14,500/obo. Beautiful flush-deck gem in excellent condition. Roughly 40 were built in Denmark and *Tamara* is the only one in the Bay Area. Rigged for singlehanding. All lines led aft, powerful double spreader, keel-stepped rig, new running backs, new running rigging, Yanmar engine and Saildrive w/folding prop works great, ST 4000 autopilot, Windpilot windvane, main w/2 reefs, working jib, 120, 130, storm jib, asymmetrical spinnaker. See photos at: <http://tinyurl.com/ylav3v7>. Call (415) 845-6309.

**32-FT WESTSAIL, 1973.** Santa Cruz. \$30,000. Beta Marine 37hp diesel, 300hrs. covers. Monitor. Frigoboat fridge. Force 10 diesel heater. 400ah batt. Inverter, charger. SL555 windlass. 300' 3/8 chain. 45#CQR. 406 EPIRB. Lavac head. Groco thru hulls. (907) 399-7733 or silathielke@gmail.com.



**32-FT COLUMBIA 5.5 METER, 1965.** Berkeley. \$4,300. New traveler and main sheet. Custom teak/holly hatch covers. Main, spinnaker, 150 and working jib. Honda 7.5 hp four stroke outboard. With slip at Berkeley Marina. (925) 366-0089.

**35-FT SANTANA, 1982.** Tiburon. \$18,000. Great boat for SF bay, handles high winds well. Very good shape. Many upgrades to rigging, includes hard rigging and extra sails for racing. Engine runs great, overhauled in 2001. (415) 846-3589 or (415) 897-6311 or Gooddots@aol.com.



**32-FT ERICSON 32-200, 1989.** South Beach Marina, San Francisco. \$30,000. Good condition. Roller furling jib, genoa and mainsail in very good condition. 2 staterooms, galley, 15HP Universal diesel-low hours, knotmeter, depth and new mechanical compass. Great boat for SF Bay. (415) 309-0249 or kpr1@mac.com.



**36-FT PEARSON 365 KETCH, 1980.** Tonga/NZ/Fiji/Australia. \$75,000. Complete renovation and outfit for bluewater cruising. Owner lives aboard and cares for her like a baby. Structural upgrades, new electrical system, oversized equipment. Tweaked for fast ocean passages. Pacific crossing - 21 days. Hard dodger, Lighthouse windlass, watermaker, below decks pilot w/spare, Iridium, SSB w/Pactor, 2005 UK Sails, new rigging, tons more. On the way to NZ, but delivery available elsewhere in the SW Pacific. Details on website. [www.getlostonpurpose.com/cruisingboatforsale](http://www.getlostonpurpose.com/cruisingboatforsale). Email [dwsorrell@yahoo.com](mailto:dwsorrell@yahoo.com).

**36-FT ISLANDER FREEPORT, 1979.** San Pedro. \$50,000. Plan B model in good condition with Capehorn self steering, davits, inflatable and outboard. Well maintained Perkins 4-108, always starts instantly and drive train in good condition. (530) 721-1305 or gadams4292@yahoo.com.



**37-FT ENDEAVOUR, 1981.** Wilmington, CA. \$42,000. Excellent liveaboard with beautiful teak interior. Private owner's cabin with double berth, huge salon, hanging lockers and drawers galore. 6'4" head room, new upholstery, canvas and cosmetics in recent years. Easy to sail. (562) 706-4334 or sailfast6@verizon.net.

**39-FT YORKTOWN, CENTER COCKPIT, 1980.** Marina Bay, Richmond. \$26,000. Full bed aft cabin, V-berth, CNG gas stove/oven, microwave, refrigerator, freezer, ice maker, TV, DVD, VHF, radar, GPS, depth finder, 50hp diesel, electric windlass, electric head, separate shower. Great liveaboard. (209) 743-6275 or vik@inreach.com.

**36-FT BENETEAU FIRST 36.7, 2005.** Port Angeles, WA. \$150,000. Deluxe, well maintained 36.7 for sale in Washington, just up the coast. See pics and specs at: [beneteau367forsale.com](http://beneteau367forsale.com) (360) 452-1110 or (360) 460-1014 or bill@cpfiber.com.

**38-FT DOWNEAST CUTTER, 1980.** Bay Area. \$50,000. Nice one, 56hp Yanmar. Lots of cruising gear, new standing rigging, stove, windlass, and other gear. Lots of ground tackle and chain. Call for full details. (707) 788-6109 or [scneptune@prodigy.net](mailto:scneptune@prodigy.net).

**36-FT PEARSON 365 KETCH, 1977.** Marina Village Yacht Harbor, Alameda. \$53,000/obo. Beautiful liveaboard. 40hp Westerbeke diesel. 3 new sails. 2005-Standing rigging, refrigeration, entertainment and electronic systems. Rigid bottom inflatable. Much more! (925) 457-4957 or [sailonchop@yahoo.com](mailto:sailonchop@yahoo.com).



**36-FT ISLANDER, 1974.** Delta Area, Stockton. \$19,900. Runs and sails great! Has 50hp Perkins engine. Recent improvements include new: mainsail, electrical wiring, gauges, stainless port lights, dodger, headliner, refrigerator and toilet. Recently polished fuel tanks. Sleeps 5. Still needs more improvements. (408) 375-9222.

**36-FT ISLANDER, 1975.** \$40,000. Recently surveyed, very good condition, wheel steering, roller furling jib, Perkins diesel. Contact Butch at Tradewinds Sailing School and Club. (510) 232-7999.



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**39-FT COLUMBIA, 1971.** West Palm Beach, FL. \$30,000. Deep draft 7', tall rig, wind gen. Westerbeke, propane, (AC, 6.5gen. needs work). Dual diesel tanks, dual battery bank, Anderson 46 winches, brand new Sta-Lok rigging and genny, extra sails including storm, new head, great storage, 7' headroom, very roomy for liveaboard. (954) 325-0118.

## 36 TO 39 FEET

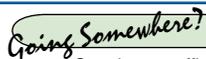
**36-FT PEARSON, 1985.** South Beach Harbor, SF. \$67,500. A great Bay boat with deep fin keel. Beautiful, comfortable and excellent sailing boat. Original Yanmar has less than 400 hrs. Interior is near perfect condition. Roller furler on jib, Dutchman on main and all lines led aft makes for easy singlehanding. Have original bill of sale and owner's manual! Will consider partnership with right party. This is a great boat in wonderful condition. (925) 286-8738 or [Bobgthomas@earthlink.net](mailto:Bobgthomas@earthlink.net).



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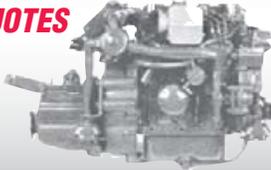


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**36-FT CATALINA MKII, 2001.** Sausalito Yacht Harbor. \$100,000/obo. Fresh-water beauty. Moved from Tahoe this June. 185 hours on Universal 35hp diesel, Raytheon electronic package, poleless Pineapple cruising spinnaker, blue cockpit dodger, 10 CD stereo system w/external speakers, propane external grill (never used), completely furnished galley including microwave oven, large refrigerated ice box and dry food locker. (650) 400-6898 or dfoley@ewingfoley.com.

**36-FT SABRE, 1998.** Berkeley. \$155,000. Professionally maintained sloop. Shallow draft wing keel ideal for cruising. Blue hull and topsides painted 12/06. Standing rigging replaced 2/07. New autopilot 5/07. New mainsail 7/08. Furling jib and lightly used asymmetrical spinnaker. (925) 766-2205 or dan@deltaexcavating.net.



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**36-FT TRISBAL, 1981.** Sausalito Yacht Harbor. \$69,000. *Ta Mana* (aluminum hull, built in France) is a proven, comfortable world cruiser, loaded and in excellent condition with a recent haulout and bottom paint. A turn key Pacific Cup boat ready to go 2010. AIS, SSB, weatherfax, navigation computer, solar panel, windvane, Raymarine electronics, dodger, Yanmar 3GM30F, 3 blade folding prop. Sails in good to excellent condition. For details and pictures please check the website [www.getawayonthebay.com](http://www.getawayonthebay.com). (415) 272-5789 or [skipper@getawayonthebay.com](mailto:skipper@getawayonthebay.com).

**37-FT CREALOCK, 1980.** Monterey. \$65,000. Cutter. Ballenger tabernacled mast. New Yanmar w/saildrive, radar, GPS, easy access to all systems, 70gal diesel, 3 watertight bulkheads. Not in yacht condition, needs finish work. Great little sailing ship. Price firm. [ddatpbio@gmail.com](mailto:ddatpbio@gmail.com).



**36-FT CATALINA, 1985.** Berkeley. \$55,000. Turn-key tall-rig, meticulously maintained by 2nd owner. Perfect as a liveaboard cruiser (transferrable Berkeley slip). New Pineapple sails (2004), 25hp Universal diesel (overhauled 2007), new 40gal fuel tank, 300gal freshwater, DGPS, Furuno radar, Danforth anchors, new dodger, more great extras! Email [hzonretzer@gmail.com](mailto:hzonretzer@gmail.com).

**36-FT BENETEAU 361, 2002.** SF Marina West Basin. \$118,000. Bristol, loaded, custom, all electronics, recent haul-out and bottom paint + coveted SF Marina Berth. Will consider lease or non-equity partnership. (415) 771-0741 or [Bob@TandlerSF.com](mailto:Bob@TandlerSF.com).



**38-FT BLUEWATER INGRID, 1977.** Fortman Marina, Alameda, CA. \$20,000/obo. Beautiful potential! Project boat. Sound hull, gorgeous teak interior, needs a loving hand. Moved ashore and need to find someone to take care of her. Write for pictures and information. [donalddhardy@yahoo.com](mailto:donalddhardy@yahoo.com).

**40 TO 50 FEET**

**45-FT ROBERTS MAURITIUS, 1985.** Alameda. \$35,000. 7 sails including storm trysail and drifter. Hydraulic steering. Solidly built, 1/4" steel below gunwales. John Deere 67hp diesel, 400gals diesel, 150gals water. Radar, Dickenson stove, Avon 6 person lifeaft. Mexico veteran and long term liveaboard, solid condition, needs interior and running rigging rebuild, minor repairs. Owner going overseas, wishes to find good home for great vessel that generated many fond memories. [steve\\_horne@solfocus.com](mailto:steve_horne@solfocus.com) or (650) 455-1985.

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**CAL 2-46, 1981.** San Rafael. \$89,500. Baja Ha-Ha '08 vet. It can go again, but I can't. Must sell. 2 complete staterooms sleeps 5. 40 gal/day watermaker. Touchscreen GPS/radar, 272gal diesel, 200gal water. Dutchman main. Roller jib. Excellent condition. (415) 299-1087 or millerpi@comcast.net.



**48-FT CELESTIAL, 1986.** Spacious, well-built center-cockpit ketch. Fantastic boat. Excellent condition. Many special features. Fully cruise ready. Great value. Beginning January, visit *Reba* in Puerto Vallarta. See *Reba* overview, details and contact info at: [www.celestial48.com](http://www.celestial48.com). (775) 832-7979.

**41-FT C&C, 1984.** Alameda. \$79,500. Performance cruiser/racer. A classy, quality boat that sails beautifully and will make any owner proud. Please go to website for details and photos. [www.gatecrasheryacht.info](http://www.gatecrasheryacht.info). (510) 410-3003 or jacquelinedevore@msn.com.



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**41-FT MORGAN CLASSIC MODEL, 1991.** San Carlos, Mexico. \$98,000. Primo condition. Equipped and ready to cruise. Center cockpit, great liveboard, must see to appreciate roominess. Recent survey. See blog for equipment list and current photos. <http://sailboatvagari.blogspot.com>. (520) 825-7551 or stanstrebreg@gmail.com.



**47-FT TED BREWER-DESIGNED.** center cockpit ketch, 1977. Sausalito, CA. \$75,000. Bluewater cruiser commissioned in Sausalito and constructed in Taiwan of thick hand-laid fiberglass, this yacht shows no blisters. All standing rigging recently replaced along with new spruce bowsprit, heavy duty windlass with twin anchors and rollers, rebuilt winches, brass fittings and ports, autopilot, modern electronics (radar, GPS chart plotter, depth sounder), teak throughout the entire ship, teak/marble head and bath, infinite storage area, modern diesel, huge master berth, full galley, CNG stove, etc. Topside brightwork needs attention. Mechanical and electronics are tip-top and reflected in extensive maintenance records. Sails beautifully. Berthed in Sausalito. Priced to sell. (408) 483-9550 or (650) 938-3169 or danmck@sonic.net.

**44-FT BENETEAU 445, 1993.** St. Thomas, US Virgin Islands. \$129,000. Cruising ready performance cruiser/liveboard located in the Virgin Islands. Watermaker, wind generator, solar, davits, AGM batteries, newer engine, navigation electronics, dinghy. <http://ansano.com/4sale>. (340) 344-6262 or gil@ansano.com.

**45-FT HARDIN VOYAGER, 1978.** Long Beach. \$55,500. Classic Bill Hardin sloop-rigged ocean cruiser back from cruise to Panama, Caribbean and East Coast. Waiting for her next adventure. All sails roller furled. Fiberglass, Isuzu C240, 200 gals fuel/water. (480) 215-8224 or pilot435@hotmail.com.



**40-FT PETERSON TWO-TONNER.** 1980. San Diego, CA. \$58,000/obo. This performance racer/cruiser sailed from San Diego to France in 2005 where she was totally refit: new Yanmar engine, hull/deck/mast paint job, bottom fairing, new head, rigging verification, new MaxProp, etc. After several regattas in France, and months cruising the Caribbean, she was sailed back to San Diego where upgrades continued: new refrigeration, new water heater, bottom job/deck paint, March 2009. Race in SoCal (PHRF 69) then cruise the islands in style. (619) 467-6369 or bruno.bomati@gmail.com.

**45-FT WAUQUIEZ CENTURION, 1992.** \$155,000. High quality, fast, performance world cruiser. Safely go anywhere. Passages with 200 mpd made good. We cruised the Caribbean and Pacific and now she must be sold. Solid FRP hull, masthead sloop, removable cutter stay, Harken furling, full-batten main, Windpilot servo-vane, swimstep transom, Lofrans electric windlass, dual-refrigeration, new Balmar alternator/digital charger, 1000w inverter, loom SSB and VHF, Furuno radar, lots more. Photo and inventory available. Discount for quick closing. For more info: (808) 826-6050 or tunes@aloha.net.



**45-FT BENETEAU 45F5, 1991.** Ventura, CA. \$125,000. Racer/cruiser, PHRF-63, with 3 cabins, 2 heads, beautiful wood interior. Price lowered for quick sale. Recent upgrades: New MaxProp 2008, fridge, inverter/charger, anchor, windlass. (559) 696-9653 or (559) 261-9295 or email rkrause@rjk-law.com.

**42-FT HYLAS, 1987.** Marina Real, San Carlos, MX. \$129,500. Fully equipped, Frers design, for extensive bluewater cruising. Will reimburse up to \$2,500 travel expenses to buyer. Full specs, pictures at website. Ready for immediate cruising in the Sea of Cortez and far, far beyond. [www.sailblogs.com/member/svangelfish](http://www.sailblogs.com/member/svangelfish). (206) 629-4138 or svangelfish@hotmail.com.



**47-FT CUSTOM FIBERGLASS CUTTER.** 2004. Coos Bay, OR. \$499,000. Price reduced. Blue water high latitude cruising sailboat, two helms, one enclosed, sleeps six, premium equipment, electronics, 85HP diesel, 4.2KW generator, workshop, 200+ fuel and water, refrigeration, washing machine, insulated. See pictures at: [www.hyssop.com/boat](http://www.hyssop.com/boat). (541) 888-5688.

**40-FT HUNTER LEGEND, 1986.** La Paz, MX. \$76,000/obo. Multiple upgrades since 2006 include: radar, chart plotter, SSB, refrigeration, propane conversion, StackPack, solar, and more. Cruising Mexico past two seasons and ready to go again. Contact for details. (530) 957-2810 or gregondetente@gmail.com.



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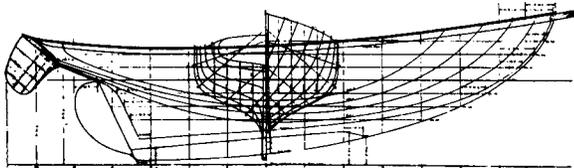


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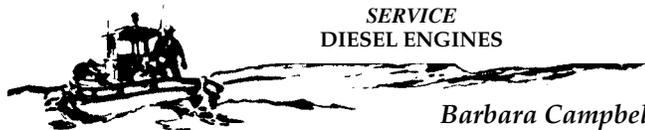
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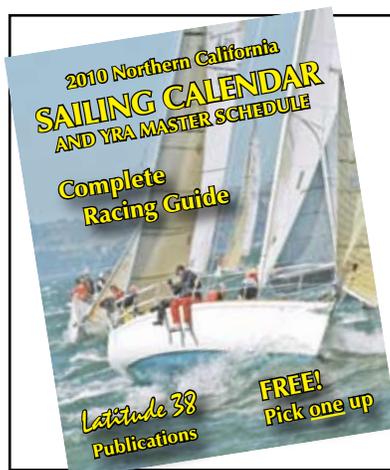


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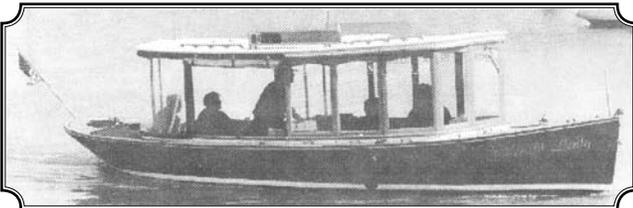
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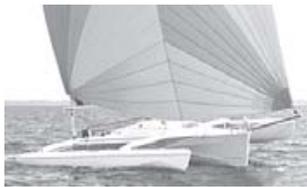
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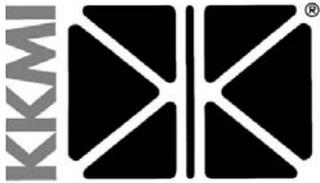
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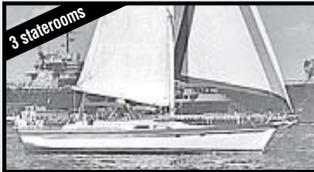


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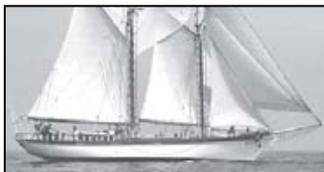
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